

RECEIVED AND FILED
DATE March 6, 2023



MICHAEL G. ADAMS
SECRETARY OF STATE
COMMONWEALTH OF KENTUCKY
BY Kandice Adkinson

**CERTIFICATION: KRS 81A.470 FILINGS
TRUE CHOICE DEVELOPMENT, LLC AND COMMONWEALTH OF
KENTUCKY (HIGHWAY 192 RIGHT OF WAY) PROPERTIES ANNEXATION**

I certify am the duly qualified City Clerk of the City of London, Kentucky, and the following nine textual pages of Ordinance No. 2022-11 dated August 1, 2022 is a true, correct and complete copy duly adopted by the City of London City Council as a final annexation ordinance at a duly convened meeting held on August 1, 2022 all as appears in the official records of said City.

WITNESS, my hand and (Seal or the Seal of said City) this 17th day of January, 2023.

Marcy J. Berry
Marcy J. Berry, City Clerk of City
of London, Kentucky

**COMMONWEALTH OF KENTUCKY
CITY OF LONDON
ORDINANCE NO. 2022-11**

**AN ORDINANCE FINALLY ANNEXING
AN AREA OF PROPERTY IN THE RIGHT-OF-WAY OF STATE HIGHWAY 192, AND
PRIVATE PROPERTY OWNED BY TRUE CHOICE DEVELOPMENT, LLC**

BE IT ORDAINED BY THE CITY OF LONDON, KENTUCKY AS FOLLOWS:

WHEREAS, the City of London, Kentucky has:

1. Held a First Reading on March 23, 2022, and passed on Second Reading on April 4, 2022, an Intent to Annex Ordinance designated as Ordinance No. 2022-04 for the area referenced above and described in such Ordinance.
2. Published said Intent to Annex Ordinance 2020-10 in the *Sentinel-Echo* on April 13, 2022.
3. Provided Supplemental Notice of said Intent to Annex Ordinance 2020-10 in the *Sentinel-Echo* on May 4, 2022.
4. Published notice of the opportunity to petition against said annexation pursuant to KRS 81A.420 in the *Sentinel-Echo* on May 4, 2022, and again on June 22, 2022.
5. Received no timely and/or adequate Petition addressed to the Mayor pursuant to KRS 81A.420 and the aforementioned newspaper notices requesting to place the within annexation on the ballot for vote.
6. Conducted a City Council Meeting for First Reading of this Final Annexation Ordinance on July 5, 2022
7. Determined that the area hereinafter described is desirable to be annexed, the same being in an unincorporated area accurately described below and accurately depicted on an annexation map prepared by a Kentucky-licensed surveyor (the "Annexation Map"), which is attached and incorporated herein by reference as Exhibit A, and is adjacent and/or contiguous to the preexisting boundaries of the City of London, Kentucky as established by Ordinance 734, Ordinance 2020-16, and Ordinance 984.
8. The City Council finds that Tract 1 of this annexation, as depicted on the Annexation Map, is an involuntary annexation, in that such territory is in the Right-of-Way of Kentucky Highway 192 (a/k/a West Laurel Road). The City Council has no knowledge of opposition by the Commonwealth of Kentucky to annexation of this Right-of-Way property but must consider such annexation involuntary in the absence of written consent.
9. This matter is before the City Council of the City of London pursuant to a request by True Choice Development, LLC that property adjoining Highway 192 ("Tract 2" of the description below and of the Annexation Map) be annexed into the corporate city limits of the City of London, Kentucky.
10. The City Council finds that Tract 2 of this annexation is a voluntary annexation, being considered at the January 18, 2022 request and irrevocable written consent of the private property owner True Choice Development, LLC, being the sole owner of the property described herein.
11. As evidenced by the Annexation Map and the description below, Tract 1 is adjacent and/or contiguous to Tract 2 over approximately 809.91 feet (Lines 47-54 on Annexation Map).
12. The City Council, in compliance with KRS 81A.410(1)(b), finds the entire territory being annexed by reason of population density, commercial, industrial, institutional, or

governmental use of land, or subdivision of land, is urban in character or suitable for development for urban purposes without unreasonable delay.

