

**Resolution # 37 / 2023-2024**

WHEREAS, the Grundy County Board of Supervisors has received a recommendation from the Grundy County Planning and Zoning Commission regarding the proposed rezoning of property legally described to-wit:

That part of the SW $\frac{1}{4}$  NW $\frac{1}{4}$  of Section 36, Township 88 North, Range 15, West of the 5<sup>th</sup> P.M., bounded and described as follows: Commencing at the Southwest corner of the NW $\frac{1}{4}$  of said Section 36; thence East along the South line of said NW $\frac{1}{4}$  a distance of 422.3 feet to the point of beginning of the parcel of land herein described; thence Northwesterly along a line forming an angle of 82°39', measured clockwise from the last described course to a point distant 1006.0 feet, as measured along this last said course, from its intersection with the North line of First Street; thence Northeasterly along a line at Right Angles to the last described course, a distance of 100 feet, more or less, to a point distant 8.5 feet Southwesterly, measured at right angles from the Center line of the Chicago & Northwestern Railway Co. Spur Track I.C.C. #12 as said Spur Track is now located; thence Southeasterly along a line parallel with said Spur Track Center Line, and the Southeasterly extension of the tangent segment thereof, to a point distant 9 feet Southwesterly measured radially, from the Center Line of the curved segment of said Spur Track; thence Southeasterly along a line parallel with said last described Spur Track Center Line, to a point distant 50 feet Southwesterly, measured at Right Angles, from the Center line of the main track of the Chicago and Northwestern Railroad Company, as now located, thence Southeasterly along a line parallel with said main Track Center Line, to a point on the South line of said NW $\frac{1}{4}$  of Section 36; thence Westerly along said South line to the point of beginning;

AND

That part of the NW $\frac{1}{4}$  of Section 36, Township 88 North, Range 15 West of the 5<sup>th</sup> P.M., bounded and described as follows: Commencing at the Southwest corner of said NW $\frac{1}{4}$  of Section 36; thence East along the South line of said NW $\frac{1}{4}$  a distance of 422.3 feet; thence Northwesterly along a line forming an angle of 82°39', in the Northwest quadrant with the last described course, to a point on the North line of First Street; thence Northwesterly along the continuation of the last described course, a distance of

1006.0 feet; thence Northeasterly at right angles to the last described course a distance of 100 feet, more or less, to a point distant 8.5 feet Southwesterly, measured at right angles, from the center line of Chicago and North Western Transportation Company Spur Track I.C.C. No. 12, as now located and established, said point being the point of beginning of the parcel of land herein described; thence Northwesterly parallel with the center line of said Spur Track I. C. C. No. 12 a distance of 320 feet; thence Southwesterly along a line drawn at right angles to the center line of the main track of the Chicago and North Western Transportation Company, as said main track is now located, a distance of 140 feet, more or less, to a point distant 200 feet Southwesterly, measured at right angles, from the center line of the main track of the Iowa, Minnesota and Northwestern Railway Company (now the Chicago and North Western Transportation Company), as said main track was originally located and established over and across said Section 36; thence Northwesterly parallel with said original main track center line to a point on a line drawn parallel with the South line of said NW $\frac{1}{4}$  of Section 36 and distant 2016 feet Northwesterly therefrom, as measured along said original main track center line; thence Easterly parallel with the South line of said NW $\frac{1}{4}$  of Section 36 to a point distant 50 feet Northeasterly, measured at right angles, from the center line of the main track of the Chicago and North Western Transportation Company, as said main track is now located; thence Southeasterly parallel with said main track center line a distance of 2016 feet, more or less, to the South line of said NW $\frac{1}{4}$  of Section 36; thence Westerly along said South line to a point distant 50 feet Southwesterly, measured at right angles, from said main track center line; thence Northwesterly parallel with said main track center line to a point distant 9 feet Southwesterly, measured radially from the center line of the curved segment of said Chicago and North Western Transportation Company Spur Track I.C.C. 12, as now located and established; thence Northwesterly parallel with said Spur Track center line to a point on the Southeasterly extension of a line drawn parallel with and distant 8.5 feet Southwesterly, measured at right angles, from the tangent segment of said Spur Track; thence Northwesterly parallel with said tangent segment of Spur Track I. C. C. No. 12, and its extension, to the point of beginning;

