

Appendix A.

Village of Kingsley

Kingsley Trail

Section 1 Kingsley Trail Completion Guide

Contents include what needs to be done to have a successfully completed trail.

Section 2 Kingsley Trail doc.

Contents of the Kingsley Trail doc include benefits of the trail, trail descriptions, mileage/length and potential difficulties/problems of the trail.

Section 3 Trail Layout

Contents of the trail layout section are tax maps. The maps have the trail dimensions drawn into the map to give a trail layout from an overhead view.

Section 4 Descriptions/Pictures of Trail

Contents of the picture/descriptions are pictures of the trail from a first person view.

Section 5 Land Agreements

Content found in this section is a copy of the property easement North of E. Main St. There is also the surveyor's description. Other land agreements that need to be completed will be added to this section.

Kingsley Trail Completion Guide

Trail Property Acquisition

Kingsley School Property

1. Meet with the superintendent and school board for formal permission to construct the trail on school property.
2. The meetings agenda should include explaining the proposed path, width, distance, and clearance for the trail. Data can be gathered from the Kingsley Trail doc.
3. Once the trail has been approved by the school, the school property will need to be leased or decided to the Village of Kingsley in an intergovernmental agreement. A property easement may be another option but will need to be further looked into by an attorney. An attorney will need to be contacted to make sure that all legal documents are correctly filled out for the lease, deed or property easement.

Rail Road Property

1. Contact Great Lakes Railroad about setting up a meeting for the proposed trail. **Phone:** (989) 725-6644
2. Meet with railway correspondent and explain the following: the needs for the trail and trail dimensions on proposed property. Dimensions being explained should include the following; starting/ending point, width, surface, setback and separation. All information needed to explain the trail will be found in Kingsley Trail.doc.
3. Collaborate with Great Lakes Railroad and make changes to trail if needed.
4. After agreement has been made for trail, the proper paperwork will need to be filled out for a property easement.

Trail Layout

Layout

1. Legal requirements for newly acquired land will be need to be added or changed to the Kingsley Trail doc.
2. This may include setback distances, required separation (fencing) and possibly other restrictions that will need to be followed for legal development of the property.

Village Construction

In House Work - after the proposed trail property has become either village

property or is being leased by the village the trail will need to be mapped out with flags using dimensions from the Kingsley Trail Doc. This is so that construction of the trail stays on the trail property.

1. At this point brush, vegetation, and trees can be cleared by village workers or volunteers.

2. Hills and other uneven land can be leveled by village machinery being operated by a certified village worker or volunteer.
3. If the trail has an acceptable slope and a clear trail, surfacing will be the next step. Depending on what surfacing is available at this point, volunteers and village workers may be able to set down the surface. This would be if woodchips or crushed asphalt is available. If new asphalt is a mandate for the trail, construction may need to stop and we will need to look at the next section.
4. Outside help may be needed for work that village machinery, workers or volunteers are unable to complete. Contracted help is mentioned at the end of this document.

(Notes: Any work described in the village construction section should be attempted and completed if possible. Contracted construction hopefully is an unneeded option. Contracted construction will only make the project become more expensive. If the whole trail can be finished in the above section without outside help than the rest of this document may not need to be followed.)

Cost Estimation

New Costs

If there are new requirements set by acquired land, they need to be accounted for and added into costs. The railway may require asphalt, signs and fencing that was not in the original Kingsley Trail doc.

The school property may have added expenses not known about before. Requirements may include restrictions on trail surface (such as asphalt), slope requirements and possible fencing. These will need to be added into costs.

Total Costs

1. Costs will need to be estimated for all expenses along the trail. These expenses will be clearing, leveling and surfacing.
 - a. Clearing expenses may include machinery rental and labor costs.
 - b. Leveling expenses may or may not be required. Though will be if the Village of Kingsley's machinery is not able to adequately level all of the areas of the trail.
 - c. Surfacing expenses may or may not be required. It will depend on what materials are available at the time. Crushed asphalt will be free, woodchips may be free or of little cost, asphalt will be expensive.
2. When estimating the costs refer back to new layout on Kingsley Trail doc. New costs will need to be added to total cost.

Funding

Grants

1. Now that there is a projected cost, different ways to fund the trail need to be looked into. One way is through grants.

2. Federal programs that may have grant money available for trail funding are the Recreational Trails Program and the Transportation Enhancements program of the Federal Highway Administration and the Community Development Block Grant Program of the U.S. Department of Housing and Urban Development.

Non Profits

Non profit organizations also give away grant money for trails. A nonprofit that deals with funding in Michigan is the Environmental Law and Policy Center of the Midwest.

Phone: 312-795-3701 **Web site:** <http://www.elpc.org/resource.htm>

Partnerships

There is also the possibility to do a partnership. Local groups can be partners and help finance the project. They can do this by volunteering to help with construction and funding of the trail.

Local groups that can be contacted include the Sierra Club, Michigan Land Use Institute, Traverse Group Michigan Environmental Council and Kingsley's Friends of the Library.

Other Options

If there is not a sufficient amount of funds raised by any of the above, either a loan or village funds may be needed for construction of the trail.

Contracted Construction

Layout

Construction can not begin until trail boundaries have physically be marked. Marking is needed to make sure that the trail surface is constructed on the parcel of land set aside for the trail.

Clearing

1. In the designated trail space trees and vegetation need to be removed in allowed areas.
2. The clearance height and width numbers should come from the Kingsley doc.
3. Hills and uneven land will need to be excavated to an acceptable slope for construction of trail surface.

Surfacing

The trail surfacing will come next. This is when the earlier decided upon material, such as wood chips, asphalt or crushed asphalt is placed.

Fencing/Signs

Signs and fencing should be put up after the surfacing has been set. Refer back to what new property acquisitions require for the trail.

Kingsley Trail

Properties involved

Kingsley school property (042 009 005 00), Great Lakes Central Railroad (right of way 100ft total 50ft. to each side) Village of Kingsley (granted property easement.)

Introduction

This trail is being proposed within Kingsley Village limits. The trail will be designed for recreational use, motorized vehicles will not be allowed. It will stretch from Eden St. to Kingsley Rd, east of the Great Lakes Railway. The completion of the trail will provide both immediate and long term benefits for the residents of Kingsley.

Immediate Benefits

The first and most important immediate benefit will be a safe trail. Students and residents are using the railroad tracks and right of way (hereinafter referred to as R.O.W.) as a trail to travel through the village. The railway is an active corridor that runs through the village on an average of every other day. Pedestrians trespassing on R.O.W. to travel could potentially be harmed by the passing train or debris. Trespassing on railroad property is a misdemeanor which is a fine of 100 dollars and potential jail time of no longer than 30 days. The trail will also cross E. Main St. The crossing at E. Main St will have signs to warn cross traffic of approaching pedestrians and pedestrians of oncoming traffic. The trail will be created with the appropriate setback distances and safety precautions to offer a safe trail running parallel to the railway.

An additional immediate benefit will be the connectivity of the trail to village roads. The trail will intersect E. Main St., run parallel to Park St. and end at Eden St. This will provide biking and walking access to Kingsley Ridge, Kingsley Heights and the Cherry Woods. It will connect these high residential areas to the Kingsley High School. This will provide safe routes for students and other pedestrians to travel along the east side of Kingsley.

Expansion Benefits

Long term benefits can be numerous through the completion of the trail. The first would be the potential for connectivity of trails found within the Grand Traverse County. If the trail eventually continues north along the Great Lakes Railway it will be able to connect with the Three Mile Trail and the Boardman trail. The Three Mile Trail runs along S. Airport Rd. between U.S. 31 and Hammond Rd. The Boardman Lake Trail runs along the Boardman Lake, it begins at Hannah Rd. and ends at Medaile Roadside Park/S. Airport Rd. The Three Mile Trail would be able to link with our trail where Park Dr. intersects S. Airport Rd. The Boardman Trail can be connected with at Hannah Rd. This will bring the trail into Traverse City. Not only is there possibility to connect with Traverse but also with other cities, towns and villages that the Great Lakes Railroad runs through. To the south the larger populations would include Manton, McBain, Clare and Cadillac. Cadillac also has the White Pine Trail, which runs from Cadillac to the north part of Grand Rapids. Connectivity outside of village limits will require cooperation with the villages, townships and cities that the trail will run through.

Additional Benefits (based on how other trails have impacted communities)

Health

One additional benefit will be health. In other trails, once they have been built there is a tendency for the amount that residents exercise to increase. The trail is good for biking, jogging, and walking. Also if the trail is eventually connected with the Boardman or the Three Mile Trail it may be a good for long distance recreational activities.

