## RESOLUTION NO. 20111208-134

WHEREAS, the City Council was requested to conduct a public hearing to consider the permanent use of approximately 274 square feet of land and the temporary use of approximately 1,315 square feet of land for sidewalk and workspace purposes in connection with the construction, use, maintenance, repair and replacement of a sidewalk that is a portion of the Group 10 ADA Sidewalk Improvements-Brodie Lane Project, through a dedicated scientific area that is part of Austin Water Utility's Water Quality Protection Lands, more particularly described as Lot 7, Block A, Mission Bethany Subdivision (the "Proposed Use"); and

WHEREAS, the land being used for the Proposed Use is described in Exhibit A (the "Affected Land"); and

WHEREAS, notice of the public hearing to be held on December 8, 2011 was given for three consecutive weeks on November 13, November 20, and November 27, 2011 in a newspaper of general circulation; and

WHEREAS, such public hearing was held December 8, 2011 by the City Council to consider the use of Affected Land for the Proposed Use; NOW, THEREFORE,

## BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

Having taken into account clearly enunciated local preferences, the City Council finds that there is no feasible and prudent alternative to the use of the Affected Land for the Proposed Use, and that all reasonable planning has been done to minimize harm to the Affected Land from the Proposed Use. The use of the Affected Land for the Proposed Use is approved.

The City Manager is authorized to take such measures as may be necessary, favorable or required to effectuate the purpose and intent of this resolution.

ADOPTED: December 8 , 2011 ATTEST: thule d entry City Clerk


City of Austin<br>to<br>City of Austin (for Sidewalk Easement)

## Field Notes

BEING 0.006 OF ONE ACRE (274 S.F.) OF LAND, MORE OR LESS, OUT OF AND A PART OF THE SAMUEL HAMILTON SURVEY NO. 16, ABSTRACT 340 IN TRAVIS COUNTY, TEXAS, SAME BEING A PORTION OF LOT 7, BLOCK "A", MISSION BETHANY SUBDIVISION, RECORDED IN BOOK 98, PAGE 118 AND 119 OF THE PLAT RECORDS OF TRAVIS COUNTY, TEXAS, CONVEYED TO C.ITY OF AUSTIN BY GENERAL WARRANTY DEED EXECUTED ON DECEMBER 22, 2000 AND FILED FOR RECORD ON JANUARY 3, 2001, RECORDED IN DOCUMENT 2001001719 OF THE OEFICIAL PUBLIC RECORDS OF TRAVIS COUNTY, TEXAS, SAID 0.006 OF ONE ACRE (274 S.F.) OF LAND BEING HEREINAFTER DESIGNATED AS PART 1 AND PART 2 AND BEING MORE PARTICULARLY DESCRIBED BY ME'TES AND BOUNDS AS FOLLOWS AND AS SHOWN ON THE ATTACHED SKETCH:

Part 1
BEGINNING at a calculated point in the northwesterly right-of-way line of Brodie Lane (R.O.W. varies) and in the southeasterly line of said Lot 7, for the Point of Beginning and the most southerly corner of the herein described tract of land, having Texas state Plane Coordinate (Texas Central Zone, NAD83, HARN (93), US Feet, Surface Adjustment Factor of 0.999950003 ) values of $N=10039033.81$ and $E=3081059.59$, from which a $1 / 2$ inch iron rod found in the northwesterly right-of-way line of Brodie Lane, at the most southerly corner of said Lot 7 and an easterly corner of Lot 6, Block "A" of said Mission Bethany Subdivision, bears South $27^{\circ} 50^{\prime} 24^{\prime \prime}$ West, a distance of 395.83 feet;

1) THENCE, North $05^{\circ} 19^{\prime} 29^{\prime \prime}$ West, a distance of 7.57 feet, leaving the northwesterly right-of-way line of Brodie Lane and the southeasterly line of said lot 7 and crossing said Lot 7, to a calculated point for the most westerly corner of the herein described tract of land;
2) THENCE, North $25^{\circ} 51^{\prime} 54^{\prime \prime}$ East, a distance of 14.35 feet, to a calculated point for an angle point herein;
3) THENCE, North $28^{\circ} 23^{\prime} 53^{\prime \prime}$ East, a distance of 7.71 feet, to a calculated point for the northwesterly corner of the herein described tract of land;
4) THENCE, North $59^{\circ} 23^{\prime} 53^{\prime \prime}$ East, a distance of 8.71 feet, to a calculated point in the northwesterly right-of -way line of Brodie Lane and the southeasterly line of said Lot 7 , for the northeasterly corner of the herein described tract of land, from which a $1 / 2$ inch iron rod found in the northwesterly right-of way line of Brodie Lane, at the most easterly corner of said tot 7, bears North $27^{\circ} 50^{\prime} 24^{\prime \prime}$ East, a distance of 153.83 fect;
5) THENCE, South $27^{\circ} 50^{\prime} 24^{\prime \prime}$ West, a distance of 35.81 feet, with the northwesterly right-of-way line of Brodie Land and the southeasterly line of said Lot 7, to the Point of Beginning and containing an area of 0.003 of one acre (128 s.f.) of land, more or less.

