



City of Grand Island

Tuesday, June 11, 2002

Council Session

Item G17

#2002-159 - Approving Annexation Plan and Scheduling Public Hearing

Nebraska Revised Statute §16-117 provides that the second step of the Mayor and City Council in considering annexation of land after referring the matter to the Regional Planning Commission for a recommendation, is to adopt a resolution setting the time, date and place for a public hearing, describing the boundaries of the land proposed for annexation and approving and making available for public inspection a plan for the City to extend city services to the lands under consideration. The plan is to state (a) the estimated cost impact of providing services to the lands, (b) state the method by which the City proposes to finance the extension of services and how services already provided to the land would be maintained, (c) include a time table for extending services to the land under consideration, and (d) include maps delineating the lands proposed for annexation, the current boundaries of the City, the proposed boundaries of the City after annexation and the general land-use pattern in the land proposed for annexation. A public hearing is to be held within 60 days following the adoption of the resolution to allow the City Council to receive testimony from interested persons.

The resolution setting the public hearing and approving the annexation plan is to be published in the local newspaper not less than ten days preceding the date of the public hearing and copies are to be sent to all the school boards of school districts which include any of the lands proposed for annexation.

The annexation plan as drawn not only describes the additional services to be provided to the areas proposed for annexation, but also the existing services. Currently, it appears that the City can pay the cost of extending infrastructure to all the proposed areas for annexation without raising taxes, utility rates or issuing bonded debt. Water and sanitary sewer trunk line extensions can be paid from the current operating revenues of the enterprise funds. Because the City basically “caught up” with its projects for the electrical, water and sanitary sewer utilities in recent years, there are money and resources available to proceed to construct the trunk lines in the near future.

Copies of the annexation plan will be delivered to the Mayor and City Council members separately from their packet. The plan copies which you will receive will not include a color coded existing land use map due to limitations of the copier. The master map is available in the office of the City Clerk for inspection and individual maps will be delivered to City Council members with their packet.

Staff Contact: Marlan Ferguson

RESOLUTION 2002-159

WHEREAS, the City of Grand Island, in accordance with Neb. Rev. Stat. §16-117, et seq., is considering the annexation of the land and a plan for extending city services to the adjacent and contiguous land which are urban or suburban in character and described as Annexation Areas 2, 3, 4, 5b, 6, 9, 10, 11 and 12 on the attached Exhibits A through I, inclusive.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that a plan outlining the city services available to the above-described land and showing or including: (a) the estimated cost impact of providing the services to such land, (b) the method by which the city is financing the extension of services to the land and how services already provided will be maintained, (c) maps drawn to scale clearly delineating the land proposed for annexation, (d) maps showing the current boundaries of the city, (e) maps showing the proposed boundaries of the City after the annexation, and (f) maps showing the general land-use pattern in the land proposed for annexation is hereby adopted and approved and shall be available for inspection during regular business hours in the office of the City Clerk.

BE IT FURTHER RESOLVED, that a public hearing before the Mayor and City Council on the proposed annexation shall be held at 7:00 p.m. on June 25, 2002, or as soon thereafter as the matter may be heard, in the Council Chambers at City Hall, 100 East First Street, Grand Island, Nebraska, to receive testimony from interested persons.

BE IT FURTHER RESOLVED, that the City Clerk be, and hereby is, authorized and directed to publish in the *Grand Island Independent* at least once, not less than ten days preceding the date of the public hearing, a copy of this Resolution and a map drawn to scale delineating the land proposed for annexation.

BE IT FURTHER RESOLVED, that the City Clerk be, and hereby is, authorized and directed to send by first-class mail, a copy of the resolution providing for the public hearing to the school boards of the school districts including the lands proposed for annexation.

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Adopted by the City Council of the City of Grand Island, Nebraska on June 11, 2002.

