## Z-2019-10700274

## FORD ENGINEERING, INC

Date: April 25, 2018
Project No: 1800.3935

## FIELD NOTES DESCRIPTION 234.07 ACRES

A 234.07 acre tract of land, situated in the Jose Antonio De La Garza Survey No. 3, County Block 4006, being a portion of that certain remainder tract of land called to contain 834.145 acres conveyed to SA Miers, LTD in Volume 15749, Page 931 of the Official Public Records of Real Property of Bexar County, Texas; being more particularly described as follows:

BEGINNING: at a $1 / 2$ inch iron $\operatorname{rod}(\mathrm{N}=13,648,103.136, \mathrm{E}=2,130,307.950)$ with cap marked "CDS" found on the Northeastern line of Pleasanton Road shown to be a 80 foot R.O.W. on a Bexar County Road Department Map, File No. B-882, dated August, 1962, for the Southwestern corner of that certain 47.841 acre tract of land conveyed to San Antonio Water System in Volume 14345, Page 781 of the Official Public Records of Real Property of Bexar County, Texas, a corner of the 834.145 acre remainder tract, for the Westernmost Northwestern corner of this tract of land;

THENCE: S $89^{\circ} 05^{\prime} 05$ " E - 1378.09 feet along the Southern line of the said 47.841 acre tract, a line of 834.145 acre remainder tract to a $1 / 2$ inch iron rod found for the Southeastern corner of the said 47.841 acre tract, a corner of the 834.145 acre remainder tract, for a corner of this tract of land;

THENCE: N $39^{\circ} 23$ ’02" E - 991.62 feet along the Southeastern line of the said 47.841 acre tract, a line of the 834.145 acre remainder tract of land, to a $1 / 2$ inch iron rod with cap marked "PCI" found for a corner of the said 47.841 acre tract, a corner of the 834.145 acre remainder tract, for a corner of this tract of land;

THENCE: N $27^{\circ} 03$ '19" E - 251.14 feet continuing along the Southeastern line of the said 47.841 acre tract, a line of the 834.145 acre remainder tract to a $1 / 2$ inch iron rod found for the Easternmost Northeastern corner of the said 47.841 acre tract, a corner of the 834.145 acre remainder tract, for a corner of this tract of land;

THENCE: N $62^{\circ} 59^{\prime} 01^{\prime \prime} \mathrm{W}-250.12$ feet continuing along a line of the said 47.841 acre tract, a line of the said 834.145 acre remainder tract to a $1 / 2$ inch iron rod with cap marked "PCI" found on the Southeastern line of Mitchell Lake called to contain 876.91 acres conveyed to the City of San Antonio in Volume 4999, Page 728 of the Deed Records of Bexar County, Texas, for a corner of the said 47.841 acre tract, a corner of the said 834.145 acre remainder tract of land, for a corner of this tract of land;

## FORD ENGINEERING, INC

THENCE: N 26-50’08" E - 109.86 feet along the Southeastern line of said Mitchell Lake to a $1 / 2$ inch iron rod found for a corner of said Mitchell Lake, a corner of the said 834.145 acre remainder tract, for a corner of this tract of land;

THENCE: N $13^{\circ} 35 ’ 24^{\prime \prime} \mathrm{E}-75.72$ feet continuing along the Southeastern line of said Mitchell Lake, a line of the said 834.145 acre remainder tract, to a $1 / 2$ inch iron rod with cap marked "Ford Eng Inc" set for the Northernmost corner of this tract of land, from which a $1 / 2$ inch iron rod found for a corner of said Mitchell Lake bears N $13^{\circ} 35 ’ 24^{\prime \prime}$ E - 202.01 feet;

THENCE: S 62º5901" E - 838.67 feet across the said 834.145 acre remainder tract to a $1 / 2$ inch iron rod with cap marked "Ford Eng Inc" set for a corner of this tract of land;

THENCE: S $00^{\circ} 52^{\prime} 26^{\prime \prime} \mathrm{W}-874.71$ feet continuing across the said 834.145 acre remainder tract to a $1 / 2$ inch iron $\operatorname{rod}(N=13,648,100.286, E=2,133,008.826)$ with broken cap found for the Northwestern corner of that certain 285.47 acre tract of land conveyed to San Antonio Water System in Volume 18949, Page 495 of the Official Public Records of Bexar County, Texas, for a corner of this tract of land;

THENCE: S $33^{\circ} 12^{\prime} 51^{\prime \prime} \mathrm{W}-276.51$ feet along a Western line of the said 285.47 acre tract, a line of the said 834.145 acre remainder tract to a 4 inch cedar fence post found for a corner of the said 285.47 acre tract, a corner of the said 834.145 acre remainder tract, for a corner of this tract of land;

THENCE: S $48^{\circ} 26^{\prime} 51^{\prime \prime}$ E - 39.56 feet to a point in the center of the Mitchell Lake Outfall Ditch, being the same center of a Drain (no width defined) as described in an Ordinance conveyed to the City of San Antonio by Sidney J. Brooks and Cora Ogden in Volume 1309, Page 248 of the Deed Records of Bexar County, for a corner of the said 285.47 acre tract, a corner of the said 834.145 acre remainder tract, for a corner of this tract of land;