Part 2
BEGINNING at a $1 / 2$ inch iron rod found in the northwesterly right-of-way line of Brodie Lane (R.O.W. varies) at the most casterly corner of said Lot 7, for the Point of Beginning and the most easterly corner of the herein described tract of land, having Texas State Plane Coordinate (Texas Central. Zone, NAD83, HARN (93), US Feet, Surface Adjustment Factor of 0.999950003 ) values of $\mathrm{N}=10039201.48$ and $\mathrm{E}=3081148.15$;

1) THENCE, South $27^{\circ} 50^{\prime} 24^{\prime \prime}$ West, a distance of 28.50 feet, with the northwesterly right-of-way line of Brodie Lane and the southeasterly line of said Lot 7, to a calculated point for the most southerly corner of the herein described tract of land, from which a $1 / 2$ inch iron rod found in the northwesterly right-of-way line of Brodie

Lane at the most southerly corner of said Lot 7 and an easterly corner of Lot 6, Block " $A^{\prime \prime}$ of said Mission Bethany Subdivision, bears South $27^{\circ} 50^{\prime} 24^{\prime \prime}$ West, a distance of 556.97 feet;
2) THENCE, North $03^{\circ} 02^{\prime} 07^{\prime \prime}$ West, a distance of 10.72 feet, leaving the northwesterly right-of-way line of Brodie Lane and the southeasterly line of said Lot 7 and crossing said lot 7, to a calculated point for the most westerly corner of the herein described tract of land;
3) THFNCE, North $27^{\circ} 55^{\prime} 42^{\prime \prime}$ East, a distance of 24.73 feet, to a calculated point in the westerly right-of-way line of Brodie Lane, the westerly right-of-way line of Slaughter Lane ( $120^{\prime}$ R.O.W.) and the easterly line of said Lot 7 , for the most northerly corner of the herein described tract of land, from which an iron rod with cap marked "Chaparral." found in the southwesterly right-of-way line of Slaughter Lane, at the most northerly corner of said Lot 7 and a northeasterly corner of said Lot 6 , bears North $17^{\circ} 20^{\prime} 22^{\prime \prime}$ West, a distance of 13.67 feet and North $62^{\circ} 1^{\prime \prime} 41^{\prime \prime}$ Vest, a distance of 559.11 feet;
4) THENCE, South $17^{\circ} 20^{\prime} 22^{\prime \prime}$ East, a distance of 7.70 feet, with the westerly right-ofway line of 13rodic bLanc, the westerly right-of-way line of Slaughter Lane and the easterly line of said rot 7 , to the Point of Beginning and containing an area of 0.003 of one acre ( $146 \mathrm{~s} . f$. ) of land, more or less.

| Part 1 | 0.003 ac. | $(1.28$ | s.f. $)$ |
| :--- | :--- | ---: | :--- |
| Part 2 | 0.003 ac. | $(146 \mathrm{s.f})$. |  |
| Total | 0.006 ac. | $(274 \mathrm{s.f})$. |  |

I hereby declare that this survey was made on the ground, under my supervision, and that it substantially complies with the current Texas Society of professional Surveyors standards.


Eduardo O. Mendez
Registered Professional L, and Surveyor 5010

MUM DesignGroup
305 Fast Huntland Drive, Suite 200
Austin, Texas, 78752 (512) 453-0767


Bearing Basis: The coordinates shown herein are Texas state plane, Central Zone, NAD 83 (CORS 96 ). For surface coordinates, divide grid coordinates by, a surface adjustment factor of 0.999950003 . The project control points are a $5 / 8^{\prime \prime}$ iron rod set approximately $9^{\prime}$ northwest of the northwest right-of-way of Brodie Lane and approximately $93^{\prime \prime}$ southwest of the southwest right-of-way line of Slaughter Lane grid coordinates $N=10039136.68$ and $E=3081103.67$ and a spindle set approximately $17^{\prime}$ southeast of the northwesterly right-ofway line of Brodie Lane and approximately $543^{\prime}$ southwest of the southwesterly right-ofway line of: Slaughter Lane grid coordinates $N=10038726.68$ and $\mathrm{E}=3080917.26$. All distances shown herein are surface distances.

