

point in the South line of the Northeast quarter (NE $\frac{1}{4}$) which is 1043.0 feet west of the Southeast corner of said Northeast quarter (NE $\frac{1}{4}$), thence North parallel with the East line of said quarter a distance of 1316.3 feet to a point in the South line of the Northeast quarter of the Northeast quarter (NE $\frac{1}{4}$ NE $\frac{1}{4}$) of said section, thence East along the South line of said Northeast quarter of the Northeast quarter (NE $\frac{1}{4}$ NE $\frac{1}{4}$) a distance of 851.0 feet to a point which is 102.0 feet West of the Southeast corner of said Northeast quarter of the Northeast quarter (NE $\frac{1}{4}$ NE $\frac{1}{4}$), thence Northwesterly at a deflection angle of 115 degrees 19 minutes to the left from the previous course a distance of 751.3 feet, thence Northeasterly at a deflection angle of 94 degrees 20 minutes to the right from the previous course a distance of 75.0 feet, thence Northwesterly at a deflection angle of 93 degrees 12 minutes to the left from the previous course a distance of 130.0 feet, thence Northwesterly at a deflection angle of 00 degrees 47 $\frac{1}{2}$ minutes to the right from the previous course a distance of 85.0 feet, thence northwesterly at a deflection angle of 1 degree 00 minutes to the right from the previous course a distance of 173.36 feet, thence Northeasterly at a deflection angle of 91 degrees 22 minutes from the previous described course to the right a distance of 210.0 feet to a point in the centerline of Trunk Highway No. 52, thence Northwesterly along said centerline a distance of 177.0 feet to a point where said centerline intersects the North line of said Section No. Twelve (12), thence West along the North line of said Section No. Twelve (12) a distance of 1331.7 feet, thence Southeasterly at a deflection angle of 103 degrees 35 minutes to the left from the previous course a distance of 97.35 feet, thence West parallel with the North line of said Section No. Twelve (12) a distance of 144.9 feet, thence Southeasterly at a deflection angle of 124 degrees 42 minutes to the left for a distance of 729.15 feet, thence Southeasterly at a deflection angle of 19 degrees 30 minutes to the right for a distance of 1000.0 feet, thence Southwesterly at a deflection angle of 42 degrees 30 minutes to the right a distance of 555.1 feet, thence Southeasterly at a deflection angle of 42 degrees 30 minutes to the left a distance of 1050.0 feet, thence Southeasterly at a deflection angle of 4 degrees 47 minutes to the right for a distance of 600.0 feet, thence Southeasterly at a deflection angle of 8 degrees 09 $\frac{1}{2}$ minutes to the left for a distance of 850.0 feet, thence Southeasterly at a deflection angle of 3 degrees 22 $\frac{1}{2}$ minutes to the right for a distance of 735.3 feet to a point in the South line of said Section No. Twelve (12), thence East along said section line a distance of 689.7 feet to the place of beginning, said described property being subject to easements on record on that part which is bounded by Highway right-of-way.

AND ALSO:

That part of Lot No. Thirty-five (35), Auditor's Plat "A" being in Section No. One (1), Township One Hundred Six (106) North, Range Fourteen (14) West and described by metes and bounds as follows:

Beginning at a point on the South line of said Section No. One (1) which is 632.85 feet west of the Southeast corner of said section thence Northwesterly at a deflection angle of 69 degrees 33 minutes to the right from said South line for a distance of 692.62 feet to a point in the centerline of the West bound lane of Trunk Highway No. 52 and No. 14, thence Southwesterly along said centerline a distance of 905.2 feet to a point where said centerline intersects the West line of said Lot No. Thirty-five (35), thence South along said West line a distance of 249.65 feet to the South line of said Section No. One (1), thence East along the South line of said section a distance of 1144.44 feet to the place of beginning, and being subject to easements on record on the Northerly 150.0 feet thereof for Highway right-of-way purposes.

Section 2. The lands described in Section 1 abut upon the present territorial limits of the City of Rochester, are hereby determined by the Common Council to be suitably conditioned for Municipal Government, and the annexation of said lands will be in the best interests of the City of Rochester and of the lands annexed.

Section 3. Therefore, the lands described in Section 1 above are hereby annexed, added to and made a part of the City of Rochester, Minnesota, as effectually as if they had originally been a part thereof.

Section 4. This Ordinance shall take effect and be in force from and after its official publication and from and after the filing of a certified copy hereof with the Minnesota Municipal Commission, the County Auditor, and the Secretary of State.

Passed and adopted by the Common Council of the City of Rochester, Minnesota, this 1st day of August, 1960.