RaNae Edwards, City Clerk

Approved	as	to	Form
February 21, 2001	?	?	City Attorney

ANNEXATION AREA NO. 2

Beginning at a point Thirty Three (33.0) feet north of the northeast corner of Lassonde Subdivision, said point being on the west right-of-way line of the Ord Branch of the Union Pacific Railroad; thence west on the north line of Capital Avenue to the east line of Saint Paul Road; thence south on the east line of Saint Paul Road to the southwest corner of Lot Three (3) Norwood Subdivision; thence east on the south line of Lot Three (3) Norwood Subdivision; thence south on the east line of Norwood Subdivision to the north line of Lincoln Heights Subdivision; thence east on the north line of Lincoln Heights Subdivision to the northeast corner of Lincoln Heights Subdivision; thence south on the east line of Lincoln Heights Subdivision to the southeast corner of Lincoln Heights Subdivision, said point being on the south line of the Northwest Quarter (NW1/4) of Section 10-11-9; thence east on the south line of the Northwest Quarter (NW1/4) and the Northeast Quarter (NE1/4) of Section 10-11-9 to the southwest corner of Lot Eleven (11), Frank P. Bark's Subdivision; thence north on the west line of Frank P. Bark's Subdivision, Frank P. Bark's Subdivision No. 2, Frank P. Bark's Subdivision No. 3 and Goodrich Subdivision to the southeast corner of Fox Creek Subdivision; thence southerly and westerly along the south line of Fox Creek Subdivision to the southwest corner of Fox Creek Subdivision; thence north on the west line of Fox Creek Subdivision to the south line of Capital Avenue; thence east on the south line of Capital Avenue and a prolongation thereof to the east line of Sky Park Road; thence south on the east line of Sky Park Road for a distance of Three Hundred (300.0) feet; thence east on a line Three Hundred Thirty-Three (333.0) feet south of and parallel to the north line of Section 11-11-9; thence north on a line Eighty Five (85.0) feet east of and parallel to the east line; of Sky Park Road to a point Thirty Three (33.0) feet south of the line common to Section 11-11-9 and Section 2-11-9; thence east on a line Thirty-Three (33.0) feet south and parallel to a line common to Section 11-11-9 and Section 2-11-9, to a point Thirty-Three (33.0) feet south of the southeast corner of the Southwest Quarter (SW1/4) of Section 2-11-9; thence north on the east line of the Southwest Quarter (SW1/4) of Section 2-11-9 to the northwest corner of the South Half of the Northeast Quarter of the Southeast Quarter (S1/2, NE1/4, SE1/4), Section 2-11-9; thence east on the north line of the South Half of the Northeast Quarter of the Southeast Quarter (S1/2, NE1/4, SE1/4) of Section 2-11-9 to the east line of Shady Bend Road, said point being Thirty Three (33.0) feet east of the west line of Section 1-11-9; thence north on said east line of Shady Bend Road to the south line of Airport Road; thence east on the south line of Airport Road to a point Thirty-Three (33.0) south of and Three Thousand Three Hundred Thirty-One and Forty-Six Hundredths (3,331.46) feet east of the northwest corner of Section 1-11-9; thence north on a line to a point Three Thousand Three Hundred Thirty-Four and Thirty-Five Hundredths (3,334.35) feet east of and Thirty-Three (33.0) feet north of the north line of Section 36-12-9, said point being on the north line of Abbott Road; thence west on the north line of Abbott Road to the east line of Shady Bend Road; thence north on the east line of Shady Bend Road to a point Thirty-Three (33.0) feet east of and One Thousand Three Hundred Forty-Eight and Thirty-Five Hundredths (1,348.35) feet north of the southwest corner of Section 25-12-9; thence west on the south line of the Northeast Quarter of the Southeast Quarter (NE1/4, SE1/4), Section 26-12-9, to a point One Thousand Two Hundred Seventy-Seven and Sixty-Eight Hundredths Feet (1,277.68) feet west of the east line of Section 26-12-9; thence north on the west line of the Northeast Quarter of the Southeast Quarter (NE1/4, SE1/4) of Section 26-12-9, and the west line of the Southeast Quarter of the Northeast Quarter (SE1/4, NE1/4) of Section 26-12-9 for a distance of Two Thousand Six Hundred Forty and