Base Stations Used:
Pr Designation Tiat.itude Longitude
DE4373 TXAU Austin RRP2 CORS ARP N301842.08\% W0974522.712
-DG5767 TXSM San Marcos CORS ARP N295240.525 W0975409.649
DG5765 TXJC Johnson City CORS ARP N301559.203 W0982350.395
DH7927 LCWD ICRA WirtzDam COOP CORS ARP N303316.351 W0982015.935
TCAD No.:
0426300931
City Grid No.: D15



## Part 2

## Field Notes

| Closure Summary |  |
| :--- | :---: |
| Precision, 1 part in: $20938.52^{\prime}$ |  |
| Error distance: | $0.00^{\prime}$ |
| Error direction: | NO5 $10 ' 36.0$ |
| Area: | $0.003 a c r e s$ |
| Square area: | 146.0513 |
| Perimeter: | $71.65^{\prime}$ |
| Point of Beginning |  |
| Easting: |  |
| Northing: | $10000.0000^{\prime}$ |
|  | $10000.0000^{\prime}$ |


| Side 1: Line |  |
| :---: | :---: |
| Direction: | S27 ${ }^{\circ} 50^{\prime} 24^{\prime \prime} \mathrm{W}$ |
| Angle: | [ $\left.027{ }^{\circ} 50^{\prime 2} 24^{\prime \prime}\right]$ |
| Deflection angle: | [-152 $\left.{ }^{\circ} 09^{\prime} 36^{\prime \prime}\right]$ |
| Distance: | $28.50{ }^{\prime}$ |
| Easting: | $9986.6904^{\prime}$ |
| Northing: | 9974.7987' |

Side 2: Line
Direction: $\quad$ N03 ${ }^{\circ} 02^{\prime} 07^{\prime \prime} \mathrm{W}$
Angle: $\quad\left[-030^{\circ} 52^{\prime} 31^{\prime \prime}\right]$
Deflection angle: [149 $\left.{ }^{\circ} 07^{\prime \prime} 29^{\prime \prime}\right]$
Distance: 10.72'
Easting: $\quad 9986.1228^{\prime}$
Northing: 9985.5037
Side 3: Line
Direction: $\quad$ N27 ${ }^{\circ} 55^{\prime} 42^{\prime \prime} \mathrm{E}$
Angle: $\quad\left[-149^{\circ} 02^{\prime} 11^{\prime \prime}\right]$
Deflection angle: [030 $\left.{ }^{\circ} 57^{\prime} 49^{\prime \prime}\right]$
Distance: 24.73'
Easting: 9997.7055'
Northing: 10007.3535
Side 4: Line
Direction: $\quad$ S17 ${ }^{\circ} 20^{\prime} 22^{\prime \prime E}$
Angle: $\quad\left[-045^{\circ} 16^{\prime} 04^{\prime \prime}\right]$
Deflection angle: [134 $\left.{ }^{\circ} 43^{\prime} 56^{\prime \prime}\right]$
Distance: $\quad 7.70^{\prime}$
Easting: 10000.0003'
Northing: 10000.0034'

## Sketch

## Closure Summary

Precision, 1 part in: 20938.52'
Error distance: $\quad 0.00^{\prime}$
Error direction: $\quad$ N05 ${ }^{\circ} 10^{\prime} 36.02^{\prime \prime} E$
Area: 0.003acres
Square area: 146.0513
Perimeter: 71.65'
Point of Beginning
Easting: $\quad 10000.0000^{\prime}$
Northing: $\quad 10000.0000^{\prime}$
Side 1: Line
Direction: $\quad$ S27 ${ }^{\circ} 50^{\prime} 24^{\prime \prime} \mathrm{W}$
Angle: $\quad\left[027^{\circ} 50^{\prime 2} 24^{\prime \prime}\right]$
Deflection angle: [-152 $\left.09^{\prime} 36^{\prime \prime}\right]$
Distance: $\quad 28.50^{\circ}$
Easting: $\quad 9986.6904^{\prime}$
Northing: $9974.7987^{\prime}$