Conservation

Another benefit will be the conservation and awareness of the nature that surrounds the trail. The trails path will be constructed with cutting down as few trees as possible and be meant to keep as much green space as possible. Living trees with a diameter of 4 inches or more are not allowed to be removed. It also can be used as an educational tool by the schools as a nature trail.

Economic

Communities with trails running through them have a tendency to have a better economy after a trail has been established compared to before. Linkage in trails can provide additional consumers to the area. Stores and restaurants that have easy access to trail users have seen increases in sales. Studies have also stated that trails have potential to attract businesses to the area, such as restaurants and shops. Some large businesses have also decided to locate in areas with trails. They have said that potential workers are healthier in the communities with trails. To these companies a healthy worker is happy and a happy worker is a good worker.

Trails have had either an increase or no effect on preexisting property values along trails. This means that overall the area has become more desirable. This may also benefit those that currently live in Kingsley. They may be able to eventually sell their house for more money than it was originally purchased. (All information regarding all benefits can be found in sources page)

Legalities

According to Michigan RUS (recreational use statutes) the entity that allows public use of property will be protected except in cases of gross negligence. This basically says that in order for the village of Kingsley to be protected by Michigan law we would need to upkeep the trail and warn users of potential danger. Such as posting signs at crossings for awareness of danger and trespassing signs to prevent trail users of going on railroad property. To be protected we would also need to repair any potential hazards along the trail.

Mileage/Length (distance and path taken may be subject to change as project develops.)

North of E. Main St (Tax Map)

The trail consists of different properties, so when the measured distance stops the next property that is involved begins its measured distance. (Distance 1 connects to Distance 2 connects to Distance 3)

Distance 1

Start at the intersection of Eden St. and the Great Lakes Railroad. Head east 38ft along Eden St. Next continue by heading south for 586ft, while maintaining a distance of 38ft away from the center of the railroad. These described directions make up the left property boundary for the trail. The trail is also 12feet

wide along this 586ft stretch, making the east boundary line 50ft. away from the centerline of the railroad. This proposed trail property will exist on the railroads right of way.

Distance 2

Start at the southeast corner of previously explained property found on railroad right of way while facing north. Head east for 12ft, next continue south 1,508ft while maintaining 50ft to the east of the railroad centerline. This describes the west boundary of the second property that connects to the previously described property. 12ft to the east of the west boundary is the east boundary. This runs parallel to the entire west boundary. This proposed area of trail will be a land property easement, restrictions for this land state that no living trees may be cut with a diameter in excess of 4 inches.

Distance 3

Start at southeast corner of previously marked property. Head south for 320ft. while continuing to maintain a 50ft. distance from the center of the railroad. This will end of E. Main St.

The east boundary line is parallel 12 feet to the east of the west boundary. The trail maintains a twelve foot width except for in areas that there is not a 62ft distance between the center of the rail tracks and the beginning of the west side of Park St. In those areas the width of the trail will not be able to be 12 feet. Instead the trail will be what the distance is between the railroad R.O.W(50ft) and Park St.

Total

The total distance from Eden St. to E. Main St. is 2,419ft.

South of E. Main St (measured using wheel, rough measurement)

The trail has two options of where to begin along E. Main St. heading south. The first would be to use Kingsley Area School property (042 009 005 00). This is a twelve foot wide parcel of land that heads south for 290ft and then widens to 479ft. The twelve foot width is found in between the Co-op(042 009 001 00) and a house(042 009 003 00). The second option is to use rail road right of way. The trail will use railroad property for 290ft south of E. Main St. until the trail could be continued on Kingsley Area School property(042 009 005 00). The option of using the railroad right of way is a backup in case the Kingsley Area School property has to much slope to build the trail for the 12 foot wide parcel. The two paths were measured and dimensions are listed below.

Railroad Right Of Way

Measurement began at E. Main St. using the railroads right of way heading south to the beginning of Kingsley Area School property after approximately 390ft. It was continued on K.A.S. property for 1,029ft. This makes a total of 1,419ft. Measurement was stopped at a footpath used by high school students to cross the railroad. (This footpath is a safety problem for both the village and the school.)

Kingsley Area School

Measurement began at E. Main St heading south, 112 feet east of railroad right of way. This is Kingsley School property, it is a trail that is currently being used by the co-op as parking. The new measurement for distance heading south to the footpath was 1,427ft. Measurement past the 1,472 ft could not be continued due to the high grass and thick vegetation. Kingsley Area Schools has given the go ahead in development of the trail in the unmeasured area and is allowed to continue to Kingsley Rd.

Kingsley Road

The plan for the trail is to continue from the footpath (1,472ft south of E. Main St) and end at Kingsley Rd. There are a few options for the path at this point. The trail can either go through an area with thick vegetation and steep slopes or go around the vegetation to the east along the tree line. If the trail is to continue through the heavy vegetated area it will provide the straightest path, though more expenses may be accumulated due to needed excavation to level the slope. If the trail is continued along the tree line excavation may not be needed, however it may take away space that the high school will need to use in the future. The most desirable option would be to go through the vegetation keeping the trail as green as possible. Trail clearance should be kept at 8 to 12 feet wide to keep consistent with the rest of the trail. An expert will likely be needed for this part of the trail, such as an engineer or an experienced trail maker. Also further coordination with the K.A.S. superintendent and board members will be needed.

Total

From Eden St. to foot trail the distance between is 3,889ft. This does not include E. Main St. The trail will have additional footage when continued to Kingsley Rd

Width of trail

Tread

Minimum width of (3ft).
Max. width (8ft.)

Clearing

Width 8ft. to 12ft.
Height 8ft. minimum

The trail width may change at times throughout the trail. It will depend on terrain that is available. These numbers are suggestions from trail makers.

Surface

The surfacing of the trail would consist of woodchips or mulch. There is also the possibility of using pulverized asphalt.

Potential Difficulties or Problems

At the Northeast part of the Kingsley public school property adjacent to the railroad there is a large hill. This hill would most likely need to be leveled to have acceptable grade for the trail.

The railroads right of way from E. Main St. south to where E. Blair St. begins is only 71ft wide, giving only 35.5ft of right away east of the center of the rail. The railroad will not want to have a trail along this stretch. Two options that may come up in discussions is fencing and asphalt for that stretch, both would be added expenses. (This will only be a problem if we have to use this section for the trail instead of the 12 foot wide strip of land between the Co-op and the house.)

1,419ft. South of E. Main St, are trees, brush and bushes that need to be removed to continue the path to Kingsley Rd. There are steep hills and excavation will be needed to have an acceptable grade. (Will not be a problem if trail is continued to the east along the tree line.)

North of E. Main St the property easement calls that living trees with diameters 4 inches or larger may not be cut down. The trails width in this area may need to change at times if large trees are getting in the way.

The rest of the trail beside areas mentioned above will be relatively easy to construct. A large portion of the land has an existing foot trail which has left a clear path. All that would need to be done here is throw down wood chips or pulverized asphalt. This portion of trail is found south of the hill on the North West property of Kingsley School and takes part of the 1,419ft measured south of E. Main St.

North of E. Main St the proposed trail may be rather simple. The proposed trail area is relatively level. There are only two potential difficulties north of E. Main. The first is that we will need to get a property easement from the railroad for the 587ft stretch south of Eden St. The second potential difficulty will be that no trees can be cut down that are living and have a diameter larger than 4 inches.

Potential Costs

Surveying can be expensive, though the land will need it to begin building the trail.

We may also need to excavate areas of proposed trail where the slope is too steep to build the trail. There will also be expenses involved in surfacing the trail, such as buying woodchips or asphalt. Large trees may need to be cut in areas allowed, so we potentially may need to hire a company to cut them down. Additional costs may become known as the trail is being constructed.

Sources

All sources were used as information to put this document together; there are not any direct quotes that are used.