Eighty-Five Hundredths (2,640.85) feet; thence west on the south line of the North Half of the Northeast Quarter of the Northwest Quarter (N1/2, NE1/4, NW1/4) of Section 26-12-9 to a point Two Thousand Twenty-Three and Eighty-One Hundredths (2,023.81) feet east of the west line of Section 26-12-9; thence north on a line to a point Thirty-Three (33.0) feet north of and Two Thousand Sixty-Six (2,066.00) feet east of the northwest corner of Section 26-12-9; thence west on a line Thirty-Three (33.0) feet north of and parallel to the north line of Section 26-12-9 to a point Thirty-Three (33.0) feet north of and Thirty-Three (33.0) feet west of the northwest corner of Section 26-12-9; thence south on a line to a point Thirty-Three (33.0) feet west of and Four Hundred Sixty-Five (465.0) feet north of the southeast corner of the North Half of the Northeast Quarter of the Southeast Quarter (N1/2, NE1/4, SE1/4) of Section 27-12-9; thence west on a line to a point Four Hundred (400.0) feet west of the east line of Section 27-12-9; thence south on a line Four Hundred (400.0) feet west of and parallel to the east line of Section 27-12-9 for a distance of Four Hundred Sixty-Five (465.0) feet; thence west on a line with a bearing of N89°19'25"W to a point One Thousand Three Hundred Forty and Fifty-Five Hundredths (1,340.55) feet west of the east line of Section 27-12-9; thence southwest on a line with a bearing of S45°42'55"W for a distance of Nine Hundred Twenty-Nine and Ninety-Seven Hundredths (929.97) feet; thence south on a line with a bearing of S0°08'55"W for a distance of One Thousand Two Hundred Eighty and Sixty Hundredths (1,280.60) feet; thence east on a line with a bearing of S89°11'05"E for a distance of One Thousand Three Hundred Eighteen and Fifty Hundredths (1,318.50) feet; thence south on a line with a bearing of S0°19'15"W for a distance of Two Thousand Six Hundred Sixty-Five and Seventy Hundredths Feet (2,665.70) feet; thence west on a line bearing N88°10'25"W for a distance of Six Hundred Sixty (660.0); thence south on a line bearing S0°20'35"W for a distance of One Thousand Three Hundred Sixteen and Fifty Hundredths (1,316.50) feet; thence east on a line bearing S89°09'25"E for a distance of Six Hundred Sixty and Thirty-Eight Hundredths (660.38) feet; thence south on a line bearing S0°18'35"W for a distance of One Thousand Three Hundred Sixteen and Forty-Five Hundredths (1,316.45) feet to a point Thirty-Three (33.0) feet south of the north line of Section 3-11-9; thence east on a line Thirty-Three (33.0) south of and parallel to the north line of Section 3-11-9 to a point Thirty-Three (33.0) feet west of and Thirty-Three (33.0) feet south of the northeast corner of Section 3-11-9; thence south on a line Thirty-Three (33.0) feet west of and parallel to the east line of Section 3-11-9 to a point Thirty-Three (33.0) feet west of and Four Hundred Fifty (450.0) feet north of the southeast corner of Section 3-11-9; thence west on a line Four Hundred Fifty (450.0) feet north of and parallel to the south line of Section 3-11-9 to the west right-of-way line of the Ord Branch of the Union Pacific Railroad, said line also being One Hundred (100.0) feet west of the west line of Lot Four (4) Wilson's Subdivision; thence south on said west line to the point of beginning.