Side 2: Line
Direction: $\quad N 03^{\circ} 02^{\prime} 07^{\prime \prime} \mathrm{W}$
Angle: $\quad\left[-030^{\circ} 52^{\prime} 31^{\prime \prime}\right]$
Deflection angle: [149 $\left.{ }^{\circ} 07^{\prime} 29^{\prime \prime}\right]$
Distance: $10.72^{\prime}$
Easting: $\quad 9986.1228^{\circ}$
Northing: 9985.5037'
Side 3: Line
Direction: $\quad$ N27 ${ }^{\circ} 55^{\prime} 42$ " $E$
Angle: $\quad\left[-149^{\circ} 02^{\prime} 11^{\prime \prime}\right]$
Deflection angle: [ $\left.030^{\circ} 57^{\prime} 49^{\prime \prime}\right]$
Distance: 24.73'
Easting: $\quad 9997.7055^{\prime}$
Northing: 10007.3535'
Side 4: Line
Direction: $\quad$ S17 ${ }^{\circ} 20^{\prime} 22^{\prime \prime} E$
Angle: $\quad\left[-045^{\circ} 16^{\prime} 04^{\prime \prime}\right]$
Deffection angle: $\quad\left[134^{\circ} 43^{\prime} 56^{\prime \prime}\right]$
Distance: $\quad 7.70^{\prime}$
Easting: $10000.0003^{\prime}$
Northing: $\quad 10000.0034^{\prime}$

# City of Austin to <br> City of Austin <br> (for Temporary Working Space Easement) 

Field Notes


#### Abstract

BEING 0.030 OF ONE ACRE (1.315 S.F.) OE LAND, MORE OR LESS, OUT OF AND A PART OF THE SAMUEL HAMILTON SURVEY NO. 16, ABSTRACT 340 IN TRAVIS COUNTY, TEXAS, SAME BEING A PORTION OF IOT 7, BLOCK "A", MISSION BETHANY SUBDIVISION, RECORDED IN BOOK 98, PAGE 118 AND 119 OF THE PLAT RECORDS OE TRAVIS COUNTY, TEXAS, CONVEYED TO CITY OF AUSTIN BY GENERAL WARRANTY DEED EXECUTED ON DECEMBER 22, 2000 AND FILED FOR RECORD ON JANUARY 3, 2001, RECORDED IN DOCUMENT 2001001719 OF THE OFEICIAL PUBLIC RECORDS OF TRAVIS COUNTY, TEXAS, SAID 0.030 OF ONE ACRE ( 1315 S.F.) OF LAND BETNG MORE PARTTCUI,ARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS AND AS SHOWN ON THE ATTACHED SKETCH:


BEGINNING at a calculated point in the nesterly right-of-way line of Brodie Lane (R.O.W. varies), the westerly right-of-way line of Slaughter Lane (120' R.O.W.) and the easterly line of said Lot. 7, for the Point of Beginning and the most easterly corner of the herein described tract of land, having Texas State Plane Coordinate (Texas Central Zone, NAD83, HARN (93), US Feet, Surface Adjustment Factor of 0.999950003 ) values of $N=10039208.84$ and $E=3081145.86$, from which a $1 . / 2$ inch iron rod found in the northwesterly right-of-way line of Brodie Lane, at the most easterly corner of said Lot 7 bears South $17^{\circ} 20^{\prime} 27^{\prime \prime}$ East, a di.stance of 7.70 feet;

