GRAND BOULEVARD & DRIVEWAYS
through that part of
SECTION 9 T. 12 N. R. 3 W. of I.M.
lying west of
A.T. & S.F. RAILWAY

SCALE 1"=500'

[Handwritten notes: 24 ft. 11 in. 26 37 38 79 9 200 ft. 19 9 40 100]
THIS INDENTURE, made this 14th day of January, A.D. 1911, between Belle Isle Improvement Company, a corporation, of Oklahoma County, State of Oklahoma, party of the first part, and the City of Oklahoma City, a municipal corporation, party of the second part.

WHEREAS: That said party of the first part is in consideration of the sum of one ($1.00) Dollar, to be duly paid, the receipt whereof is hereby acknowledged, and for other good and valuable considerations, has remised, released and quit-claimed, and by these presents does for itself, its successors and assigns, remise, release and forever quit-claim unto the said party of the second part, end to its successors and assigns forever, all its right, title, interest, rights, claims and demand both at law and equity, in and to the right-of-way of Grand Boulevard as located and established by the Board of Park Commissioners of the City of Oklahoma City, through that part of Section Nine (Sec. 9), Township Twelve (T. 12), North Range Three (R. 3), west of the Indian Meridian, lying west of the right-of-way of the Atchison, Topeka & Santa Fe Railroad, in the intention of the grantors herein to dedicate, for the common use of the public as mentioned, the land necessary for the several driveways and parking contemplated by the said Board of Park Commissioners, through their property, and comprising a strip of land one hundred and fifteen (115') feet wide, from the said right-of-way of the Atchison, Topeka & Santa Fe Railroad along the north bluff line of the tributary of Deep Fork Creek, which enters said Deep Fork Creek a short distance west of said right-of-way, west to a point where the same crosses said branch at about one thousand two hundred (1200') feet east of the west line of said Section Nine (Sec. 9), and one hundred and eighty-five (185') feet in width from that point to the west line of the section, and also a strip of land fifty (50') feet wide branching out from the main Boulevard at the right-of-way of the Atchison, Topeka & Santa Fe Railroad, and thence in a northerly and westerly direction and following the north bluff line of the various meanders of the main Deep Fork Creek to a point approximately one thousand forty-one (1041') feet east of the west line of said Section Nine (Sec. 9), and thence north to the intersection with the main Boulevard, together with the small parcels of land to the junction of the sixth driveway with the main Boulevard and the Atchison, Topeka & Santa Fe Railroad right-of-way. The parcels of land mentioned are hereinafter described as follows, to wit:

Commencing at a point in the west line of said Section Nine (Sec. 9), Township Twelve (T. 12), North Range Three (R. 3), west of the Indian Meridian, which is one thousand nine hundred forty-six and six-tenths (1946 6/10') feet south of the north west corner of said Section Nine (Sec. 9); thence in a southeasterly direction and at an angle of thirty-one degrees forty-seven minutes (31° 47') with said west line of Section Nine (Sec. 9) for a distance of one hundred ninety-eight (198') feet to a point; thence to the left and along the arc of a circle of one thousand five hundred sixty-five and three-tenths (1565 3/10') feet radius, for a distance of one thousand five hundred thirty-six (1536') feet to a point; thence along the tangent to said arc at said point for a distance of one hundred twenty-nine and five-tenths (129 5/10') feet to a point; thence to the left and along the arc of a circle of five thousand six hundred forty-four (5644') feet radius, for a distance of five hundred seventy-nine and six-tenths (579 6/10') feet to a point; thence along the tangent to said arc at said point for a distance of one hundred sixty-three and three-tenths (163 3/10') feet to a point; thence to the left and along the arc of a circle of two thousand seven hundred seventy-nine and nine-tenths (2779 9/10') feet radius, for a distance of one thousand twenty-eight and six-tenths (1028 6/10') feet to a point; thence along the tangent to said arc at said point for a distance of one hundred thirty-nine and nine-tenths (139 9/10') feet, more or less to the west line of the right-of-way of the Atchison, Topeka & Santa Fe Railroad; thence southeasterly along
said west line of the right-of-way of the Atchison, Topeka & Santa Fe Railroad for a distance of one hundred fifteen (115') feet to a point; thence to the right and at an angle of ninety (90') degrees with said west right-of-way line for a distance of one hundred and thirteen and nine-tenths (113 9/10') feet to a point; thence to the right and along the arc of a circle of two thousand eight hundred eighty-four and nine-tenths (2884 9/10') feet radius, for a distance of one thousand seventy-one and two-tenths (1771 2/10') feet to a point; thence to the right and along the arc of a circle one hundred sixty-three and three-tenths (163 3/10') feet to a point; thence to the right and along the arc of a circle of five thousand seven hundred fifty-nine and six-tenths (5759 6/10') feet radius for a distance of four hundred sixty-five (465') feet, more or less, to a point in the center of the branch of Deep Fork Creek, mentioned in the general description given above; thence southeasterly along said center line of said creek branch, following the meandering course of said creek for a distance of eighty-five (85') feet to the south line of the boulevard, as produced from the west; thence in a northwesterly direction and along a line parallel with and seventy (70') feet south of and distant from the south line of the one hundred fifteen (115') feet strip last described for a distance of three hundred (300') feet, more or less, to a point. The last mentioned point is the west end of a tangent of one hundred twenty-nine and five-tenths (129 5/10') feet in length in the main Boulevard; thence to the right and along the arc of a circle of one thousand two hundred thirty-seven and three-tenths (1377 3/10') feet radius, for a distance of one thousand six hundred eighty-eight and four-tenths (1688 4/10') feet, to the point in the west line of said Section Nine (Sec. 9) which is two thousand two hundred ninety-seven and eight-tenths (2297 8/10') feet south of the north west corner of said Section Nine (Sec. 9); thence north along said west line of said Section Nine (Sec. 9) for a distance of seven thousand thirty-one and two-tenths (7731 2/10') feet to the place of beginning. Containing Eleven and six-tenths (11 6/10') acres, more or less.

The Southerly or Branch Driveway along the south bank of Deep Fork Creek, described as follows, to-wit:

Commencing at a point in the west line of the right-of-way of the Atchison, Topeka & Santa Fe Railroad which is four hundred twenty-four and eight-tenths (424 8/10') feet southerly from a point where said said line of the Atchison, Topeka & Santa Fe Railroad right-of-way intersects the north line of the south east quarter [4] of said Section nine (Sec. 9); thence southeasterly along said west line of said right-of-way for a distance of five hundred forty-nine and five-tenths (549 5/10') feet to a point; thence to the right and at an angle of eighty-one and forty-eight minutes (81 48') from said west line for a distance of two hundred seventy-one and two-tenths (271 2/10') feet to a point; thence to the right and along the arc of a circle of one hundred forty-one and three-tenths (141 3/10') feet radius, for a distance of one hundred eighty-six and five-tenths (186 5/10') feet to a point; thence to the left and along the arc of a circle of one hundred thirty-one and four-tenths (131 4/10') feet radius, for a distance of one hundred forty-three and five-tenths (143 5/10') feet to a point; thence to the left and along the arc of a circle of five hundred five and six-tenths (505 6/10') feet radius, for a distance of one hundred sixty-nine and five-tenths (169 5/10') feet to a point; thence to the left and along the arc of a circle of two hundred forty-three and five-tenths (243 5/10') feet radius, for a distance of one hundred thirty-six and four-tenths (136 4/10') feet to a point; thence to the left and along the arc of a circle of one hundred thirty-one and two-tenths (131 2/10') feet radius, for a distance of one hundred thirty-three and five-tenths (133 5/10') feet to a point; thence to the left and along the arc of a circle of two hundred sixty-eight and five-tenths (268 5/10') feet radius, for a distance of one hundred thirty-three and five-tenths (133 5/10') feet to a point; thence to the left and along the arc of a circle of two hundred sixty-nine and six-tenths (269 6/10') feet radius, for a distance of one hundred seventy and six-tenths (177 6/10') feet to a point; thence to the left and along
the arc of a circle of six hundred eighty-five and eight-tenths (685 8/10') feet radius, for a distance of one hundred nineteen and four-tenths (119 4/10') feet to a point; thence along the tangent to said arc at said point for a distance of ninety and one-tenth (90 1/10') feet to a point; thence to the right and along the arc of a circle of three hundred sixty-seven and three-tenths (367 3/10') feet radius, for a distance of ninety-nine and four-tenths (99 4/10') feet to a point; thence along the tangent to said arc at said point for a distance of two hundred eight and seven-tenths (208 7/10') feet to a point; thence to the right and along the arc of a circle of one hundred forty-five and five-tenths (145 5/10') feet radius, for a distance of one hundred seventy-five and two-tenths (175 2/10') feet to a point; thence to the right and at an angle of ninety (90') degrees with the tangent to said arc at said point for a distance of fifty (50') feet to a point; thence to the right but bearing to the left along the arc of a circle of twenty-one and four-tenths (21 4/10') feet radius, for a distance of forty-nine and seven-tenths (49 7/10') feet to a point; thence in a northerly direction along the tangent to said arc at said point for a distance of six hundred twelve and one-tenth (612 1/10') feet to a point; thence to the left and along the arc of a circle of one hundred twenty-four and four-tenths (124 4/10') feet radius, for a distance of one hundred sixty-two and one-tenth (162 1/10') feet to a point in the south line of the right-of-way of Grand Boulevard as located and established through that part of Section nine (Sec. 9), lying west of the Atchison, Topeka & Santa Fe Railroad right-of-way, which is one thousand one hundred eighty-eight and four-tenths (1188 4/10') feet south easterly along said south line of said right-of-way, from a point where said south line intersects the west line of said Section nine (Sec. 9); thence in an easterly direction along said right-of-way line for a distance of one hundred and forty-seven and five-tenths (147 5/10') feet to a point; thence to the right and along the arc of a circle of seventy-five degrees one minute (75° 1') from said right-of-way line for a distance of six hundred eighty-three and seven-tenths (683 7/10') feet to a point; thence along the tangent to said arc at said point for a distance of one hundred fifty and eight-tenths (150 8/10') feet to a point; thence to the left and along the arc of a circle of seven hundred thirty-five and one eight-tenths (735 1/8') feet radius, for a distance of one hundred twenty-eight and four-tenths (128 4/10') feet to a point; thence to the right and along the arc of a circle of two hundred ninety and six-tenths (290 6/10') feet radius, for a distance of one hundred forty-two and one-tenth (142 1/10') feet to a point; thence to the left and along the arc of a circle of one hundred and forty-six and five-hundredths (146 5/100') feet radius, for a distance of one hundred thirty-nine and eight-tenths (139 8/10') feet to a point; thence along the tangent to said arc at said point for a distance of one hundred fifty-six and three-tenths (156 3/10') feet to a point; thence to the left and along the arc of a circle of two hundred fifty-eight and six-tenths (258 6/10') feet radius, for a distance of ninety-nine and two-tenths (99 2/10') feet to a point; thence along the tangent to said arc at said point for a distance of two hundred eighty-six and five-tenths (286 5/10') feet to a point; thence along the right and along the arc of a circle of one hundred ninety-two and eight-tenths (192 8/10') feet radius, for a distance of seventy and nine-tenths (70 9/10') feet to a point; thence along the tangent to said arc at said point for a distance of one hundred fifty-three and five-tenths (153 5/10') feet to a point; thence to the right and along the arc of a circle of one hundred ninety-two and eight-tenths (192 8/10') feet radius, for a distance of two hundred thirty-five and five-tenths (235 5/10') feet to a point; thence to the left and along the arc of a circle of one hundred ninety-one and three-hundredth (191 3/100') feet radius, for a distance of one hundred fifty and four-tenths (150 4/10') feet to a point; thence along the tangent to said arc at said point for a distance of eighty-six (86') feet to a point; thence to the left and along the arc of a circle of one hundred thirty-three and two-tenths (133 2/10') feet radius, for a distance of one hundred thirty-two and seven-tenths (132 7/10') feet to a point; thence along the tangent to said arc at
said point for a distance of one hundred one and three-tenths (101 3/10') feet to a point; thence to the left and along the arc of a circle of two hundred twenty-seven and twenty-seven hundredths (227 27/100') feet radius, for a distance of eighty-eight (88') feet to a point; thence along the tangent to said arc at said point for a distance of three hundred twenty-two and five-tenths (322 5/10') feet to a point in the north line of the right-of-way of Grand Boulevard as illustrated and established through the part of Section Six (Sec. 6), Township Twelve (T. 12), Range Three (R. 3), West of the Indian Meridian, lying west of the Atchison, Topeka & Santa Fe Railroad Right-of-way; thence in a northwesterly direction and along the said north line of said right-of-way of Grand Boulevard for a distance of fifty (50') feet to place of beginning.