ANNEXATION AREA NO. 3

Beginning at the northeast corner of Lot Three (3), Fairacres Dairy Second Subdivision, said point also being the southwest corner of Lot Three (3), Fairacres Dairy Third Subdivision; thence east on the south line of Lot Three (3), Fairacres Dairy Third Subdivision; thence south on the west line of Fairacres Dairy Third Subdivision to the northeast corner of Yost Subdivision; thence west on the north line of Lot Five (5), Yost Subdivision and Lots Fifteen (15), Sixteen (16) and Seventeen (17), Fairacres Dairy Subdivision to a point where a prolongation of the east line of Lot Nine (9), Fairacres Dairy Second Subdivision intersects; thence north on the east line of Fairacres Dairy Second Subdivision to the point of beginning.

ANNEXATION AREA NO. 4

Beginning at the southwest corner of Sass Second Subdivision; thence east on the south line of Sass Second Subdivision and a prolongation thereof to the east line of Shady Bend Road; thence south on the east line of Shady Bend Road to a point on the north line of the Southwest Quarter (SW1/4) of Section 13-11-9; thence east on the north line of the Southwest Quarter (SW1/4) and the Southeast Quarter (SE1/4) of Section 13-11-9 to the southwest corner of Hidden Lakes Subdivision Number Seven (7); thence north on the west line of Hidden Lakes Subdivision Number Seven (7) and Hidden Lakes Subdivision Number Four (4) to the southwest corner of Lot Three (3) of Axford Subdivision; thence continuing northerly on the westerly line of Axford Subdivision to the west line of Lot Twenty-One (21) of Hidden Lakes Subdivision Number Four (4); thence north on the west line of said Lot Twenty-One (21) to the northwest corner of said Lot Twenty-One (21); thence easterly and northerly on the north line of Hidden Lakes Subdivision Number Four (4) to the northeast corner of Lot Eighteen (18) of Hidden Lakes Subdivision Number Four (4); thence north on a line to a point on the north line of Section 13-11-9; thence east on the north line of Section 13-11-9 to the southwest corner of Lot One (1) on the South Bank of the North channel of the Platte River in Section 12-11-9; thence easterly on the south line of said Lot One (1) to a point Thirty-Three (33.0) feet east of the east line of Section 12-11-9; thence south on a line Thirty-Three (33.0) feet east of the east line of Section 12-11-9 and Section 13-11-9 to the south line of the Burlington Northern Sante Fe Railroad Right-of-Way; thence northwesterly on said south right-of-way line to the south of Bismark Road; thence east on said south line of Bismark Road to the north line of the Burlington Northern Sante Fe Railroad Right-of-Way; thence northwesterly on the north line of said railroad right-of-way to the southeast corner of Lot One Hundred Seven (107) of Industrial Addition; thence north on the east line of Lots One Hundred Six (106) and One Hundred Seven (107) of Industrial Addition to the southwest corner of Lot Ninety-Two (92) of Industrial Addition; thence east on the south line of Lots Eighty-Nine (89), Ninety (90), Ninety-One (91) and Ninety-Two (92) of Industrial Addition to the southeast corner of Lot Eighty-Nine (89) of Industrial Addition; thence south on a prolongation of the east line of Lot Eighty-Nine (89) to a point where said line intersects the west line of Lot Three (3) of B.&T. Subdivision; thence northeasterly on the west line of Lot Three (3) of B.&T. Subdivision to the northwest corner of Lot Three (3) of B.&T. Subdivision; thence east on the north line of said Lot Three (3) of B.&T. Subdivision to the northeast corner of Lot Three (3) of B.&T. Subdivision; thence north on the west line of Shady Bend Road to the northeast corner of Lot One (1) of Billy Poe Subdivision; thence southwesterly on the westerly line of Billy Poe Subdivision to a point Six Hundred Twenty-Four (624.0) feet west of the east line of Section 14-11-9; thence north on a line Six Hundred Twenty-Four (624.0) feet west of and parallel to the east line of Section 14-11-9 to a point Sixty-Six (66.0) feet north of and Six Hundred Twenty-Four (624.0) feet west of the northeast corner of the Southeast Quarter (SE1/4) of Section 14-11-9; thence west on a line Sixty-Six (66.0) feet north and parallel to the north line of the Southeast Quarter (SE1/4) of Section 14-11-9 to the southeast corner of Lot Thirty-Two (32) of Industrial Addition; thence north on the east line of Lots One (1), Fifteen (15), Sixteen (16), Thirty-One (31) and Thirty-Two (32) of Industrial Addition to the point of beginning.