Sources used in introduction/benefits

<http://www.railtrails.org/whatwedo/railtrailinfo/benefits.html>

<http://www.americantrails.org/resources/benefits/index.htm>

www.indianatrails.org/benefits.htm

www.easterntrail.org/benefits.html

Liabilities

Michigan Legislature

Source regarding recreational use statute

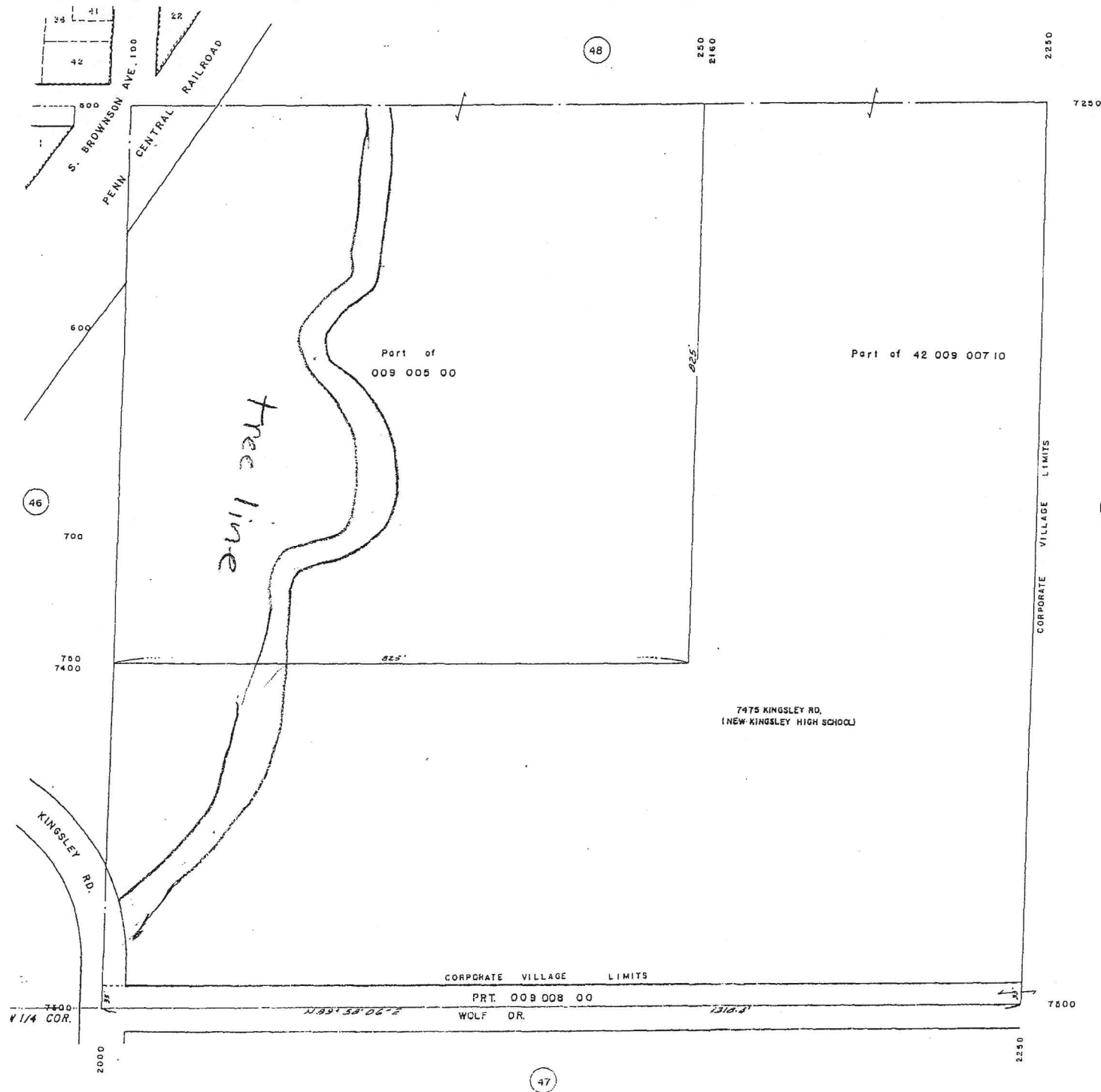
[http://www.legislature.mi.gov/\(S\(b4oby051anurb4525qbnj55\)\)/mileg.aspx?page=home](http://www.legislature.mi.gov/(S(b4oby051anurb4525qbnj55))/mileg.aspx?page=home)

Section 3

Trail Layout

The trail is laid out from an above point of view looking down at the trail.

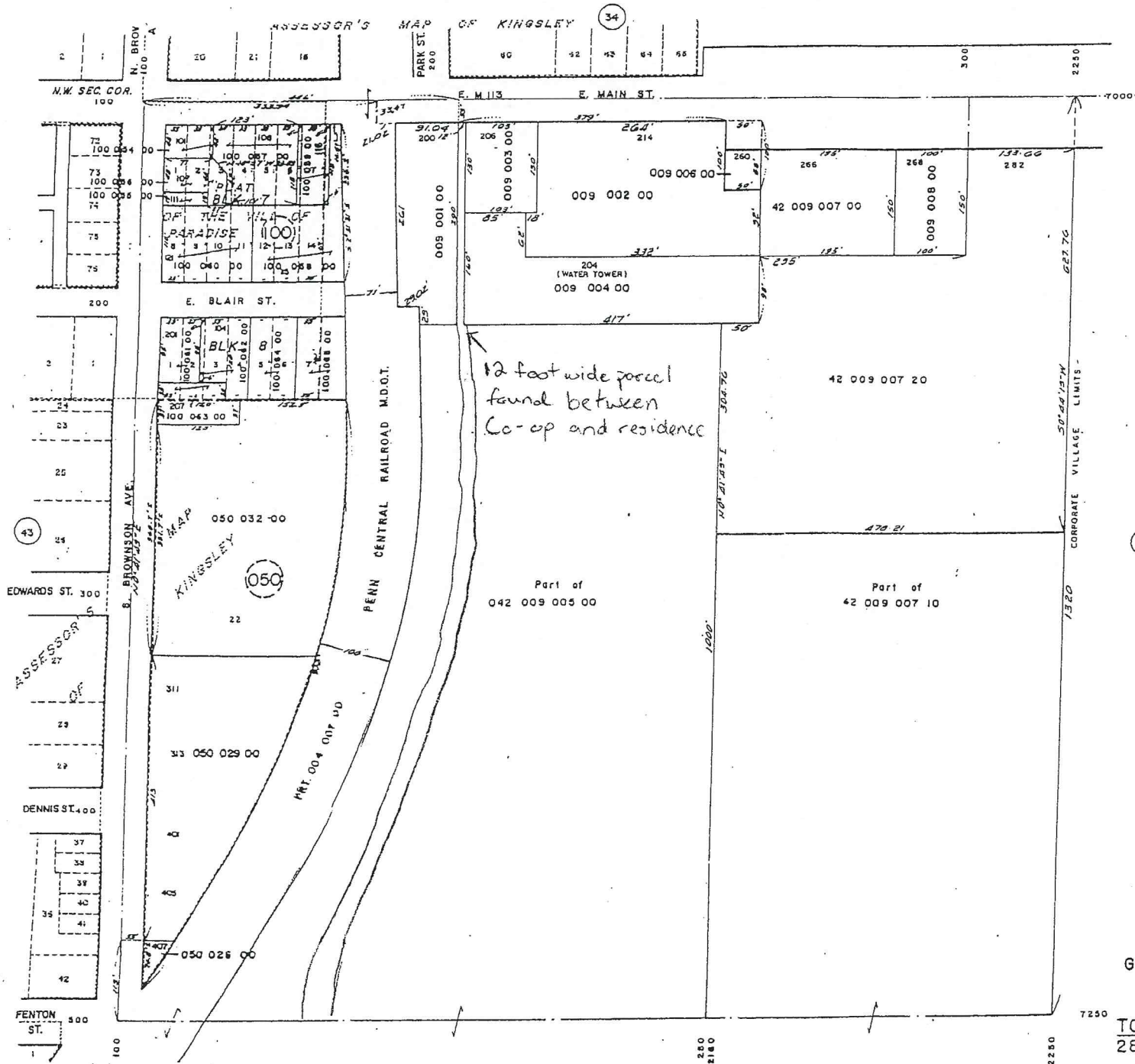
The first page shows the trail beginning at Eden St and heading south (left to right on the map.) The three pages that follow the first page show the path continuing south crossing E. Main St, then it continues on Kingsley High School property until the trail ends at Kingsley Rd.