1) THENCE, South $27^{\circ} 55^{\prime \prime} 42^{\prime \prime}$ West, a distance of 24.73 feet, leaving the westerly right-of-way line of Brodic Lanc, the westerly right-of-way line of Slaughter Lane and the easterly line of said Lot 7 and crossing said fot 7, to a calculated point for a corner;
2) THENCE, South $03^{\circ} 02^{\prime} 07 \prime$ East, a distance of 10.72 feet, to a calculated point in the northwesterly right-ofi-way line of Brodie Lane and the southeasterly line of said Lot 7 , for a corner, from which a $1 / 2$ inch iron rod found in the northwesterly ri.ght-of-way line of Brodie Lane, at the most easterly corner of said fot 7 bears North $27^{\circ} 50^{\prime} 24^{\prime \prime}$ East, a distance of 28.50 feet;
3) THENCE, South $27^{\circ} 50^{\prime} 24^{\prime \prime}$ West, a distance of 125.33 feet, with the northwesterly right-of-way line of Brodie Lane and the southeasterly line of said Lot 7, to a calculated point for a corner;
4) THENCE, South $59^{\circ} 23^{\prime} 53^{\prime \prime}$ West, a distance of 8.71 feet, leaving the northwesterly right-of-way line of Brodie Lane and the southeasterly line of said Lot 7 and crossing said Lot 7 , to a calculated point for a corner;
5) THENCE, South $28^{\circ} 23^{\prime} 53^{\prime \prime}$ West, a distance of 7.71 feet, to a calculated point for an angle point herein;
6) I'HENCE, South $25^{\circ} 51^{\prime} 54^{\prime \prime}$ West, a distance of 14.35 feet, to a calculated point for a corner;
7) THENCE, South $05^{\circ} 19^{\prime} 29^{\prime \prime}$ East, a distance of 7.57 feet, to a calculated point in the northwesterly right-of-way line of Brodie Lane and the southeasterly line of said Lot 7, for a corner;
8) THENCE, South $27^{\circ} 50^{\prime} 24^{\prime \prime}$ West, a distance of 52.50 feet, with the northwesterly right-of-way line of Brodie Lane and the southeasterly line of said Lot 7, to a calculated point for the most southerly corner of the herein described tract of land, from which a $1 / 2$ inch iron rod found in the northwesterly xight-of-way line of Brodie Lane, at the most southerly corner of said Lot 7 and an easterly corner of Lot 6, Block "A" of said Mission Bethany Subdivision, bears South $27^{\circ} 50^{\prime} 24^{\prime \prime}$ West, a distance of 343.33 feet;
9) THENCE, North $61^{\circ} 02^{\prime} 56^{\prime \prime}$ West, a distance of 2.60 feot, leaving the northwesterly right-of-way line of Brodie Lane and the southeasterly line of said Lot 7 and crossing said Lot 7, to a calculated point for the most westerly corner of the herein described tract of land;
10) THENCE, North $25^{\circ} 56^{\prime} 02^{\prime \prime}$ East, a distance of 47.93 feet, to a calculated point for a corner;
11) THENCE, North $05^{\circ} 19^{\prime} 29^{\prime \prime}$ West, a distance of 10.75 feet, to a calculated point for a corner;
12) THENCE, North $25^{\circ} 51^{\prime} 54^{\prime \prime}$ East, a distance of 16.02 feet, to a calculated point for an angle point herein;
13) IHENCE, North $28^{\circ} 21^{\prime} 48^{\prime \prime}$ East, a distance of 9.64 feet, to a calculated point. for a corner;
14) THENCE, North $59^{\circ} 23^{\prime} 53^{\prime \prime}$ East, a distance of 10.37 feet, to a calculated point for a corner;
15) THENCE, North $27^{\circ} 39^{\prime} 24^{\prime \prime}$. East, a distance of 119.70 feet, to a calculated point for a corner;
16) THENCE, North $03^{\circ} 02^{\prime} 07^{\prime \prime}$ West, a distance of 11.70 feet, to a calculated point for a corner;
17) THENCE, North $27^{\circ} 55^{\prime} 42^{\prime \prime}$ East, a distance of 32.33 feet, to a calculated point in the westerly right-of-way line of Brodie Lane, the westerly right-of-way line of Slaughter Lane and the easterly line of said Lot 7, for the most northerly corner of the herein described tract of land, from which an i.ron rod with cap marked "Chaparral." found in the southwesterly right-of-way line of slaughter lane at the most northerly corner of said lot 7 and a northeasterly corner of said Lot 6, bears North $17^{\circ} 20^{\prime} 22^{\prime \prime}$ West, a distance of 5.22 feet and North $62^{\circ} 11^{\prime} 41^{\prime \prime}$ West:, a distance of 559.11 feet;
18) THENCE, South $17^{\circ} 20^{\prime} 22^{\prime \prime}$ East, a distance of 8.45 feet, with the westerly right-of-way line of Brodie lane, the westerly right-of-way line of Slaughter Lane and the easterly line of said lot: 7, to the Point of Beginning and containing an area of 0.030 of one acre (13.15 s.f.) of land, more or less.

I hereby declare that this survey was made on the ground, under my supervision, and that it substantially complies with the current Texas Society of Professional Surveyors standards.


Bearing Basis: The coordinates shown herein are Texas State plane, Central. Zone, NAD 83 (CORS 96). For surface coordinates, divide grid coordinates by a surface adjustment factor of 0.999950003 . The project control points are a $5 / 8^{\prime \prime}$ iron rod set approximately $9^{\prime}$ northwest of the northwest right-of-way of Brodie Lane and approximately $93^{\prime}$ southwest of the southwest right-of-way line of Slaughter Lane grid coordinates $N=10039136.68$ and $\mathrm{E}=3081103.67$ and a spindle set approximately $17^{\prime}$ southeast of the northwesterly right-of-way line of Brodie Lane and approximately $543^{\prime}$ southwest of the southwesterly right-of-way line of Slaughter fane grid coordinates $N=10038726.68$ and $\mathrm{E}=3080917.26$. All distances show herein are surface distances.