ANNEXATION AREA NO. 5b

Beginning at a point Thirty Three (33.0) feet south of and Thirty Three (33.0) feet east of the southwest corner Section 14-11-9; thence east on a line Thirty Three (33.0) feet south of and parallel to the south line of Section 14-11-9 for a distance of Three Hundred Sixty and Five Tenths (360.5) feet; thence north on a line Three Hundred Sixty and Five Tenths (360.5) feet east of and parallel to the west line of Section 14-11-9 to a point One Hundred Ninety One and One Tenth (191.10) feet north of the south line of Section 14-11-9; thence west on a line to point Two Hundred Eighty Six and Eighty Seven Hundredths (286.87) feet east of and One Hundred Ninety One and One Tenth (191.10) feet north of the southwest corner of Section 14-11-9; thence north on a line Two Hundred Eighty Six and Eighty Seven Hundredths (286.87) feet east of and parallel to the west line of Section 14-11-9 for a distance of Forty Three and Three Tenths (43.30) feet; thence west on a line to a point Two Hundred Sixty (260.0) feet east of and Two Hundred Thirty Four and Four Tenths (234.40) feet north of the southwest corner of Section 14-11-9; thence north on a line Two Hundred Sixty (260.0) feet east of and parallel to the west line of Section 14-11-9 for a distance of One Hundred Seventy (170.0) feet; thence west on a line to a point One Hundred Ninety One and One Tenth (191.10) feet east of and Four Hundred Four and Four Tenths (404.40) feet north of the southwest corner of Section 14-11-9; thence north on a line One Hundred Ninety One and One Tenth (191.10) feet east of and parallel to the west line of Section 14-11-9 for a distance of Five Hundred Thirty Nine and Forty Seven Hundredths (539.47) feet; thence west on a line Nine Hundred Forty Three and Eighty Seven Hundredths (943.87) feet north of and parallel to the south line of Section 14-11-9 for a distance of One Hundred Ninety One and One Tenth (191.10) feet to the west line of Section 14-11-9; thence south on the west line of Section 14-11-9 to the point of beginning.