THENCE: With the center of the Mitchell Lake Outfall Ditch, the Southwestern line of the said 285.47 acre tract, a line of the said 834.145 acre remainder tract and the Northeastern line of this tract of land as follows:

S $42^{\circ} 08^{\prime} 28^{\prime \prime} \mathrm{E}-86.90$ feet to an angle point;
S $49^{\circ} 06^{\prime} 54^{\prime \prime} \mathrm{E}-398.10$ feet to an angle point;
S $27^{\circ} 42^{\prime} 46$ " $\mathrm{E}-87.86$ feet to an angle point;
S $29^{\circ} 10^{\prime} 21^{\prime \prime} \mathrm{E}-123.35$ feet to an angle point;
S $06^{\circ} 40^{\prime} 57^{\prime \prime} \mathrm{E}-177.98$ feet to an angle point;
S $06^{\circ} 25^{\prime} 00^{\prime \prime} \mathrm{W}-131.72$ feet to an angle point;
S $15^{\circ} 16^{\prime} 33^{\prime \prime} \mathrm{E}-80.90$ feet to an angle point;
S $04^{\circ} 12$ '13" $\mathrm{E}-76.11$ feet to an angle point;
S $25^{\circ} 40^{\prime} 09{ }^{\prime \prime}$ E - 105.25 feet to an angle point;
S $22^{\circ} 31^{\prime} 02^{\prime \prime} \mathrm{E}-78.85$ feet to an angle point;

FORD ENGINEERING, INC

S $13^{\circ} 54^{\prime} 53$ " $\mathrm{E}-133.97$ feet to an angle point; S $00^{\circ} 29^{\prime} 44^{\prime \prime} \mathrm{W}-91.12$ feet to an angle point; S $27^{\circ} 23^{\prime} 57{ }^{\prime \prime}$ E -113.22 feet to an angle point; S $22^{\circ} 55^{\prime} 05^{\prime \prime} \mathrm{E}-43.34$ feet to an angle point; S $07^{\circ} 16^{\prime} 17^{\prime \prime} \mathrm{E}-48.47$ feet to an angle point; S $35^{\circ} 16^{\prime} 54$ " $\mathrm{E}-37.74$ feet to an angle point; S 68 $40^{\prime} 03^{\prime \prime} \mathrm{E}-38.29$ feet to an angle point; S $86^{\circ} 47^{\prime} 48^{\prime \prime} \mathrm{E}-28.26$ feet to an angle point; N $85^{\circ} 33^{\prime} 33^{\prime \prime} \mathrm{E}-40.40$ feet to an angle point; S $40^{\circ} 11^{\prime} 11^{\prime \prime} \mathrm{E}-61.38$ feet to an angle point; S $45^{\circ} 09^{\prime} 20^{\prime \prime} \mathrm{E}-108.66$ feet to an angle point; S $67^{\circ} 13^{\prime} 23^{\prime \prime} \mathrm{E}-76.13$ feet to an angle point; S $43^{\circ} 12^{\prime} 56^{\prime \prime} \mathrm{E}-80.31$ feet to an angle point; S 31³2'29" E - 69.46 feet to an angle point;
S $51^{\circ} 20^{\prime} 01^{\prime \prime} \mathrm{E}-44.06$ feet to an angle point;
S $42^{\circ} 52^{\prime} 44^{\prime \prime} \mathrm{E}-57.99$ feet to an angle point;
S $17^{\circ} 14^{\prime} 35^{\prime \prime} \mathrm{E}-41.29$ feet to an angle point;
S $55^{\circ} 47$ '13" $\mathrm{E}-34.71$ feet to an angle point;
S $35^{\circ} 07^{\prime} 14^{\prime \prime} \mathrm{E}-38.18$ feet to an angle point;
S $17^{\circ} 18^{\prime} 30^{\prime \prime} \mathrm{E}-42.90$ feet to an angle point;
S 2853'23" E - 30.60 feet to an angle point;
S $71^{\circ} 24^{\prime} 48^{\prime \prime} \mathrm{E}-45.85$ feet to an angle point;
S $32^{\circ} 23^{\prime} 18^{\prime \prime} \mathrm{E}-63.78$ feet to an angle point;
S $37^{\circ} 42^{\prime} 57^{\prime \prime}$ E -29.23 feet to an angle point;
S $16^{\circ} 51^{\prime} 47^{\prime \prime}$ W - 24.79 feet to an angle point;
S $27^{\circ} 33^{\prime} 27^{\prime \prime}$ E -95.58 feet to an angle point;
S 57º33'27" E - 59.54 feet to an angle point;
S $54^{\circ} 02^{\prime} 28^{\prime \prime} \mathrm{E}-69.80$ feet to an angle point;
S $66^{\circ} 02^{\prime} 26^{\prime \prime} \mathrm{E}-95.18$ feet to an angle point;
S $89^{\circ} 36^{\prime} 08^{\prime \prime} \mathrm{E}-37.18$ feet to an angle point;
N $70^{\circ} 15^{\prime} 58^{\prime \prime} \mathrm{E}-36.75$ feet to an angle point;
S $79^{\circ} 40^{\prime} 59^{\prime \prime} \mathrm{E}-71.92$ feet to an angle point;
S $59^{\circ} 41^{\prime} 46^{\prime \prime} \mathrm{E}-26.32$ feet to an angle point;
S $21^{\circ} 10^{\prime} 27^{\prime \prime} \mathrm{E}-27.35$ feet to an angle point;
S $44^{\circ} 35^{\prime} 42^{\prime \prime} \mathrm{E}-68.13$ feet to an angle point;
S $67^{\circ} 49^{\prime} 48^{\prime \prime} \mathrm{E}-21.72$ feet to an angle point;
N $85^{\circ} 40^{\prime} 36^{\prime \prime} \mathrm{E}-57.80$ feet to an angle point;
S 78 ${ }^{\circ} 59^{\prime} 04$ " $\mathrm{E}-48.22$ feet to an angle point;
S $47^{\circ} 47^{\prime} 03^{\prime \prime} \mathrm{E}-87.33$ feet to an angle point;
S $68^{\circ} 20^{\prime} 12^{\prime \prime} \mathrm{E}-38.65$ feet to an angle point;
S $49^{\circ} 43^{\prime} 40^{\prime \prime} \mathrm{E}-42.17$ feet to an angle point;
S 72 ${ }^{\circ} 533^{\prime} 57^{\prime \prime} \mathrm{E}-113.39$ feet to an angle point;
S $49^{\circ} 43^{\prime} 39^{\prime \prime}$ E - 32.91 feet to an angle point;