Base Stations Used:
PID Designation I, latitude Longitude
DF4373 TXAU Austin RRP2 CORS ARP N301842.087 W0974522.712
DG5767 TXSM San Marcos CORS ARP N295240.525 W0975409.649
DG5765 TXJC Johnson City CORS ARP N301559.203 W0982350.395
DH7927 LCWD LCRA Wi.rtzDam COOP CORS ARP N303316.351 W0982015.935
TCAD No.:
0426300931
City Grid No.: DIs


| City of Austin |  |  | November |
| :---: | :---: | :---: | :---: |
| Temporary Working Space Easement |  |  | MWM Job Code: |
| Field Notes |  | Deflection angle: | [-0020 $31 / 59^{\prime \prime}$ ] |
|  |  | Distance: | 14.35' |
| Closure Summary |  | Easting: | $9913.0313^{\prime}$ |
| Precision, 1 part in: $26799.01^{\prime}$ |  | Northing: | 9832.4928' |
| Error distance: $0.02{ }^{\prime}$ |  |  |  |
| Error direction: | S04²0'30.74"E | Side 7: Line |  |
| Area: | 0.030acres | Direction: | S05 ${ }^{\circ} 19^{\prime} 29^{\prime \prime} \mathrm{E}$ |
| Square area: | 1314.9391 | Angle: | [ $148^{\circ} 48^{\prime} 37^{\prime \prime}$ ] |
| Perimeter: | $521.11^{\prime}$ | Deflection angle: | : [-031 $\left.{ }^{\circ} 11^{\prime} 23^{\prime \prime}\right]$ |
| Point of Beginning |  | Distance: | $7.57{ }^{\prime}$ |
| Easting: | $10000.0000^{\prime}$ | Easting: | $9913.7338^{\prime}$ |
| Northing: | 10000.0000' | Northing: | $9824.9555^{\prime}$ |
| Side 1: Line |  | Side 8: Line |  |
| Direction: | S27 ${ }^{\circ} 55^{\prime} 42^{\prime \prime} \mathrm{W}$ | Direction: | S27 ${ }^{\circ} 50.24^{\prime \prime} \mathrm{W}$ |
| Angle: | [027 ${ }^{\circ} 55^{\prime} 42^{\prime \prime}$ ] | Angle: | [-146 $\left.{ }^{\circ} 50^{\prime} 077^{\prime \prime}\right]$ |
| Deflection angle: | [-152 $\left.{ }^{\circ} 04^{\prime} 18^{\prime \prime}\right]$ | Deflection angle: | : [033 $\left.{ }^{\circ} 09^{\prime} 53^{\prime \prime}\right]$ |
| Distance: | $24.73{ }^{\circ}$ | Distance: | $52.50{ }^{\prime}$ |
| Easting: | 9988.4173' | Easting: | $9889.2161^{\prime}$ |
| Northing: | 9978.1502' | Northing: | 9778.5321' |
| Side 2: Line |  | Side 9: Line |  |
| Direction: | S03 ${ }^{\circ} 02^{\prime \prime} 07^{\prime \prime} \mathrm{E}$ | Direction: | N61 ${ }^{\circ} 02^{\prime} 56^{\prime} \mathrm{W}$ |
| Angle: | [ $149^{\circ} 02^{\prime} 11^{\prime \prime}$ ] | Angle: | [-088 ${ }^{\circ} 53^{\prime} 20^{\prime \prime}$ ] |
| Deflection angle: | [ ${ }^{\left.-030^{\circ} 57^{\prime} 49^{\prime \prime}\right]}$ | Deflection angle: | : $\left.091^{\circ} 06^{\prime} 40^{\prime \prime}\right]$ |