Together with all and singular the hereditaments and appurtenances thereto belonging.

We HAVE AND DO HOLD, the above described premises unto the said City of Oklahoma City, its successors and assigns; so that neither the said party of the first part or any person in its name and behalf shall or will hereafter claim or demand any right or title to the said premises or any part thereof; but they and every one of them shall by these presents be excluded and forever barred; said property to be used for park and Boulevard purposes only and to revert to the grantors herein if used for any other purpose, and it is understood and agreed that the party of the second part shall cause the work on the roadway in said Grand Boulevard, herein deeded, to be commenced within ninety days and to complete the same within one year from date hereof.

IN WITNESS WHEREOF, the said parties of the first part have hereunto set their hands and seals the day and year first above written.

Signed, sealed and delivered in the presence of:

[Signature]

IN WITNESS WHEREOF, The Belle Isle Improvement Company has caused these presents to be executed by its President in its corporate name, attested by its Secretary and the seal of said corporation to be affixed, this 14th day of January, 1911.

Belle Isle Improvement Co.
By: [Signature]

ATTEST:
[Signature]

Secretary.

STATE OF OKLAHOMA,

OKLAHOMA COUNTY.

Before me, [Signature], a Notary Public in and for said County and State on this 14th day of January, 1911.
personally appeared _______ Anton H. Classen _______ to me known to be the identical person who signed the name of the maker thereof to the within and foregoing instrument as its president and acknowledged to me that he executed the same as his free and voluntary act and deed, and as the free and voluntary act and deed of said corporation, for the uses and purposes therein set forth.

Witness my hand and official seal the day and year above set forth.

Chas. B. Chapman
Notary Public.

My commission expires March 20th, 1913.

State of Oklahoma, }  SS
Oklahoma County.  }  SS

Before me Chas. B. Chapman, anotary public in and for said county and state on this 14th day of January, 1911, personally appeared Anton H. Classen, to me known to be the identical person who executed the within and foregoing instrument, and acknowledged to me that he executed the same as his free and voluntary act and deed for the uses and purposes therein set forth.

Witness my hand and official seal the day and year above set forth.

Chas. B. Chapman
Notary Public.

My commission expires March 20th, 1913.
QUIT-CLAIM DEED

Belle Isle Improvement Co.
and
Anton H. Clausen

To

City of Oklahoma City

Right of Way of
Grand Boulevard
Sec 9-12-3

STATE OF OKLAHOMA
Oklahoma County,
This instrument was filed for record
this ________________ day of
January, A. D., 1911,
at ________________ o'clock, M., and recorded
in Book ________________ Page ________________
Register of Deeds