FORD ENGINEERING, INC

S $23^{\circ} 22^{\prime} 49^{\prime \prime} \mathrm{E}-31.75$ feet to an angle point;
S 52³7’ 55 " E - 109.17 feet to an angle point;
S $64^{\circ} 31^{\prime} 15^{\prime \prime} \mathrm{E}-44.87$ feet to an angle point;
S $66^{\circ} 40^{\prime} 26^{\prime \prime} \mathrm{E}-79.24$ feet to an angle point;
S $89^{\circ} 32^{\prime} 36$ " $\mathrm{E}-35.07$ feet to an angle point;
S $50^{\circ} 35^{\prime} 12^{\prime \prime} \mathrm{E}-91.85$ feet to an angle point;
S $07^{\circ} 58^{\prime} 12^{\prime \prime} \mathrm{E}-26.16$ feet to an angle point;
S $31^{\circ} 16^{\prime} 07$ " $\mathrm{E}-46.54$ feet to an angle point;
S $28^{\circ} 02^{\prime} 30^{\prime \prime} \mathrm{E}-133.84$ feet to an angle point;
S $32^{\circ} 48^{\prime} 06^{\prime \prime} \mathrm{E}-34.19$ feet to an angle point;
S $04^{\circ} 45^{\prime} 43$ " W -82.10 feet to an angle point;
S $19^{\circ} 03^{\prime} 06^{\prime \prime} \mathrm{E}-50.03$ feet to an angle point;
S $30^{\circ} 40^{\prime} 14^{\prime \prime} \mathrm{E}-33.72$ feet to an angle point;
S $14^{\circ} 47^{\prime} 01^{\prime \prime} \mathrm{E}-32.72$ feet to an angle point;
S $58^{\circ} 23^{\prime} 45^{\prime \prime}$ E -22.32 feet to an angle point;
S $26^{\circ} 47^{\prime} 41^{\prime \prime}$ E - 31.29 feet to an angle point;
S 64 $56^{\prime} 25^{\prime \prime} \mathrm{E}-94.67$ feet to an angle point;
N 79 ${ }^{\circ} 39^{\prime} 13^{\prime \prime} \mathrm{E}-110.05$ feet to an angle point;
S $77^{\circ} 39^{\prime} 45^{\prime \prime} \mathrm{E}-57.04$ feet to an angle point;
N $83^{\circ} 00^{\prime} 13^{\prime \prime} \mathrm{E}-33.47$ feet to an angle point;
S 28³1'19" E - 19.91 feet to an angle point;
N $89^{\circ} 28^{\prime} 53^{\prime \prime} \mathrm{E}-19.24$ feet to an angle point;
N $52^{\circ} 11^{\prime} 25^{\prime \prime} \mathrm{E}-13.72$ feet to an angle point;
S $88^{\circ} 58^{\prime} 27^{\prime \prime} \mathrm{E}-15.53$ feet to an angle point;
N $63^{\circ} 34^{\prime} 17^{\prime \prime} \mathrm{E}-20.85$ feet to an angle point;
S 71³8’50" E - 58.35 feet to an angle point;
S 49 ${ }^{\circ} 29^{\prime} 40^{\prime \prime} \mathrm{E}-38.15$ feet to an angle point;
S $27^{\circ} 51^{\prime} 37^{\prime \prime} \mathrm{E}-16.93$ feet to an angle point;
S $86^{\circ} 47^{\prime} 20^{\prime \prime} \mathrm{E}-36.54$ feet to an angle point;
S 78 $46^{\prime} 45^{\prime \prime}$ E -66.90 feet to an angle point;
S $41^{\circ} 43^{\prime} 49^{\prime \prime} \mathrm{E}-36.46$ feet to an angle point;
S $07^{\circ} 11^{\prime} 48^{\prime \prime} \mathrm{W}-23.70$ feet to an angle point;
S $11^{\circ} 19^{\prime} 52^{\prime \prime} \mathrm{W}-27.68$ feet to an angle point;
S $21^{\circ} 41^{\prime} 02^{\prime \prime} \mathrm{W}-44.56$ feet to an angle point;
S $15^{\circ} 22^{\prime} 24^{\prime \prime} \mathrm{E}-28.49$ feet to an angle point;
S $08^{\circ} 51^{\prime} 35^{\prime \prime} \mathrm{W}-56.82$ feet to an angle point;
S $03^{\circ} 35^{\prime} 47$ " $\mathrm{E}-27.45$ feet to an angle point;
S $21^{\circ} 02^{\prime} 33^{\prime \prime} \mathrm{E}-19.21$ feet to an angle point;
S $34^{\circ} 12^{\prime} 19^{\prime \prime} \mathrm{E}-39.23$ feet to an angle point;
S $04^{\circ} 01^{\prime} 09{ }^{\prime \prime} \mathrm{E}-29.52$ feet to an angle point;
S $29^{\circ} 02^{\prime} 50^{\prime \prime} \mathrm{W}-24.90$ feet to an angle point;
S $15^{\circ} 26^{\prime} 54^{\prime \prime} \mathrm{E}-20.82$ feet to an angle point;
S $01^{\circ} 51^{\prime} 44^{\prime \prime}$ W - 133.99 feet to an angle point;