ANNEXATION AREA NO. 6

Beginning at a point on the north line of Stolley Park Road, said point being Thirty Three (33.0) feet north of the northeast corner of Roush Subdivision; thence south on the east line of Roush Subdivision also being the east line of the Northwest Quarter (NW1/4) of Section 27-11-9 for a distance of One Thousand Five Hundred Twenty and Two Tenths (1,520.20) feet to the southeast corner of Lot Eleven (11), Burch Subdivision; thence southwesterly on the south line of Lot Eleven (11) for a distance of Eight Hundred Thirty Eight (838.0) feet; thence north on a line for a distance of Four Hundred Sixty Five (465.0) feet; thence west on the south line of Lot Eleven (11), Burch Subdivision for a distance of Five Hundred Seventy Eight and Three Tenths (578.30) feet; thence south on the east line of Lots Thirty One (31) and Thirty Four (34), Matthews Subdivision and a prolongation thereof to the southeast corner of Lot Thirty Four (34), Matthews Subdivision; thence west on the south line of Lot Thirty Four (34), Matthews Subdivision to a point Six Hundred Sixty (660.0) feet east of the west line of Section 27-11-9; thence south on a line Six Hundred Sixty (660.0) feet east of and parallel to the west line of Section 27-11-9 to the north line of Midaro Drive; thence east on the north line of Midaro Drive to the west line of Lot One (1), Firethorne Estates Subdivision; thence north on the west line of Lot One (1), Firethorne Estates Subdivision to the northwest corner of said Lot One (1); thence east on the north line of Lot One (1), Firethorne Estates Subdivision for a distance of Five Hundred Seven and Twenty Four Hundredths (507.24) feet; thence southeasterly on the northerly line of said Lot One (1) for a distance of Three Hundred Sixty Two and Sixty One Hundredths (362.61) feet; thence southwesterly on the southerly line of Lot One (1), Firethorne Estates Subdivision for a distance of Three Hundred Fifty (350.0) feet; thence south on the east line of Lot One (1), Firethorne Estates Subdivision to the north line of Midaro Drive; thence east on the north line of Midaro Drive to the southwest corner of Lot Two (2), Firethorne Estates Subdivision; thence northerly on the west line of Lots Two (2), Three (3), and Four (4), Firethorne Estates Subdivision to the northwest corner of Lot Four (4), Firethorne Estates Subdivision; thence northeasterly on the northerly line of Lot Four (4), Firethorne Estates Subdivision to the northeast corner of Lot Four (4) in said subdivision; thence south on the east line of Lot Four (4) and a prolongation thereof to the south line of Midaro Drive; thence west on the south line of Midaro Drive to the center of Section 27-11-9; thence south on the east line of Midaro Drive for a distance of One Thousand One Hundred Thirty Nine and Eighty Three Hundredths (1,139.83) feet to a point; thence northeasterly on a line for a distance of Five Hundred Eighty Nine and Sixty Three Hundredths (589.63) feet; thence east on a line for a distance of Eight Hundred Fourteen and Ninety Five Hundredths (814.95) feet to the west line of the East Half of the Southeast Quarter (E1/2, SE1/4) of Section 27-11-9; thence north on the west line of the East Half of the Southeast Quarter of the Northeast Quarter (E1/2, SE1/4, NE1/4) of Section 27-11-9 for a distance of Three Thousand Three Hundred Nineteen and One Hundredths (3,319.01) feet; thence northeasterly on a line to the southwest corner of Lot One (1), B & C Subdivision; thence northwesterly on the west line of Lot One (1), B & C Subdivision and a prolongation thereof to the north line of Stolley Park Road; thence west on the north line of Stolley Park Road to the point of beginning.

ANNEXATION AREA NO. 9

Beginning at a point Thirty Three (33.0) feet north of and Five Hundred Seventy (570.0) feet east of the southwest corner Section 32-11-9; thence east on a line Thirty Three (33.0) feet north of and parallel to the south line of Section 32-11-9 to the east line of Scheel's Subdivision; thence north on the east line of Scheel's Subdivision to the northwest corner of Scheel's Subdivision; thence southwesterly along the northerly line of Scheel's Subdivision to the northwest corner of Lot One (1), Scheel's Subdivision; thence west on a line to a point Five Hundred Seventy (570.0) feet east of and Three Hundred Forty Two and Eight Tenths (342.80) feet north of the southwest corner of Section 32-11-9; thence south on a line Five Hundred Seventy (570.0) feet east of and parallel to the west line of Section 32-11-9 for a distance of Three Hundred Nine and Eight Tenths (309.80) feet to the point of beginning.