SW 1/4 of NW 1/4
Section 9, T.25 N., R.10 W.
PARADISE TOWNSHIP
GRAND TRAVERSE COUNTY, MICHIGAN

TOWNSHIP
28 10 009

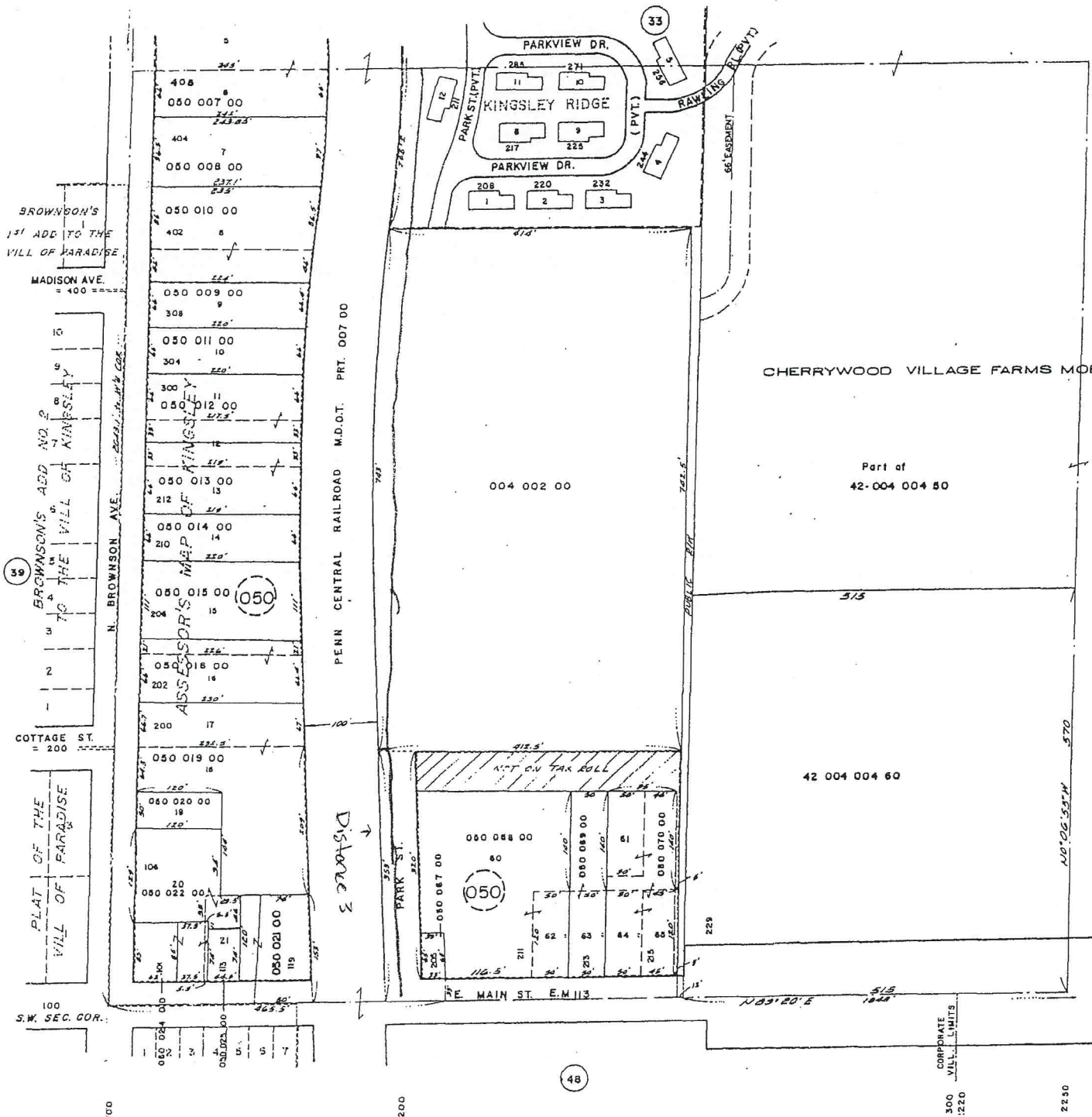
VILLAGE
28 42 009



SCALE: 1" = 200'

NW 1/4 of NW 1/4
 Section 9, T.25 N., R.10 W.
 PARADISE TOWNSHIP
 GRAND TRAVERSE COUNTY, MICHIGAN

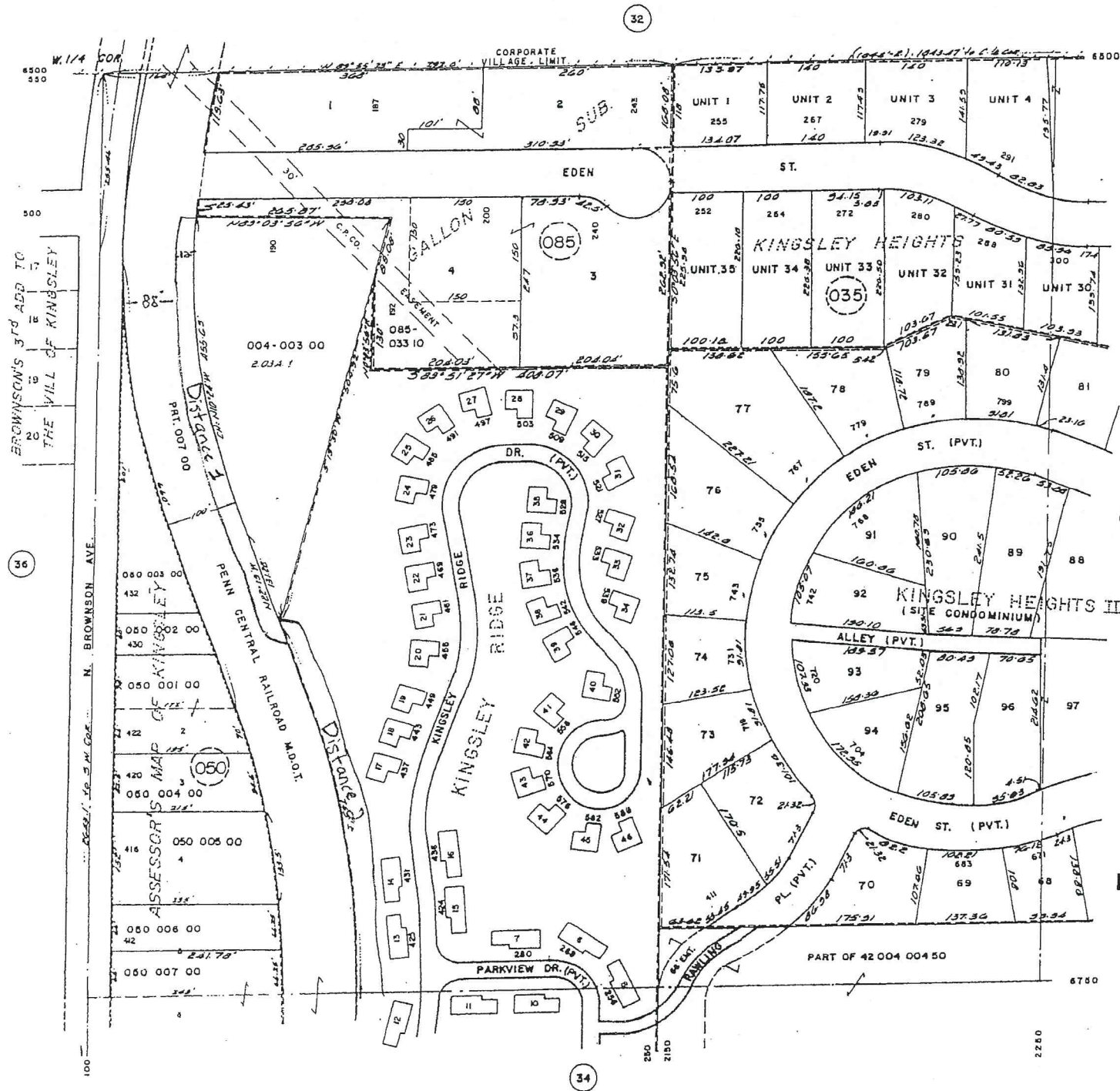
TOWNSHIP 28 10 009 VILLAGE 28 42 009, 050 & 100



SCALE: 1" = 200'

SW 1/4 of SW 1/4
Fr'l. Section 4, T.25 N., R.10 W.
PARADISE TOWNSHIP
GRAND TRAVERSE COUNTY, MICHIGAN

VILLAGE
28 42 004 & 050



NW 1/4 of SW 1/4
 Fr'l. Section 4, T.25 N., R.10 W.
 PARADISE TOWNSHIP
 GRAND TRAVERSE COUNTY, MICHIGAN

VILLAGE
 28 42 004 & 050

SCALE: 1" = 200'

Kingsley Trail Eden St. to E. Main St.
(Pictures)

This page describes the pictures shown on the following three pages. These pictures show the path of the trail starting at Eden St. heading south to E. Main St. The three pages that follow this page will have two pictures on them. Below is a breakdown of each page.