## FORD ENGINEERING, INC

S $11^{\circ} 05^{\prime} 34^{\prime \prime} \mathrm{E}-22.46$ feet to an angle point; S 23 $57 \prime 33^{\prime \prime} \mathrm{E}-21.06$ feet to an angle point; S $50^{\circ} 06^{\prime} 26^{\prime \prime} \mathrm{E}-37.38$ feet to an angle point; S $37^{\circ} 44^{\prime} 08^{\prime \prime} \mathrm{E}-34.90$ feet to an angle point; S $29^{\circ} 48^{\prime} 50$ " $\mathrm{E}-32.58$ feet to an angle point; S 15 ${ }^{\circ} 19^{\prime} 377^{\prime \prime} \mathrm{E}-34.19$ feet to an angle point; S $29^{\circ} 11^{\prime} 37$ " $\mathrm{E}-39.81$ feet to an angle point; S $09^{\circ} 25$ '54" $\mathrm{E}-14.49$ feet to an angle point; S $05^{\circ} 47^{\prime} 16^{\prime \prime} \mathrm{E}-24.85$ feet to an angle point;

THENCE: S $01^{\circ} 51^{\prime} 48^{\prime \prime}$ W - 45.29 feet continuing along the said Mitchell Lake Outfall Ditch to a point of intersection of the center of Mitchell Lake Outfall Ditch and the Northeastern bank of the Medina River, for a corner of the said 285.47 acre tract and the Southeastern corner of this tract;

THENCE: Along the Northeastern and Eastern bank of the Medina River as follows;
N $50^{\circ} 54^{\prime} 05^{\prime \prime} \mathrm{W}-20.01$ feet to an angle point;
N $33^{\circ} 45^{\prime} 26^{\prime \prime} \mathrm{W}-64.87$ feet to an angle point;
N $11^{\circ} 54^{\prime} 14^{\prime \prime} \mathrm{W}-76.73$ feet to an angle point;
N 51³6’43" W - 178.36 feet to an angle point;
S $72^{\circ} 19^{\prime} 40^{\prime \prime} \mathrm{W}-123.53$ feet to an angle point;
S $46^{\circ} 40^{\prime} 41^{\prime \prime} \mathrm{W}-172.91$ feet to an angle point;
S $67^{\circ} 48^{\prime} 53^{\prime \prime} \mathrm{W}-68.09$ feet to an angle point;
S $77^{\circ} 52^{\prime} 53^{\prime \prime} \mathrm{W}-48.06$ feet to an angle point;
S $86^{\circ} 56^{\prime} 20^{\prime \prime} \mathrm{W}-15.92$ feet to an angle point;
S $28^{\circ} 36^{\prime} 52^{\prime \prime}$ W - 171.75 feet to an angle point;
S $21^{\circ} 27^{\prime} 10^{\prime \prime} \mathrm{W}-56.60$ feet to an angle point;
S $07^{\circ} 26^{\prime} 17^{\prime \prime} \mathrm{E}-51.65$ feet to an angle point;
S $05^{\circ} 08^{\prime} 36^{\prime \prime}$ W - 143.15 feet to an angle point;
S $23^{\circ} 00^{\prime} 31^{\prime \prime}$ W -134.93 feet to an angle point;
S $13^{\circ} 51^{\prime} 56^{\prime \prime} \mathrm{W}-98.63$ feet to an angle point;
S $49^{\circ} 48^{\prime} 01^{\prime \prime} \mathrm{W}-151.47$ feet to an angle point;
N $85^{\circ} 41^{\prime} 25^{\prime \prime} \mathrm{W}-86.63$ feet to an angle point;
S $87^{\circ} 10^{\prime} 49^{\prime \prime} \mathrm{W}-26.43$ feet to an angle point;
N 72 ${ }^{\circ} 40^{\prime} 51^{\prime \prime}$ W - 118.04 feet to an angle point;
N $40^{\circ} 46^{\prime} 43^{\prime \prime} \mathrm{W}-34.04$ feet to an angle point;
N $51^{\circ} 31^{\prime} 36^{\prime \prime}$ W -127.09 feet to an angle point;
N $46^{\circ} 21^{\prime} 43^{\prime \prime} \mathrm{W}-68.39$ feet to an angle point;
N $65^{\circ} 20^{\prime} 23^{\prime \prime}$ W -212.35 feet to an angle point;
N $37^{\circ} 33^{\prime} 47^{\prime \prime}$ W -148.60 feet to an angle point;
$\mathrm{N} 00^{\circ} 12^{\prime} 25^{\prime \prime} \mathrm{E}-126.75$ feet to an angle point;
$\mathrm{N} 06^{\circ} 07^{\prime} 20^{\prime \prime} \mathrm{W}-89.83$ feet to an angle point;

