

36. BOUNDARY LINE AGREEMENT NO. 103, WITH UPLAND OWNER, ESTABLISHING THE ORDINARY HIGH WATER MARK ALONG LEFT BANK OF STEAMBOAT SLOUGH BELOW ITS CONFLUENCE WITH THE SACRAMENTO RIVER, SACRAMENTO CO. - B.L.A. 103, W.O. N-0357.

After consideration of Calendar Item 27 attached, and upon motion duly made and carried, the following resolution was adopted:

THE STATE LANDS COMMISSION FINDS THAT IT IS EXPEDIENT, NECESSARY, AND IN THE BEST INTERESTS OF THE STATE TO ENTER INTO A BOUNDARY LINE AGREEMENT WITH THE OWNER OF THE ADJOINING UPLAND, ESTABLISHING THE ORDINARY HIGH WATER MARK ALONG THE LEFT BANK OF STEAMBOAT SLOUGH BELOW ITS CONFLUENCE WITH THE SACRAMENTO RIVER, SACRAMENTO COUNTY, AS DESCRIBED IN EXHIBIT "A" ATTACHED; AND AUTHORIZES THE EXECUTIVE OFFICER TO EXECUTE SAID AGREEMENT AND TO EXECUTE SUCH DOCUMENTS AND DO SUCH OTHER ACTS AS MAY BE NECESSARY TO EFFECT SAID AGREEMENT.

Attachment

Calendar Item 27 (2 pages)

27.

BOUNDARY LINE AGREEMENT

Establishment of the ordinary high water mark along the left bank of Steamboat Slough below its confluence with the Sacramento River, by boundary line agreement with the upland owner, is recommended along the line described in the attached Exhibit "A".

Steamboat Slough along the said line is a tidal and navigable waterway, the bed of which, bounded by the ordinary high water mark, consists of tide and submerged lands owned by the State in its sovereign capacity.

Difficult legal and factual issues are involved with respect to the location of the last natural bed of said slough. The State Lands Division believes that the proposed boundary line represents a fair and equitable boundary that is in the best interests of the State.

IT IS RECOMMENDED THAT THE STATE LANDS COMMISSION FIND THAT IT IS EXPEDIENT, NECESSARY, AND IN THE BEST INTERESTS OF THE STATE TO ENTER INTO A BOUNDARY LINE AGREEMENT WITH THE OWNER OF THE ADJOINING UPLAND, ESTABLISHING THE ORDINARY HIGH WATER MARK ALONG THE LEFT BANK OF STEAMBOAT SLOUGH BELOW ITS CONFLUENCE WITH THE SACRAMENTO RIVER, SACRAMENTO COUNTY, AS DESCRIBED IN EXHIBIT "A" ATTACHED; AND AUTHORIZE THE EXECUTIVE OFFICER TO EXECUTE SAID AGREEMENT AND TO EXECUTE SUCH DOCUMENTS AND DO SUCH OTHER ACTS AS MAY BE NECESSARY TO EFFECT SAID AGREEMENT.

Attachment: Exhibit "A"

EXHIBIT "A"

That certain line, designated as the "Mean High Tide Line", on that certain survey designated "Parcel Map, property of R. M. Edwards, in portions of Sections 7 and 8, Township 5 North, Range 4 East, Grand Island, Sacramento County", dated June 8, 1968, filed for record on the 30th day of July, 1968, at 4:30 p.m., in Book 2 of Parcel Maps, at page 23, Official Records of Sacramento County, California, more particularly described as follows:

COMMENCING at a point on the levee road along Steamboat Slough on Grand Island, Sacramento County, said point being marked by a railroad spike set on the pavement at the intersection of the northwesterly extension of a ditch from which an angle point in the centerline of said ditch bears S. 56° 42' E. 928.08 feet; the centerline of said ditch being indicated as the west boundary of the Fong property as shown on said parcel map, thence along said northwesterly extension, N. 56° 42' W. 88.75 feet to a 3/4 inch steel rod; thence continuing along said northwesterly extension, N. 56° 42' W. 5.00 feet to a point on the line designated as "Mean High Tide Line" on said parcel map, said point being the TRUE POINT OF BEGINNING; thence along said mean high tide line the following four (4) courses:

- 1) N. 16° 04' 30" E. 83.94 feet
- 2) N. 18° 11' E. 252.41 feet
- 3) N. 26° 36' E. 115.79 feet
- 4) N. 39° 40' 30" E. 175.18 feet to a 3/4 inch steel rod

from which a railroad spike on the centerline of said pavement bears S. 33° 51' E. 73.66 feet; thence continuing along said mean high tide line the following three (3) courses:

- 1) N. 52° 26' E. 93.08 feet
- 2) N. 54° 34' 30" E. 403.72 feet
- 3) N. 52° 57' 30" E. 163.13 feet to a 3/4 inch steel rod

from which a railroad spike in said pavement bears S. 42° 26' E. 61.16 feet, thence continuing along said mean high tide line the following four (4) courses:

- 1) N. 47° 57' E. 170.97 feet
- 2) N. 55° 45' E. 54.70 feet
- 3) N. 60° 13' E. 110.65 feet
- 4) N. 68° 03' 30" E. 208.55 feet to a point from which a

steel rod bears S. 19° 44' E. 7.00 feet and a railroad spike bears S. 19° 44' E. 36.80 feet; thence continuing along said mean high tide line N. 70° 12' E. 237.72 feet; to the terminus of this boundary line; said terminus bearing S. 15° 05' E. 14.00 feet to a steel rod; thence S. 15° 05' E. 67.57 feet to a railroad spike in said pavement; thence N. 67° 43' E. 65.39 feet to U.S.C. & G.S. Triangulation Station "Bench Mark 60 USE" 1931, said station having California Coordinate System, Zone II Coordinates: X = 2,122,490.05 and Y = 232,456.63.

The basis of bearings used for the above description conform with the basis of bearings used in the above referred parcel map.