Page 1

Top Picture- this picture is taken at Eden St. looking south. The property of the proposed trail in this picture is currently railroad property. The trail will be constructed to the east (or left) of the tracks.

Bottom Picture- this picture was also taken on the railroad property. It is looking to the south. The tree line farther to the south along the railroad is where the property easement begins. The property easement is to the east (left) of the tracks.

Page 2

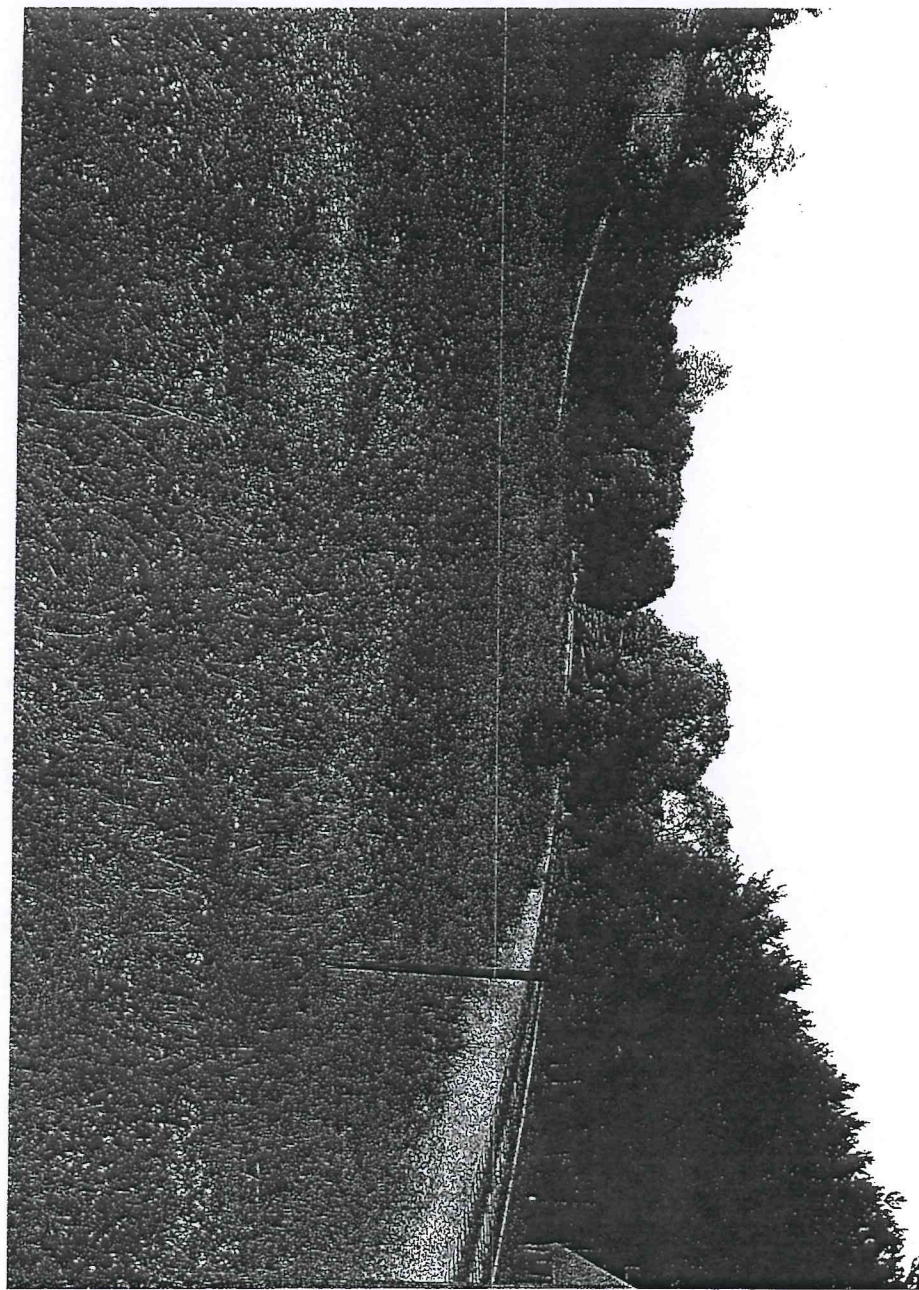
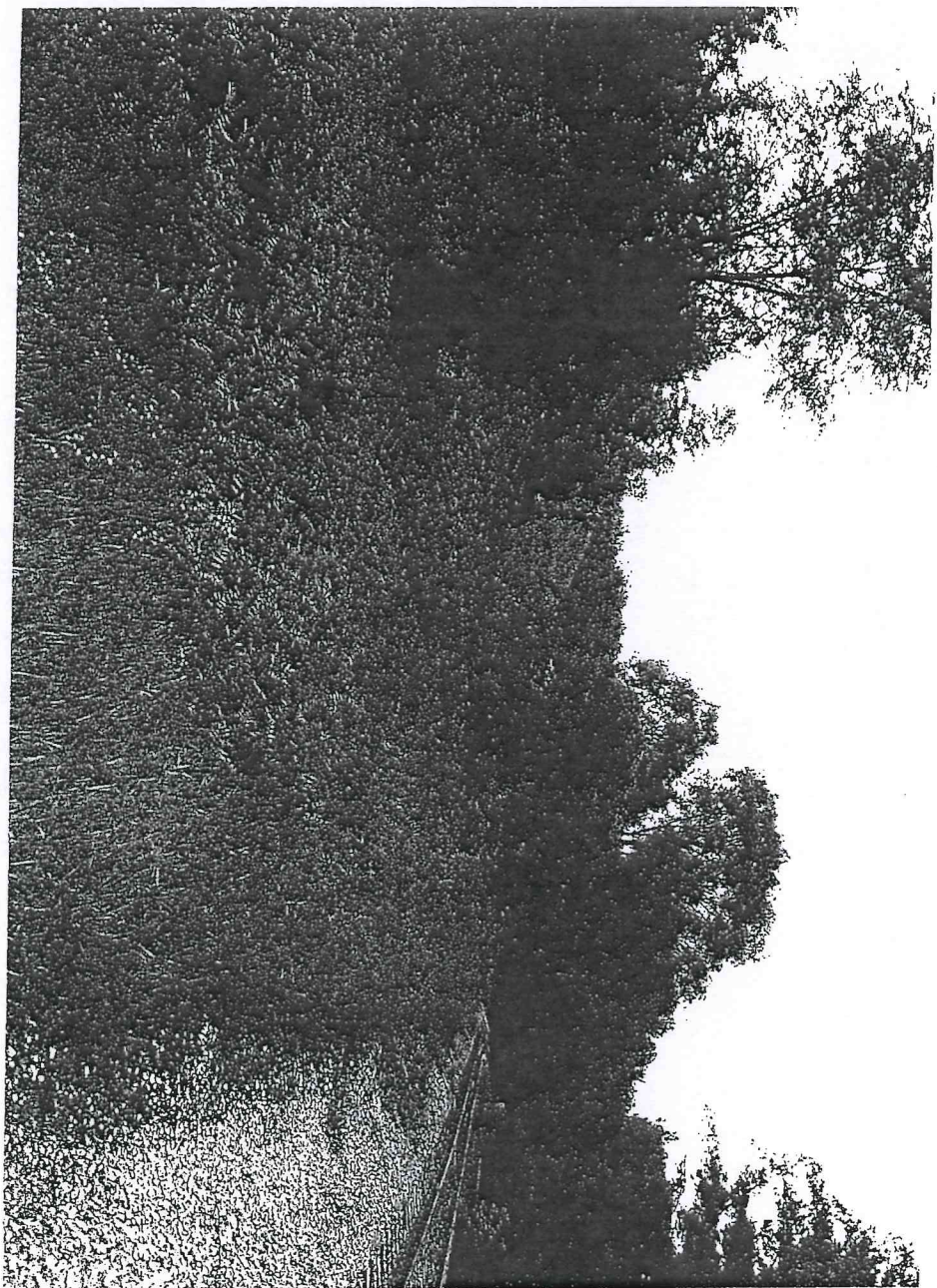
Top Picture- this picture was taken in the twelve foot wide property easement. This is looking at a footpath that can be found along certain areas of the property easement. The problem with the footpath is that it swerves between railroad property and the property easement.