FORD ENGINEERING, INC

N $09^{\circ} 01^{\prime} 31^{\prime} \mathrm{E}-26.04$ feet to an angle point;
N $26^{\circ} 20^{\prime} 56^{\prime \prime}$ W -167.63 feet to an angle point;
$\mathrm{N} 28^{\circ} 12^{\prime} 01^{\prime \prime} \mathrm{W}-74.74$ feet to an angle point;
N $44^{\circ} 26^{\prime} 51^{\prime \prime}$ W -53.76 feet to an angle point;
N $55^{\circ} 22^{\prime} 29^{\prime \prime} \mathrm{W}-53.30$ feet to an angle point;
N $44^{\circ} 42^{\prime} 32^{\prime \prime} \mathrm{W}-75.52$ feet to an angle point;
N $59^{\circ} 32^{\prime} 44^{\prime \prime}$ W -117.44 feet to an angle point;
N $48^{\circ} 20^{\prime} 56^{\prime \prime} \mathrm{W}-90.04$ feet to an angle point;
N $45^{\circ} 48^{\prime} 25^{\prime \prime}$ W -107.08 feet to an angle point;
N $07^{\circ} 13^{\prime} 58^{\prime \prime}$ W -110.94 feet to an angle point;
N $17^{\circ} 46^{\prime} 06^{\prime \prime}$ W -116.34 feet to an angle point;
N 42 ${ }^{\circ} 03^{\prime} 11^{\prime \prime}$ W - 82.12 feet to an angle point;
N $44^{\circ} 48^{\prime} 01^{\prime \prime} \mathrm{W}-34.65$ feet to an angle point;
N $42^{\circ} 59^{\prime} 10^{\prime \prime} \mathrm{W}-91.16$ feet to an angle point;
$\mathrm{N} 60^{\circ} 36^{\prime} 42^{\prime \prime} \mathrm{W}-76.22$ feet to an angle point;
N $71^{\circ} 38^{\prime} 47^{\prime \prime}$ W -57.64 feet to an angle point;
S $79^{\circ} 06^{\prime} 14^{\prime \prime} \mathrm{W}-66.87$ feet to an angle point;
S 78³9'49" W - 46.24 feet to an angle point;
S 43 ${ }^{\circ} 57^{\prime} 21^{\prime \prime}$ W -116.13 feet to an angle point;
S $67^{\circ} 19^{\prime} 04$ " W - 40.35 feet to an angle point;
S $67^{\circ} 29^{\prime} 40^{\prime \prime} \mathrm{W}-68.66$ feet to an angle point;
S $73^{\circ} 09^{\prime} 47^{\prime \prime} \mathrm{W}-76.75$ feet to an angle point;
S 6757'52' W - 49.98 feet to an angle point;
S $82^{\circ} 15^{\prime} 25^{\prime \prime} \mathrm{W}-58.86$ feet to an angle point;
N $80^{\circ} 16^{\prime} 24^{\prime \prime}$ W -136.49 feet to an angle point;
N $86^{\circ} 37^{\prime} 31^{\prime \prime} \mathrm{W}-52.43$ feet to an angle point;
S $76^{\circ} 28^{\prime} 43^{\prime \prime} \mathrm{W}-29.70$ feet to an angle point;
N $89^{\circ} 37^{\prime} 36^{\prime \prime} \mathrm{W}-35.89$ feet to an angle point;
S $75^{\circ} 17^{\prime} 27^{\prime \prime} \mathrm{W}-58.97$ feet to an angle point;
S $35^{\circ} 03$ ' $39^{\prime \prime}$ W -13.59 feet to an angle point;
S $73^{\circ} 26^{\prime} 24^{\prime \prime} \mathrm{W}-77.83$ feet to an angle point;
S $71^{\circ} 46^{\prime} 42^{\prime \prime} \mathrm{W}-65.24$ feet to an angle point;
N $70^{\circ} 29^{\prime} 02^{\prime \prime}$ W -84.59 feet to an angle point;
S $73^{\circ} 55^{\prime} 21^{\prime \prime} \mathrm{W}-65.68$ feet to an angle point;
S $88^{\circ} 05^{\prime} 32^{\prime \prime}$ W -70.98 feet to an angle point;
N $83^{\circ} 08^{\prime} 36^{\prime \prime}$ W -246.69 feet to an angle point;
N $78^{\circ} 26^{\prime} 36^{\prime \prime} \mathrm{W}-69.17$ feet to an angle point;
N $50^{\circ} 05^{\prime} 15^{\prime \prime} \mathrm{W}-26.81$ feet to an angle point;
N $86^{\circ} 50^{\prime} 07^{\prime \prime} \mathrm{W}-17.02$ feet to an angle point;
N 65 ${ }^{\circ} 39^{\prime} 44^{\prime \prime}$ W - 93.75 feet to an angle point;
N $39^{\circ} 25^{\prime} 39^{\prime \prime}$ W - 134.21 feet to an angle point;
N $15^{\circ} 26^{\prime} 09^{\prime \prime} \mathrm{W}-193.29$ feet to an angle point;
N $13^{\circ} 00^{\prime} 41^{\prime \prime}$ W - 269.78 feet to an angle point;