| Distance: | 10.72' | Distance: | $2.60{ }^{\prime}$ |
| Easting: | $9988.9849^{\prime}$ | Easting: | $9886.9410^{\circ}$ |
| Northing: | 9967.4452' | Northing: | 9779.7907' |
| Side 3: Line |  | Side 10: Line |  |
| Direction: | S27 ${ }^{\circ} 50^{\prime} 24^{\prime \prime} \mathrm{W}$ | Direction: | N25 ${ }^{\circ} 56^{\prime} 022^{\prime \prime} \mathrm{E}$ |
| Angle: | [-149 $\left.07^{\prime} 29^{\prime \prime}\right]$ | Angle: | [-093 ${ }^{\circ} 01^{\prime} 02^{\prime \prime}$ ] |
| Deflection angle: | [030 ${ }^{\circ} 52^{\prime} 31^{\prime \prime}$ ] | Deflection angle: | [086 $\left.{ }^{\circ} 58^{\prime} 58^{\prime \prime}\right]$ |
| Distance: | 125.33' | Distance: | 47.93' |
| Easting: | 9930.4553' | Easting: | 9907.9024 ${ }^{\circ}$ |
| Northing: | 9856.6215' | Northing: | $9822.8941^{\circ}$ |
| Side 4: Line |  | Side 11: Line |  |
| Direction: | S59 ${ }^{\circ} 23^{\prime \prime} 53^{\prime \prime} \mathrm{W}$ | Direction: | N05 ${ }^{\circ} 19^{\prime \prime} 29^{\prime \prime} \mathrm{W}$ |
| Angle: | [-1480 $\left.26{ }^{\prime} 31^{\prime \prime}\right]$ | Angle: [1] | [148044'29"] |
| Deflection angie: | [031 $\left.{ }^{\circ} 33^{\prime} 29^{\prime \prime}\right]$ | Deflection angle: | [-031 $\left.{ }^{\circ} 15^{\prime} 31{ }^{\prime \prime}\right]$ |
| Distance: | $8.71{ }^{\prime}$ | Distance: | 10.75' |
| Easting: | 9922.9584 ${ }^{\circ}$ | Easting: | $9906.9048^{\prime}$ |
| Northing: | 9852.1875' | Northing: | $9833.5977^{\circ}$ |
| Side 5: Line |  | Side 12: Line |  |
| Direction: | S28 ${ }^{\circ} 23^{\prime} 53^{\prime \prime} \mathrm{W}$ | Direction: | N25 ${ }^{\circ} 51^{\prime} 54^{\prime \prime} \mathrm{E}$ |
| Angle: [ | [149900'00"] | Angle: | [-148 $\left.{ }^{\circ} 48^{\prime} 37^{\prime \prime}\right]$ |
| Deflection angle: | [-031 $\left.{ }^{\circ} 00^{\prime} 00^{\prime \prime}\right]$ | Deflection angle: | [031 $\left.{ }^{\circ} 11^{\prime} 23^{\prime \prime}\right]$ |
| Distance: | $7.71{ }^{\prime}$ | Distance: | 16.02 ${ }^{\text {+ }}$ |
| Easting: | $9919.2916^{\prime}$ | Easting: | $9913.8936{ }^{\prime}$ |
| Northing: | 9845.4053' | Northing: | 9848.0129' |
| Side 6: Line |  | Side 13: Line |  |
| Direction: | S25 ${ }^{\circ} 51^{\prime} 54^{\prime \prime} \mathrm{W}$ | Direction: | N28 ${ }^{\circ} 21^{\prime} 48^{\prime \prime} \mathrm{E}$ |
| Angle: [ | [ $177^{\circ} 28^{\prime} 01^{\prime \prime}$ ] | Angle: [- | [-177 ${ }^{\circ} 30^{\prime} 06^{\prime \prime}$ ] |