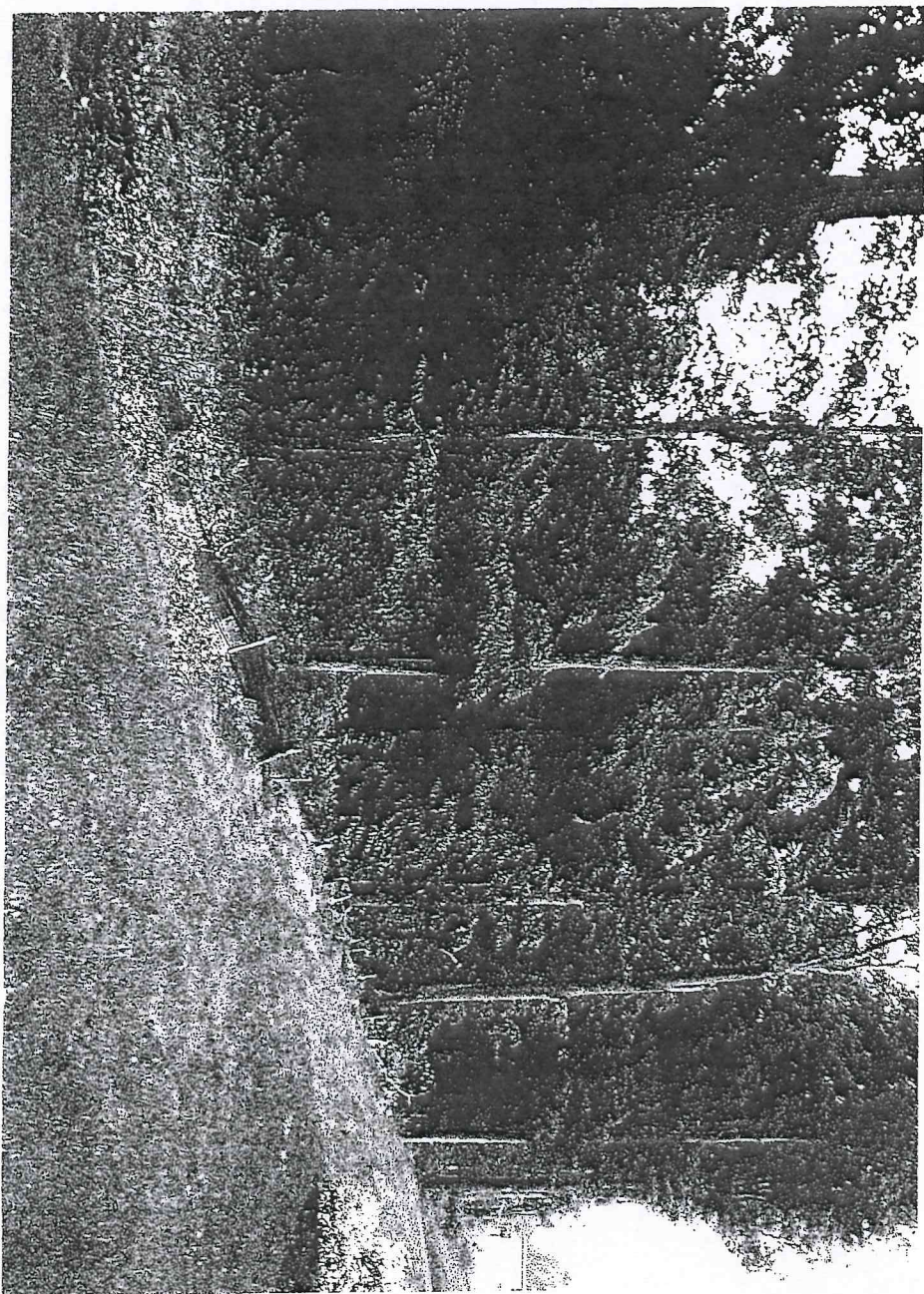
Bottom Picture- this picture was taken on the other side of the tree line. It is looking at the property easement (which is the area of the trees). This picture was taken looking to the northeast.

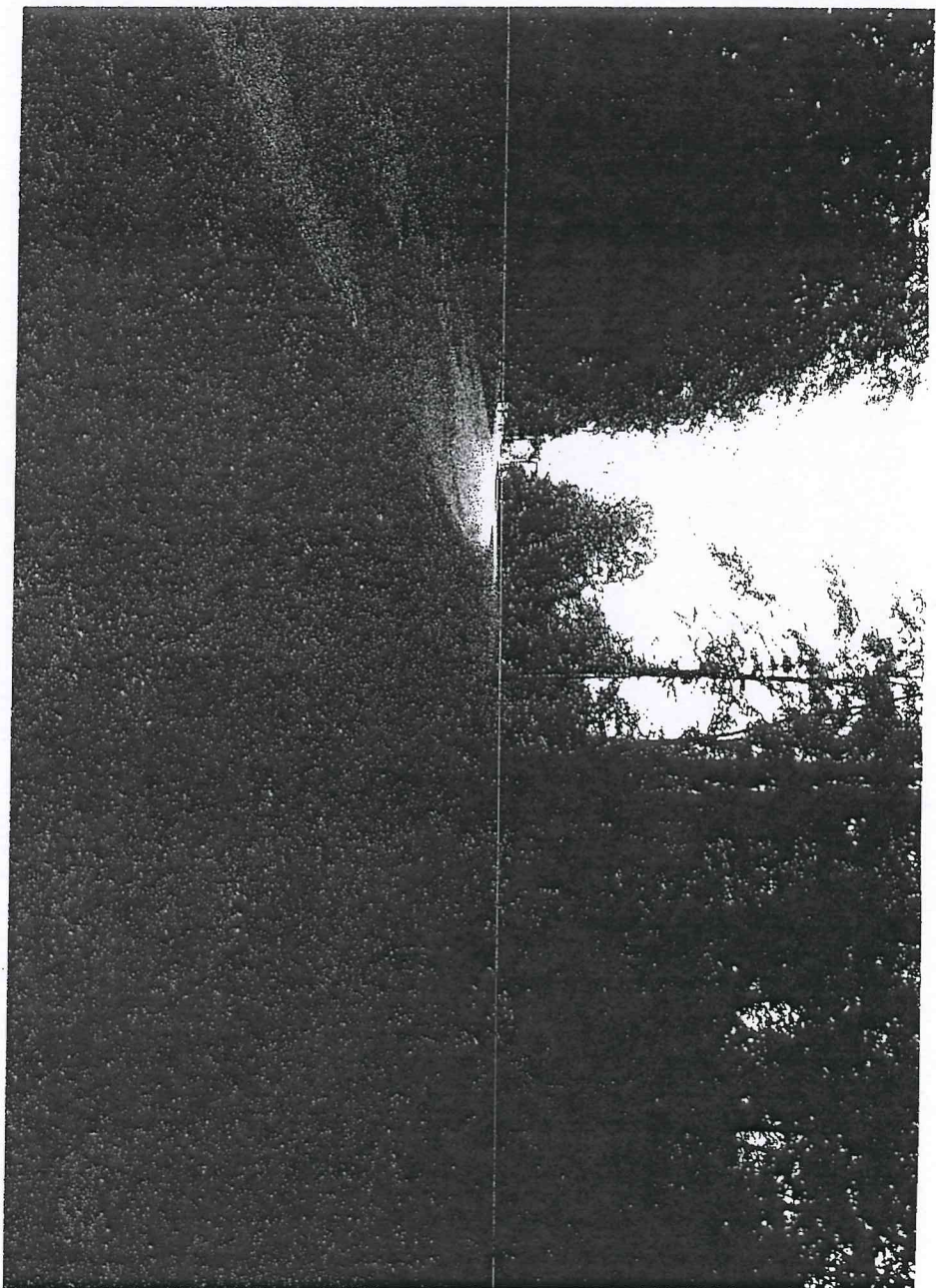
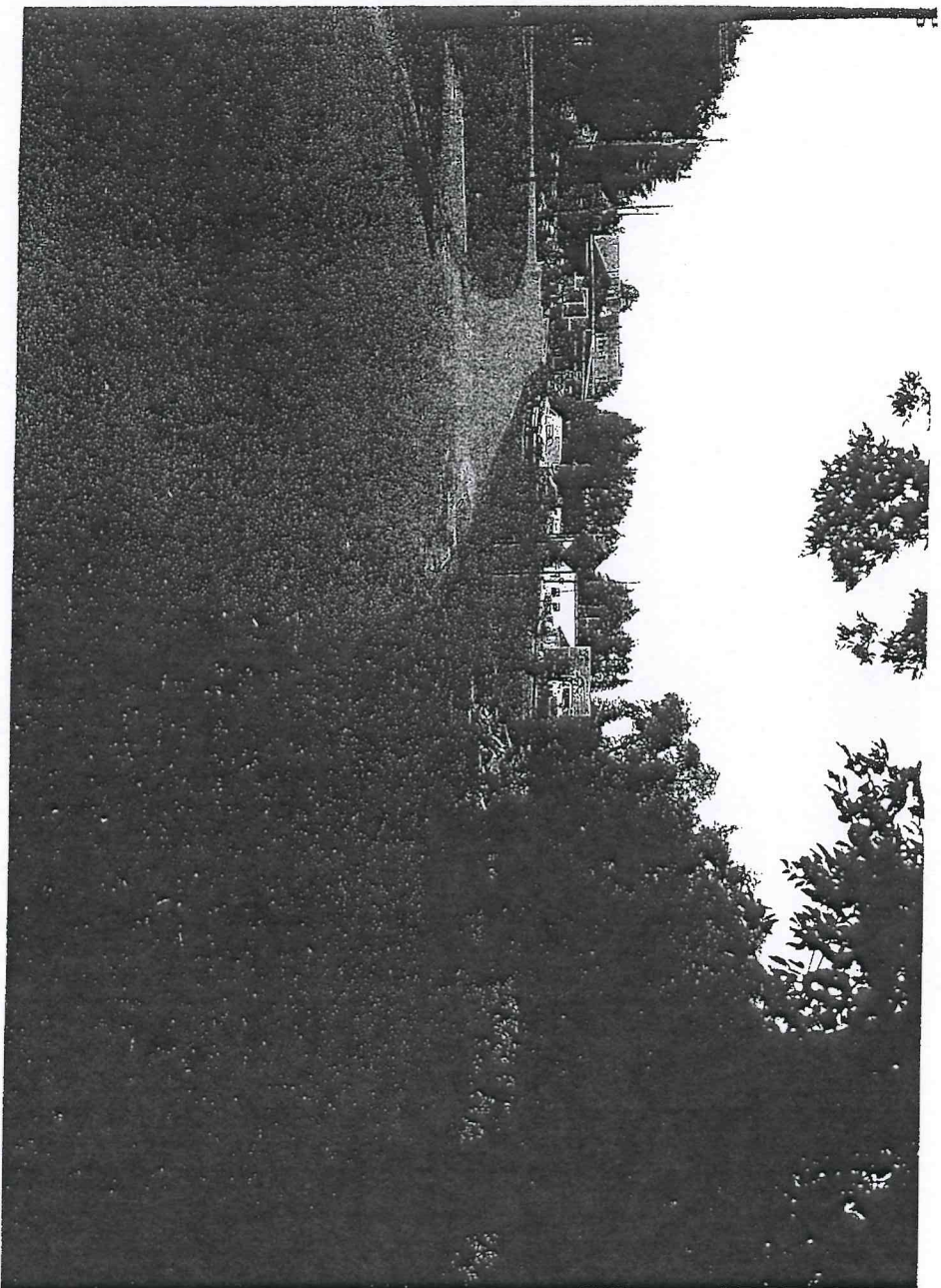
Page 3