FORD ENGINEERING, INC

N $17^{\circ} 24^{\prime} 54^{\prime \prime}$ W -101.44 feet to an angle point;
N 20¹9'22" W - 120.29 feet to an angle point;
N $21^{\circ} 36^{\prime} 08^{\prime \prime} \mathrm{W}-32.03$ feet to an angle point;
$\mathrm{N} 02^{\circ} 14^{\prime} 52^{\prime \prime} \mathrm{E}-58.23$ feet to an angle point;
$\mathrm{N} 04^{\circ} 19^{\prime} 16^{\prime \prime} \mathrm{W}-76.45$ feet to an angle point;
N 08 $58^{\prime} 14^{\prime \prime} \mathrm{W}-36.47$ feet to an angle point;
N $27^{\circ} 52^{\prime} 59^{\prime \prime} \mathrm{E}-42.35$ feet to an angle point;
N 46 ${ }^{\circ} 23^{\prime} 11^{\prime \prime} \mathrm{E}-39.87$ feet to an angle point;
N $38^{\circ} 23^{\prime} 34^{\prime \prime}$ E -69.01 feet to an angle point;
N 1048' $13^{\prime \prime}$ E -20.31 feet to an angle point;
N 31³2'52" E - 86.40 feet to an angle point;
N 51º $09^{\prime} 05^{\prime \prime} \mathrm{E}-31.09$ feet to an angle point;
N 54 ${ }^{\circ} 31^{\prime} 33^{\prime \prime}$ E -30.90 feet to an angle point;
N $85^{\circ} 08^{\prime} 11^{\prime \prime} \mathrm{E}-50.60$ feet to an angle point;
N $85^{\circ} 53^{\prime} 04^{\prime \prime} \mathrm{E}-73.85$ feet to an angle point;
S $08^{\circ} 28^{\prime} 34^{\prime \prime} \mathrm{E}-11.38$ feet to an angle point;
N $59^{\circ} 42^{\prime} 29^{\prime \prime} \mathrm{E}-42.19$ feet to an angle point;
N $38^{\circ} 06^{\prime} 41^{\prime \prime} \mathrm{E}-19.09$ feet to an angle point;
N $16^{\circ} 10^{\prime} 37^{\prime \prime} \mathrm{E}-49.40$ feet to an angle point;
N $06^{\circ} 01^{\prime} 57^{\prime \prime} \mathrm{E}-21.96$ feet to an angle point;
N $55^{\circ} 00^{\prime} 27^{\prime \prime} \mathrm{E}-22.79$ feet to an angle point;
N $06^{\circ} 34^{\prime} 28^{\prime \prime} \mathrm{E}-40.13$ feet to an angle point;
N $74^{\circ} 55^{\prime} 23^{\prime \prime}$ W -11.15 feet to an angle point;
N $11^{\circ} 41^{\prime} 56^{\prime \prime} \mathrm{E}-34.95$ feet to an angle point;
N 06 ${ }^{\circ} 44^{\prime} 17^{\prime \prime}$ W - 22.36 feet to an angle point;
N $25^{\circ} 36^{\prime} 19^{\prime \prime} \mathrm{E}-29.53$ feet to an angle point;
N 0856' 51 " W - 20.20 feet to an angle point;
N $28^{\circ} 20^{\prime} 06^{\prime \prime} \mathrm{E}-19.78$ feet to an angle point;
N $06^{\circ} 39^{\prime} 22^{\prime \prime} \mathrm{E}-21.34$ feet to an angle point;
$\mathrm{N} 04^{\circ} 23^{\prime} 01^{\prime \prime} \mathrm{W}-54.47$ feet to an angle point;
N $10^{\circ} 47^{\prime} 01^{\prime \prime}$ W - 29.29 feet to an angle point;
N $31^{\circ} 33^{\prime} 45^{\prime \prime}$ W -58.26 feet to an angle point;
N $07^{\circ} 44^{\prime} 42^{\prime \prime}$ W -31.55 feet to an angle point;
N $04^{\circ} 20^{\prime} 09^{\prime \prime} \mathrm{W}-74.94$ feet to an angle point;
N 39 ${ }^{\circ} 39^{\prime} 59^{\prime \prime}$ W - 31.17 feet to an angle point;
N $20^{\circ} 15^{\prime} 24^{\prime \prime} \mathrm{E}-21.49$ feet to an angle point;
N $24^{\circ} 43^{\prime} 34^{\prime \prime} \mathrm{E}-33.99$ feet to an angle point;
S $73^{\circ} 12^{\prime} 10^{\prime \prime} \mathrm{E}-10.43$ feet to an angle point;
S $86^{\circ} 09^{\prime} 27^{\prime \prime} \mathrm{E}-11.49$ feet to an angle point;
S $52^{\circ} 02^{\prime} 20^{\prime \prime} \mathrm{E}-51.76$ feet to an angle point;
S $11^{\circ} 46$ ' $40^{\prime \prime} \mathrm{E}-18.91$ feet to an angle point;
S $00^{\circ} 23^{\prime} 14^{\prime \prime} \mathrm{E}-32.82$ feet to an angle point;
S $16^{\circ} 33^{\prime} 10^{\prime \prime} \mathrm{E}-33.62$ feet to an angle point;