ANNEXATION AREA NO. 10

Beginning at the northeast corner of Lot One (1), Greenscape Inc. Subdivision; thence south on the east line of Lot One (1), Greenscape Inc. Subdivision to the southeast corner of said Lot One (1); thence west on the south line of said Lot One (1) and a prolongation thereof to the east line of U.S. Highway 281 right-of-way; thence south on the east line of U.S. Highway 281 to a point where it intersects a prolongation of the south line of Wildwood Subdivision; thence west on the south line of Wildwood Subdivision and a prolongation thereof to the southwest corner of Wildwood Subdivision; thence north on the west line of Wildwood Subdivision and Wildwood Second Subdivision to a point Two Hundred Eight and Seventy One Hundredths (208.71) feet south of the north line of Section 12-10-10; thence west on a line Two Hundred Eight and Seventy One Hundredths (208.71) feet south of and parallel to the north line of Section 12-10-10; thence north on a line Two Hundred Eight and Seventy One Hundredths (208.71) feet west of and parallel to the west line of Wildwood Subdivision and Wildwood Second Subdivision to a point Thirty Three (33.0) feet north of the north line of Section 12-10-10; thence east on a line Thirty Three (33.0) feet north of and parallel to the north line of Section 12-10-10 to the west line of the East Half of the Southeast Quarter (E1/2, SE1/4) of Section 1-10-10; thence north on said west line of the East Half of the Southeast Quarter (E1/2, SE1/4) Section 1-10-10 to a point Three Hundred Twenty (320.0) feet north of the south line of Section 1-10-10; thence east on a line Three Hundred Twenty (320.0) feet north of and parallel to the south line of Section 1-10-10 to the west line of U.S. Highway 281; thence south on the west line of U.S. Highway 281 to the north line of Wildwood Drive; thence east on the north line of Wildwood Drive to a point Five Hundred Ninety Five and Forty Five Hundredths (595.45) feet east of the west line of Section 5-10-9; thence south on a line for a distance of Eighty (80.0) feet to the point of beginning.

ANNEXATION AREA NO. 11

All of Lot One (1), Desch Subdivision and Lots One (1), Two (2), and Three (3), Desch Second Subdivision including all of Langenheder Street right-of-way adjacent thereto.

ANNEXATION AREA NO. 12

Beginning at the northwest corner of Westroads Estates Subdivision, said point also being Forty (40.0) feet south of the northwest corner of the Northeast Quarter (NE1/4) of Section 35-11-10; thence east on a line Forty (40.0) feet south of and parallel to the north line of said Section 35-11-10 to a point on the west line of the West Half of the Northeast Quarter (W1/2, NE1/4) of Section 35-11-10; thence south on said west line of the West Half of the Northeast Quarter (W1/2, NE1/4) said line also being common with the east line of Westroads Estates Third Subdivision to the southeast corner of Westroads Estates Third Subdivision; thence west on the south line of Westroads Estates Third Subdivision and Westroads Estates Fourth Subdivision to a point Five Hundred Thirty Four and Twenty Five Hundredths (534.25) feet west of the southwest corner of Westroads Estates Third Subdivision; thence south on a line perpendicular to the south line of Westroads Estates Fourth Subdivision for a distance of Two Hundred (200.0) feet; thence west on a line Two Hundred (200.0) feet south of and parallel to the south line of Westroads Estates Fourth Subdivision for a distance of Two Hundred Seventy Five (275.0) feet; thence north on a line perpendicular to the south line of Westroads Estates Fourth Subdivision for a distance of Two Hundred (200.0) feet; thence west on the south line of Westroads Estates Fourth Subdivision to the southwest corner of said subdivision; thence north on the west line of said subdivision to the northwest corner of Westroads Estates Fourth Subdivision; thence east on the north line of Westroads Estates Fourth Subdivision to a point Nine Hundred Forty Four and Two Hundredths (944.02) feet west of the northeast corner of Westroads Estates Fourth Subdivision; thence north on a line for a distance of Four Hundred Sixty One and Ninety Three Hundredths (461.93) feet; thence east on a line for a distance of Nine Hundred Forty Four and Three Hundredths (944.03) feet to a point on the west line of Westroads Estates Second Subdivision; thence north on the west line of Westroads Estates Second Subdivision and Westroads Estates Subdivision to the point of beginning.