Top Picture- This picture was taken next to Park St. looking to the south. The trail will be found the west (right) side of the street.

Bottom Picture- This picture was also taken along Park St., it is further to the south than the top picture. The trail will be constructed on the west side of Park St. and continue until reaching E. Main St. Part of this picture is also referred to as *distance 3* under the North of E. Main St. section of the Kingsley Trail doc.







Kingsley Trail Crossing at E. Main St

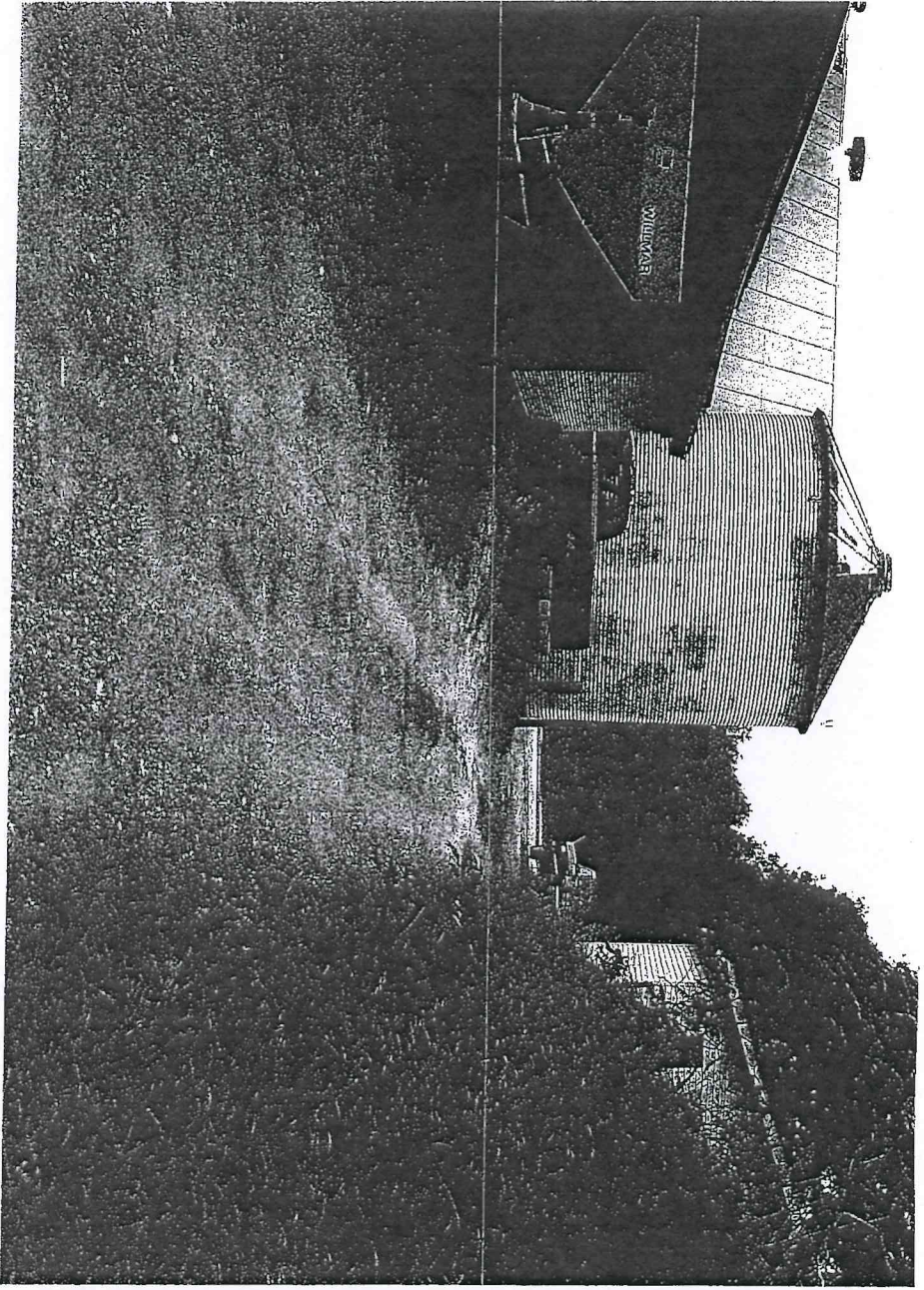
The picture found on the following page is taken of the potential crossing at E. Main St. The picture was taken from the trail south of E. Main St between the co-op and a residence. It is looking to the north. This is crossing is listed under problem areas in the Kingsley Trail doc.



Kingsley Trail South of E. Main St.
(Pictures)

The pictures are found on the six pages following this page. The descriptions of what each picture is looking at are listed below. The first page after this one is listed as number 1, the second page is listed as number two. This continues through all six pages.

1. Picture 1 is of Kingsley Area Schools twelve foot parcel of land that is found between the co-op and a residential house.
2. Picture 2 is a picture of a hill that is south of the twelve foot parcel of land. This is the hill that is listed in the Kingsley Doc under problem areas. This hill will need to be cleared and leveled.
3. Picture 3 is of the footpath that continues south of the hill.
4. Picture 4 is another picture of the footpath continuing south.
5. Picture 5 is a picture of the footpath heading east to the Kingsley High School.
6. Picture 6 is taken at a 180 degree turn from picture 5. It is a picture of the foot trail from the school to the railroad heading east to west. This is how the students access the railway.