S 53º $06^{\prime} 25^{\prime \prime} \mathrm{E}-28.03$ feet to an angle point;
S $77^{\circ} 133^{\prime} 33^{\prime \prime} \mathrm{E}-37.73$ feet to an angle point;
S $73^{\circ} 30^{\prime} 50^{\prime \prime} \mathrm{E}-25.94$ feet to an angle point;
N $65^{\circ} 42^{\prime} 15^{\prime \prime} \mathrm{E}-36.28$ feet to an angle point;
S $80^{\circ} 45^{\prime} 38^{\prime \prime} \mathrm{E}-18.69$ feet to an angle point;
S 79 ${ }^{\circ} 50^{\prime} 28^{\prime \prime} \mathrm{E}-51.95$ feet to an angle point;
N $23^{\circ} 18^{\prime} 05^{\prime \prime} \mathrm{E}-31.15$ feet to an angle point;
N $31^{\circ} 05^{\prime} 26^{\prime \prime} \mathrm{E}-26.50$ feet to an angle point;
N $72^{\circ} 16^{\prime} 09^{\prime \prime} \mathrm{E}-14.77$ feet to an angle point;
N $36^{\circ} 35^{\prime} 16^{\prime \prime} \mathrm{E}-12.33$ feet to an angle point;
N $46^{\circ} 24^{\prime} 11^{\prime \prime} \mathrm{E}-22.68$ feet to an angle point;
N $08^{\circ} 13^{\prime} 49^{\prime \prime} \mathrm{E}-29.12$ feet to an angle point;
N $17^{\circ} 06^{\prime} 42^{\prime \prime} \mathrm{E}-17.12$ feet to an angle point;
N $65^{\circ} 25^{\prime} 40^{\prime \prime} \mathrm{E}-14.56$ feet to an angle point;
N $18^{\circ} 58^{\prime} 29^{\prime \prime} \mathrm{E}-47.80$ feet to an angle point;
N $29^{\circ} 30^{\prime} 20^{\prime \prime} \mathrm{E}-21.57$ feet to an angle point;
N $03^{\circ} 24^{\prime} 01^{\prime \prime} \mathrm{E}-45.11$ feet to an angle point;
N $21^{\circ} 29^{\prime} 36^{\prime \prime} \mathrm{E}-37.81$ feet to an angle point;
N $09^{\circ} 48^{\prime} 40^{\prime \prime}$ W -29.03 feet to an angle point;
N $08^{\circ} 06^{\prime} 47^{\prime \prime} \mathrm{E}-30.27$ feet to an angle point;
N $10^{\circ} 24^{\prime} 14^{\prime \prime} \mathrm{E}-58.23$ feet to an angle point;
N $03^{\circ} 10^{\prime} 54^{\prime \prime} \mathrm{E}-44.90$ feet to an angle point;
N $17^{\circ} 26^{\prime} 51^{\prime \prime} \mathrm{E}-45.18$ feet to an angle point;
N $21^{\circ} 44^{\prime} 48^{\prime \prime}$ W -9.20 feet to an angle point;
S $85^{\circ} 43^{\prime} 59^{\prime \prime} \mathrm{E}-11.23$ feet to an angle point;
N $27^{\circ} 21^{\prime} 46^{\prime \prime} \mathrm{E}-12.43$ feet to an angle point;
N 5455'04" E - 22.41 feet to an angle point;
$\mathrm{N} 01^{\circ} 47^{\prime} 33^{\prime \prime} \mathrm{E}-41.85$ feet to an angle point;
N $02^{\circ} 07^{\prime} 00^{\prime \prime}$ W -61.64 feet to an angle point;
N $14^{\circ} 34^{\prime} 46^{\prime \prime}$ W -31.85 feet to an angle point;
N $32^{\circ} 50^{\prime} 26^{\prime \prime} \mathrm{W}-62.66$ feet to an angle point;
N $46^{\circ} 38^{\prime} 05^{\prime \prime}$ W - 37.97 feet to an angle point;
N $75^{\circ} 27^{\prime} 31^{\prime \prime}$ W -59.52 feet to an angle point;
N $81^{\circ} 40^{\prime} 07^{\prime \prime}$ W - 20.97 feet to an angle point;
S $82^{\circ} 31^{\prime} 07^{\prime \prime} \mathrm{W}-45.00$ feet to an angle point;
S $24^{\circ} 27^{\prime} 50$ " W - 53.89 feet to an angle point;
THENCE: N $82^{\circ} 22^{\prime} 51^{\prime \prime} \mathrm{W}-7.93$ feet continuing with the bank of the Medina River to a calculated point of the intersection of the bank of the Medina River and a line of the remainder of a 17.39 acre tract conveyed to Nat Perez in Volume 4127, Page 486 of the Deed Records of Bexar County, Texas;