| City of Austin |  |  | November 4 |
| :---: | :---: | :---: | :---: |
| Temporary Working Space Easement M |  |  | MWM Job Code: 0 |
| Northing: | 9824.9555' | Northing: | $9861.7747^{\prime}$ |
| Side 8: Line |  | Side 15: Line |  |
| Direction: | S27 ${ }^{\circ} 50 \cdot 24^{\prime \prime} \mathrm{W}$ | Direction: | N27 ${ }^{\circ} 39^{\prime} 24^{\prime \prime} \mathrm{E}$ |
| Angle: | [-146 $\left.{ }^{\circ} 50^{\prime \prime} 07^{\prime \prime}\right]$ | Angle: | [148 $\left.{ }^{\circ} 15^{\prime} 31^{\prime \prime}\right]$ |
| Deflection angle: | : [033 $\left.{ }^{\circ} 09^{\prime} 53^{\prime \prime}\right]$ | Deflection angle: | [-031 $\left.{ }^{\circ} 44^{\prime} 29{ }^{\prime \prime}\right]$ |
| Distance: | 52.50 | Distance: | 119.70' |
| Easting: | $9889.2161^{*}$ | Easting: | $9982.9603^{\prime}$ |
| Northing: | $9778.5321^{\prime}$ | Northing: | $9967.7984^{\prime}$ |
| Side 9: Line |  | Side 16: Line |  |
| Direction: | N61 ${ }^{\circ} 02{ }^{\prime} 56^{\prime \prime} \mathrm{W}$ | Direction: | N03 ${ }^{\circ} 02^{\prime} 07{ }^{\prime \prime} \mathrm{W}$ |
| Angle: | [-0888 $\left.{ }^{\circ} 3^{\prime} 20^{\prime \prime}\right]$ | Angle: | [149* $18^{\prime} 29^{\prime \prime}$ ] |
| Deflection angle: | [ $\left.091^{\circ} 06^{\prime} 40^{\prime \prime}\right]$ | Deflection angle: | [-030 ${ }^{\circ} 41^{\prime \prime} 31^{\prime \prime}$ ] |
| Distance: | $2.60{ }^{\prime}$ | Distance: | 11.70' |
| Easting: | $9886.9410^{\prime}$ | Easting: | $9982.3408{ }^{\prime}$ |
| Northing: | $9779.7907^{\prime}$ | Northing: | 9979.4819' |
| Side 10: Line |  | Side 17: Line |  |
| Direction: | N25 ${ }^{\circ} 56^{\prime} 02^{\prime \prime} \mathrm{E}$ | Direction: | N27 ${ }^{\circ} 55^{\prime} 42^{\prime \prime} \mathrm{E}$ |
| Angle: | [-093 $\left.{ }^{\circ} 01^{\prime} 02^{\prime \prime}\right]$ | Angle: | [-149 $\left.0{ }^{\circ}{ }^{\prime} 11^{\prime \prime}\right]$ |
| Deflection angle: | : [086 $\left.{ }^{\circ} 58^{\prime} 58^{\prime \prime}\right]$ | Deflection angle: | [030 ${ }^{\circ} 57^{\prime} 49^{\prime \prime}$ ] |
| Distance: | 47.93' | Distance: | 32.33' |
| Easting: | $9907.9024^{\prime}$ | Easting: | 9997.4831 |
| Northing: | 9822.8941' | Northing: | 10008.0466' |
| Side 11: Line |  | Side 18: Line |  |
| Direction: | N05 ${ }^{\circ} 19^{\prime} 29^{\prime \prime} \mathrm{W}$ | Direction: | S17 ${ }^{\circ} 20^{\prime \prime} 22^{\prime \prime} \mathrm{E}$ |
| Angle: | [ $\left.148^{\circ} 44^{\prime 2} 29^{\prime \prime}\right]$. | Angle: | [-045 $\left.{ }^{\circ} 16^{\prime} 04^{\prime \prime}\right]$ |
| Deflection angle: | [-031 $\left.{ }^{\circ} 15^{\prime} 31^{\prime \prime}\right]$ | Deflection angle: | [134* $43^{\prime} 56^{\prime \prime}$ ] |
| Distance: | 10.75' | Distance: | 8.45' |
| Easting: | 9906.9048' | Easting: | 10000.0015' |
| Northing: | $9833.5977{ }^{\prime}$ | Northing: | 9999.9806' |
| Side 12: Line |  |  |  |
| Direction: | N25 ${ }^{\circ} 51^{\prime} 54^{\prime \prime} \mathrm{E}$ |  |  |
| Angle: | [-148 $\left.{ }^{\circ} 48^{\prime} 37^{\prime \prime}\right]$ |  |  |
| Deffection angle: | [031 $\left.{ }^{\circ} 11^{\prime} 23^{\prime \prime}\right]$ |  |  |
| Distance: | 16.02' |  |  |
| Easting: | $9913.8936{ }^{\prime}$ |  |  |
| Northing: | $9848.0129^{\prime}$ |  |  |
| Side 13: Line |  |  |  |
| Direction: | N28 ${ }^{\circ} 21^{\prime} 48^{\prime \prime} \mathrm{E}$ |  |  |
| Angle: [-1] | [-177 $\left.{ }^{\circ} 30^{\prime} 06^{\prime \prime}\right]$ |  |  |
| Deflection angle: | [002 $\left.{ }^{\circ} 29^{\prime} 54^{\prime \prime}\right]$ |  |  |
| Distance: | 9.64' |  |  |
| Easting: | 9918.4732' |  |  |
| Northing: | 9856.4956 |  |  |
| Side 14: Line |  |  |  |
| Direction: | N59 ${ }^{\circ}{ }^{\prime} 3^{\prime} 53^{\prime \prime} \mathrm{E}$ |  |  |
| Angle: [- | [-148 ${ }^{\circ} 57^{\prime} 55^{\prime \prime}$ ] |  |  |
| Deffection angle: [ $\left.031^{\circ} 02^{\prime} 05^{\prime \prime}\right]$ |  |  |  |
| Distance: | 10.37 |  |  |
| Easting: 9 | $9927.3989{ }^{\prime}$ |  |  |