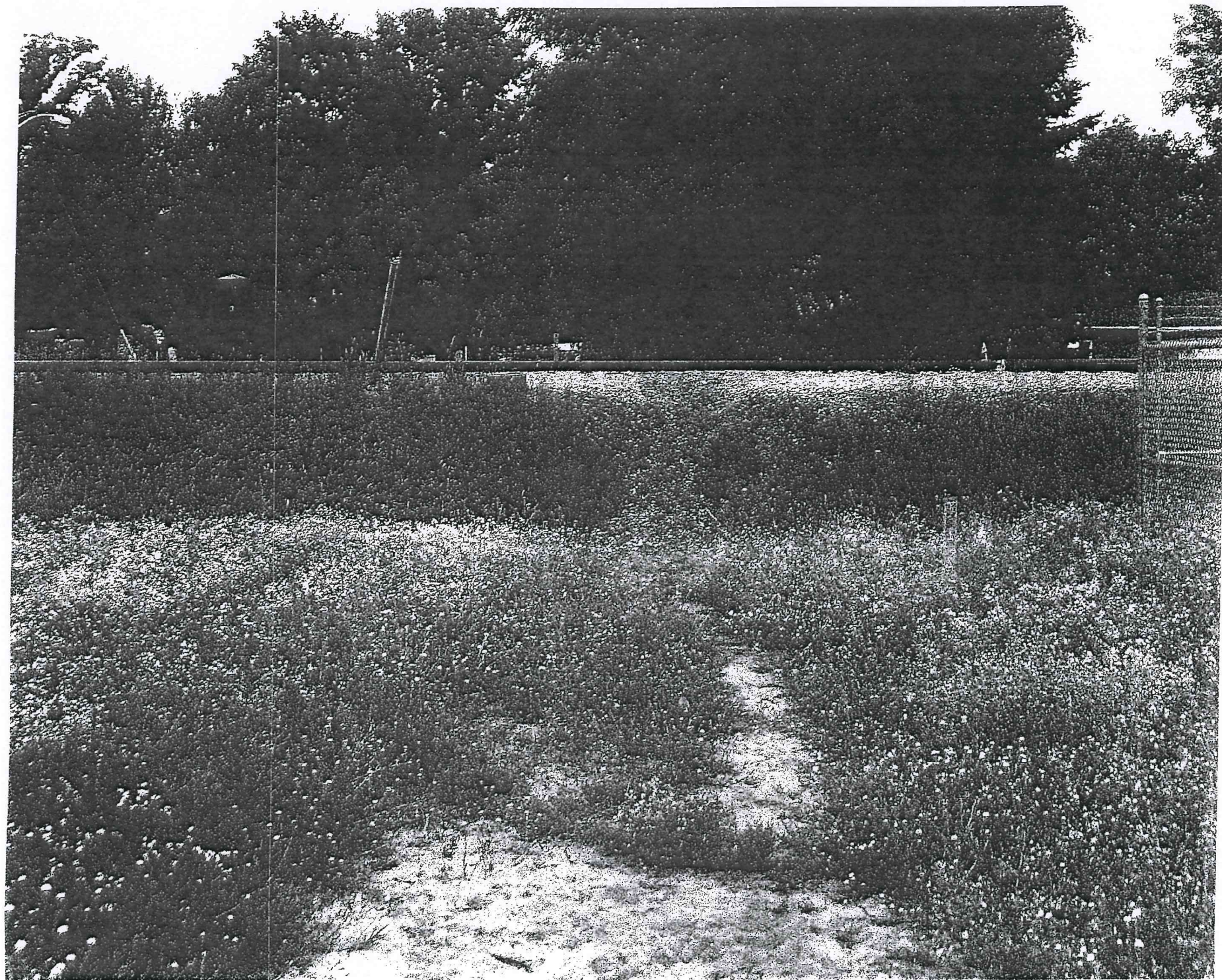












Section 5

Land Agreement

This section consists of the property easement found north of E. Main St. It also includes a survey description. There will be more documents that will be added to this section in the future. All documents dealing with land acquisitions regarding Kingsley Area Schools and Great Lakes Railroad will be added to this section. This may include documents regarding the followings agreements; intergovernmental, lease, and deed or documents required in a property easement

The Grantors, CREEKSIDE PROPERTY, INC., a Michigan corporation, whose address is 5161 Silver Pines, Traverse City, MI 49684

CONVEY AND QUIT CLAIM to VILLAGE OF KINGSLEY, a Michigan general law Village, whose address is 115 East Blair Street, P.O. Box 208, Kingsley, MI 49649-0208, the following described premises situated in the Village of Kingsley, County of Grand Traverse, State of Michigan:

SEE ATTACHED LEGAL DESCRIPTION

Subject to the following restrictions:

- 1) The parcel shall be used for a walkway with no motorized traffic permitted.
- 2) No cutting of live trees with a diameter in excess of 4 inches is permitted.


Exempt from Michigan transfer tax pursuant to MCL 207.526 (a) and MCL 207.505 (a).

This property may be located within the vicinity of farmland or a farm operation. Generally accepted agricultural and management practices which may generate noise, dust, odors, and other associated conditions may be used and are protected by the Michigan Right to Farm Act.

The grantor grants to the grantee the right to make zero divisions under Section 108 of the land division act, Act No. 288 of the Public Acts of 1967.

for the sum of One and 00/100 (\$1.00) Dollar.

Dated this 13 day of May, 2005.


Creekside Property, Inc.
By: Brent Walton, its President

STATE OF MICHIGAN)
COUNTY OF GRAND TRAVERSE) ss.

The foregoing instrument was acknowledged before me this 13 day of May, 2005, by Brent Walton, President of Creekside Property, Inc.


_____, Notary Public
County, Michigan

My commission expires:

LORI ZEMSTA, NOTARY PUBLIC
WEXFORD COUNTY ACTING IN
GRAND TRAVERSE COUNTY, MICHIGAN

When recorded return to: **GRANTEE** MY COMMISSION EXPIRES: 10/19/05

Send subsequent tax bills to: **GRANTEE**

Prepared by: Land & Estate Planning Services, P.C., Jeffrey J. McManus, Attorney, 3335 South Airport Road West, Suite 5B, Traverse City, MI 49684, (231) 947-0550

The drafter of this instrument has not examined title to the lands conveyed and renders no opinion as to marketability of title or whether the conveyance complied with the Land Division Act, 1996 P.A. 591, as amended.

Kingsley Ridge-Village of Kingsley QCD 1

*12' adjacent to
the R/W*

12 Foot Wide Walkway Parcel between Penn Central Railroad Right-of-Way and Kingsley Ridge, A Condominium

Part of the Southwest one-quarter of Section 4, Town 25 North, Range 10 West, Village of Kingsley, Grand Traverse County, Michigan, more fully described as:

Commencing at the Southwest corner of said Section 4;

thence North 89°20'05" East, 792.00 feet,

along the South line of said Section 4;

thence North 00°00'15" East, 1094.99 feet;

thence South 89°20'05" West, 414.36 feet,

along the South boundary line of Kingsley Ridge, A Condominium and to the Point of Beginning;

thence continuing South 89°20'05" West, 12.06 feet,

to a point on the East right-of-way line of the Penn Central Railroad right-of-way;

thence, along said East railroad right-of-way line, the following courses:

North 04°49'04" East, 84.83 feet;

thence Northwesterly, 676.48 feet, along the arc of a 1482.00 foot radius curve to the left, the central angle of which is 26°09'12" and the long chord of which

bears North 08°15'33" West, 670.62 feet;

thence North 21°20'09" West, 18.58 feet;

thence, leaving said East railroad right-of-way line,

North 13°31'25" East, 20.99 feet;

thence, along a line lying 12 feet Easterly of and parallel with the above described Easterly railroad right-of-way line, the following courses:

South 21°20'09" East, 35.80 feet;

thence Southeasterly, 681.97 feet, along the arc of a 1494.00 foot radius curve to the right, the central angle of which is 26°09'14" and the long chord of which

bears South 08°15'33" East, 676.06 feet;

thence South 04°49'04" West, 83.68 feet,
to the Point of Beginning.

Said parcel contains 9,487 square feet.

Subject to easements or restrictions, if any.