## FORD ENGINEERING, INC

THENCE: N $09^{\circ} 56^{\prime} 19^{\prime \prime}$ W - along an Eastern line of the remainder of the said 17.39 acre tract, at 40.84 feet pass a 1 inch pipe with pinched top found, a distance in all of $\mathbf{1 8 6 . 9 1}$ feet to a 1 inch pipe with pinched top found for a corner of the remainder of the said 17.39 acre tract, for a corner of this tract of land;

THENCE: N $44^{\circ} 29^{\prime} 344^{\prime \prime}$ W - 118.86 feet continuing along an Eastern line of the remainder of the said 17.39 acre tract to a $1 / 2$ inch iron pipe found for a corner of the said 17.39 acre tract, for a corner of this tract of land;

THENCE: N $82^{\circ} 30^{\prime} 46^{\prime \prime} \mathrm{W}-230.03$ feet continuing along a Northern line of the remainder of the said 17.39 acre tract to a $1 / 2$ inch iron rod with cap marked "Ford Eng Inc" set for a corner of the said 17.39 acre tract, for a corner of this tract of land;

THENCE: S $67^{\circ} 49^{\prime} 22^{\prime \prime} \mathrm{W}-234.00$ feet continuing along a Northern line of the remainder of the said 17.39 acre tract to a $1 / 2$ inch iron pipe found for a corner of the said 17.39 acre tract, the Easternmost corner of the remainder of a7.615 acre tract conveyed to Mariano M. Perez in Volume 5495, Page 676 of the Official Public Records of Real Property of Bexar County, Texas, for a corner of this tract of land;

THENCE: N $67^{\circ} 46^{\prime} 37^{\prime \prime}$ W - along a Northern line of the remainder of the said 7.615 acre tract, at 59.63 feet pass a $1 / 2$ inch iron rod found, a distance in all of 215.51 feet to a chiseled "X" set on concrete at the base of Fence Corner, for a corner of the said 7.615 acre tract, for a corner of this tract of land;

THENCE: N $79^{\circ} 08^{\prime} 00^{\prime \prime} \mathrm{W}-436.60$ feet continuing along a Northern line of the remainder of the said 7.615 acre tract to a $1 / 2$ inch iron rod with cap marked "Ford Eng Inc" set at a fence corner, for a corner of the said 7.615 acre tract, for a corner of this tract of land;

THENCE: S $82^{\circ} 14^{\prime} 00^{\prime \prime} \mathrm{W}-541.73$ feet continuing along a Northern line of the remainder of the said 7.615 acre tract to a $1 / 2$ inch iron $\operatorname{rod}(\mathrm{N} 13,647,154.720, \mathrm{E}=2,130,832.546)$ found on the Northeastern line of said Pleasanton Rod for the Northwestern corner of the said 7.615 acre tract, for a corner of this tract of land, from which a pinched pipe found for the Southwestern corner of the said 7.615 acre tract, the Northwestern corner of the remainder of the said 17.39 acre tract bears S $25^{\circ} 11^{\prime} 11^{\prime \prime} \mathrm{E}-288.10$ feet;

THENCE: N $25^{\circ} 01^{\prime} 533^{\prime \prime}$ W - 615.90 feet along the Northeastern line of said Pleasanton Road to a $1 / 2$ inch iron rod found for a corner of said Pleasanton Road, for a corner of this tract of land;

THENCE: N $34^{\circ} 04^{\prime} 13$ " $\mathrm{W}-471.25$ feet continuing along the Northeastern line of said Pleasanton Road to the POINT OF BEGINNING and containing 234.07 acres of land, according to a survey made on the ground under my supervision

Corresponding plat prepared.
1800.3935.docx

BEARINGS AND COORDINATES ARE BASED ON LAMBERT GRID, TEXAS STATE PLANE COORDINATES, SOUTH CENTRAL ZONE NAD 83/93; COORDINATES SHOWN HEREON HAVE AN APPLIED SURFACE SCALE FACTOR OF 1.00017.


Rex L. Hackett, R.P.L.S., L.S.L.S.
Registered Professional Land Surveyor License Number 5573