ALBERT J. TINGLEY
President of said Common Council

Attest: ELFREDA REITER
City Clerk

Approved this 2nd day of August, 1960.

ALEX P. SMEKTA
Mayor of said City

(Seal of the City of
Rochester, Minnesota)
(2/6 8/60)

STATE OF MINNESOTA
DEPARTMENT OF STATE

FILED
NOV 2 - 1960

Joseph L. Anderson
Secretary of State

#14870

ORDINANCE NO. 1088

AN ORDINANCE Annexing to the City of Rochester, Minnesota, Certain Unplatted Land in Section 12, Township 106 North, Range 14 West, and Certain Platted Land in Auditor's Plat "A," All in Olmsted County, Minnesota. The Common Council of the City of Rochester do ordain:

Section 1. The City of Rochester is the owner in fee simple of the following described lands in Olmsted County, Minnesota:

Beginning at the Southeast corner of said Section No. Twelve (12), thence North along the East line of said section a distance of 1316.5 feet to the Northeast corner of the Southeast quarter of the Southeast quarter (SE ¼ SE ¼) of said section, thence West along the North line of said quarter quarter a distance of 829.0 feet, thence Northerly a distance of 1336.6 feet to a point in the South line of the Northeast quarter (NE ¼) which is 1043.0 feet west of the Southeast corner of said Northeast quarter (NE ¼), thence North parallel with the East line of said quarter a distance of 1316.3 feet to a point in the South line of the Northeast quarter of the Northeast quarter (NE ¼ NE ¼) of said section, thence East along the South line of said Northeast quarter of the Northeast quarter (NE ¼ NE ¼) a distance of 851.0 feet to a point which is 192.0 feet West of the Southeast corner of said Northeast quarter of the Northeast quarter (NE ¼ NE ¼), thence Northwesterly at a deflection angle of 115 degrees 19 minutes to the left from the previous course a distance of 751.3 feet, thence Northeasterly at a deflection angle of 94 degrees 20 minutes to the right from the previous course a distance of 75.0 feet, thence Northwesterly at a deflection angle of 93 degrees 12 minutes to the left from the previous course a distance of 130.0 feet, thence Northwesterly at a deflection angle of 00 degrees 47½ minutes to the right from the previous course a distance of 85.0 feet, thence northwesterly at a deflection angle of 1 degree 00 minutes to the right from the previous course a distance of 173.36 feet, thence Northeasterly at a deflection angle of 91 degrees 22 minutes from the previous described course to the right a distance of 210.0 feet to a point in the centerline of Trunk Highway No. 52, thence Northwesterly along said centerline a distance of 177.0 feet to a point where said centerline intersects the North line of said Section No. Twelve (12), thence West along the North line of said Section No. Twelve (12) a distance of 1331.7 feet, thence Southeasterly at a deflection angle of 103 degrees 35 minutes to the left from the previous course a distance of 97.35 feet, thence West parallel with the North line of said Section No. Twelve (12) a distance of 144.9 feet, thence Southeasterly at a deflection angle of 124 degrees 42 minutes to the left for a distance of 729.15 feet, thence Southeasterly at a deflection angle of 19 degrees 30 minutes to the right for a distance of 1000.0 feet, thence Southwesterly at a deflection angle of 42 degrees 30 minutes to the right a distance of 555.1 feet, thence Southeasterly at a deflection angle of 42 degrees 30 minutes to the left a distance of 1050.0 feet, thence Southeasterly at a deflection angle of 4 degrees 47 minutes to the right for a distance of 500.0 feet, thence Southeasterly at a deflection angle of 8 degrees 09½ minutes to the left for a distance of 650.0 feet, thence Southeasterly at a deflection angle of 3 degrees 22½ minutes to the right for a distance of 735.3 feet to a point in the South line of said Section No. Twelve (12), thence East along said section line a distance of 669.7

State of Minnesota,
County of Olmsted,
City of Rochester, SS

I, Elfreda Reiter, City Clerk of the City of Rochester,
Minnesota, do hereby certify that I have compared the foregoing
copy of an ordinance with the original ordinance on file in my
office, and that the foregoing is a true and correct copy of the
said ordinance and of the whole thereof.

Witness my hand this 27th day of October, A. D. 1960.

Elfreda Reiter

City Clerk of the City of
Rochester, Minnesota

(Seal of the City of
Rochester, Minnesota)

14870
STATE OF MINNESOTA
DEPARTMENT OF STATE
FILED
NOV 2 - 1960
Joseph L. Henneman
Secretary of State