EXCEPT

That part of the NW $\frac{1}{4}$  of Section 36, Township 88 North, Range 15 West of the 5th P.M., bounded and described as follows: Commencing at the Southwest corner of said NW $\frac{1}{4}$  of Section 36; thence East along the South line of said NW $\frac{1}{4}$  a distance of 422.3 feet;

thence Northwesterly along a line forming an angle of  $82^{\circ}39'$ , in the Northwest quadrant with the last described course, to a point on the North line of First Street; thence Northwesterly along the continuation of the last described course, a distance of 1006.00 feet; thence Northeasterly at right angles to the last described course, a distance of 100 feet, more or less, to a point distant 8.5 feet Southwesterly, measured at right angles, from the center line of the Chicago and North Western Transportation Company Spur Track I.C.C. No. 12, as formerly located and established, thence Northwesterly along a line 8.5 feet Southwesterly and parallel with the center line of said Chicago and North Western Transportation Company Spur Track I.C.C. No. 12, as formerly established, a distance of 100 feet, said point being the point of beginning of the parcel of land herein described; thence Northwesterly parallel with the center line of said Spur Track I.C.C. No. 12 a distance of 220 feet; thence Southwesterly along a line drawn at right angles to the center line of the main track of the Chicago and North Western Transportation Company, as said main track was formerly located, a distance of 140 feet, more or less, to a point distant 200 feet Southwesterly, measured at right angles, from the center line of the main track of the Iowa, Minnesota and Northwestern Railway Company (now the Chicago and North Western Transportation Company), as said main track was originally located and established over and across said Section 36; thence Northwesterly parallel with said original main track center line to a point on a line drawn parallel with the South line of said NW $\frac{1}{4}$  of Section 36 and distant 2016 feet Northwesterly therefrom, as measured along said original main track center line; thence Easterly parallel with the South line of said NW $\frac{1}{4}$  of Section 36 to a point distant 50 feet Northeasterly, measured at right angles, from the center line of the main track of the Chicago and North Western Transportation Company, as said main track was formerly located; thence Southeasterly parallel with said main track center line a distance of 910.0 feet, more or less; thence Southwesterly, measured at right angles from said main track center line to the point of beginning;

AND EXCEPT

That part of the W $\frac{1}{2}$  NW $\frac{1}{4}$  of Section 36, Township 88 North, Range 15 West of the 5th P.M., bounded as follows: On the East by a line drawn parallel with and distant 50 feet Southwesterly from the Southwesterly line of Zilla Street; on the North by a line drawn parallel with the South line of said NW $\frac{1}{4}$  through a point on the center line of the main track of the Iowa, Minnesota and Northwestern Railway Company (now the Chicago and North Western Railway Company), as said main track center line was originally located and established across said Section 36, distant 1106 feet Northerly from the intersection

of said center line with the South line of said NW1/4; on the West by a line drawn parallel with and distant 10 feet Northeasterly from the center line of the main track of said Chicago and North Western Railway Company as formerly located; on the south by the South line of said NW¼ of Section 36-88-15, W 5th P.M. ,

from M-1 to A-2 for the purpose of establishing the property as Residential, and

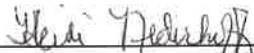
WHEREAS, the Board of Supervisors wishes to consider the recommendation, and

WHEREAS, a public hearing must be held and a hearing date must be established in accordance with Iowa law.

NOW, THEREFORE, BE IT RESOLVED by the Grundy County Board of Supervisors that it conduct a public hearing on proposed change to the zoning map and the rezoning of property be held on the 4<sup>th</sup> day of March 2024, at 9:00 AM o'clock A.M. at the Board Room of the Grundy County Courthouse, Grundy Center, Iowa, and

BE IT FURTHER RESOLVED that the Grundy County Auditor cause notice of the proposed hearing to be published in the official newspapers of the County in accordance with Iowa law.

PASSED AND ADOPTED this 20<sup>th</sup> day of February, 2024.

  
\_\_\_\_\_  
Barbara Smith, Chairperson  
Grundy County Board of Supervisors

ATTEST:

  
\_\_\_\_\_  
Alan Tscherter, County Auditor