13. The City Council, based on the Annexation Map, finds the private property territory being annexed to be in the vicinity of the Exit 38 Interchange of Interstate Highway I-75.
14. The City Council has reviewed a non-binding Preliminary Map, prepared on behalf of True Choice Development LLC by Map It Right, LLC, which illustrates how Tract 2 could be subdivided for the location of numerous residential homes and other facilities, and finds such Preliminary Map persuasive as to the suitability of Tract for urban development.
15. City Council Resolution 2022-01 states the City Council "... is of the understanding that True Choice seeks to develop the Property primarily for residential use with connection to utility services offered by the City of London and/or other lawful utility providers."
16. The City Council is aware of statements by a principal of True Choice Development LLC under oath as recently as a May 19, 2022 London Planning Commission Meeting indicating the company's intent is to develop the currently largely vacant property into an age 55+ community of residential homes.
17. The City Council, based on documentation of record, recognizes that the Kentucky Transportation Cabinet has recently approved an Encroachment Permit from the True Choice Development, LLC property to Kentucky Highway 192.
18. The City Council is aware that the True Choice Development LLC property has public road access not only to Highway 192 but to Parker Road (State Route #3432), a public road, on the other end of the property thus facilitating urban development of the parcel with through traffic.
19. The City Council, based on the Annexation Map, finds no part of the territory being annexed to be in an Agricultural District as the term is used in KRS 262.850.
20. The City Council, based on documents and correspondence of record, finds the territory being annexed has access to multiple utilities.
21. The City Council, based on the Annexation Map, and photographic evidence of record, finds there are numerous residential homes in the Twin Oaks Estates Subdivision which adjoins the generally northeast boundary of the True Choice Development LLC property (Annexation Tract 2).
22. The City Council, based on photographs of record, finds there is an electrical substation on the north side of Kentucky Highway 192 to the east of Annexation Tract 2.
23. The City Council, based on the Annexation Map, and photographic evidence of record, finds there are numerous commercial businesses operating on properties in the vicinity of and adjacent to the territory being annexed.
24. The City Council, based on the Annexation Map, and photographic evidence of record finds there is a country club with a golf course operating directly south of State Route 192 in the vicinity of the territory proposed to be annexed, thus evidencing urban character of development in the vicinity.
25. The City Council further finds that all of the foregoing adjudicative facts support annexation of the subject territory being in compliance with KRS 81A.410(1) as being urban in character or suitable for urban development purposes without unreasonable delay.
26. The City Council is aware of no evidence to indicate utility infrastructure owned by another city is in the territory being annexed.
27. This property is not in any other boundary of an incorporated city.

All of these above findings are in keeping with KRS 81A.410 and KRS 81A.412 and other applicable Kentucky law. For such reasons:

BE IT ORDAINED BY THE CITY OF LONDON, KENTUCKY AS FOLLOWS:

a. The highway right-of-way property described below and in the Annexation Map as Tract 1 is annexed into the City of London with all appropriate notice provided in compliance with KRS 81A.425. Said notice was sent to the property owner whose property is proposed to be annexed by first-class mail no later than FOURTEEN ("14") days PRIOR to the meeting at which the ordinance proposing the annexation received its SECOND READING. Per KRS 81A.425, the City Clerk certified the list of property owners to whom the notice was sent and the certified list was made a part of the official record of the meeting at which the ordinance proposing the annexation received its SECOND READING. Said notice included the time, date, and location of the meeting at which the proposed ordinance received its second reading, and a copy of the proposed ordinance.

b. The private property owner of the property described below and in the Annexation Map as Tract 2 is annexed into the City of London and its owner also received notice in the same manner as the owner of Tract 1. However, such notice is a courtesy in that such property owner has provided an irrevocable consent to annexation and, thus, no further notice was required as expressly recognized in KRS 81A.425(5).

c. The property being annexed is depicted on the Annexation Map and more particularly described by metes and bounds as follows:

TRACT 1 (Portion of Highway 192 Right of Way).

A certain tract located at the west intersection of Interstate Route #75, exit #38, and State Route #192, commonly known as West Laurel Road, and more particularly described as follows:

All hereinafter coordinates are referenced from Kentucky State Plane Coordinate System, South Zone, and referenced from the 1983 North American Datum. All hereinafter bearings and distances are referenced to the Kentucky State Plane Grid System.

BEGINNING at a three and one-quarter (3.25) inch aluminum monument stamped "City of London Corporate Limits" located at the intersection of St. Joseph Lane (CS #1095) and State Route #3012, commonly known as Esquire Lane, having a State Plane Coordinate of **1,927,759.70 NORTH** and **2,120,293.55 EAST**; Said monument also being a corner of the existing London city limits (ordinance 2008-03);

Thence, crossing Saint Joseph Lane and with the existing London city limits (Ordinance No. 2008-03),

SOUTH 61 DEGREES 02 MINUTES 23 SECONDS EAST 76.97 FEET (L1);
to a corner located in the west right-of-way line of Interstate Route #75; Said right-of-way corner also being a corner of the existing London city limits (Ordinance No. 734);

Thence, meandering with the west right-of-way lines of Interstate Route #75, and the existing city limits (ordinance 734), the following bearings and distances;

SOUTH 18 DEGREES 30 MINUTES 38 SECONDS EAST 256.08 FEET (L2);
SOUTH 33 DEGREES 10 MINUTES 51 SECONDS EAST 249.64 FEET (L3);
to a right-of-way corner being a corner of the existing London city limits (Ordinance No. 984);

Thence, with the west right-of-way line of Interstate Route #75, and the existing city limits (Ordinance No. 984),

SOUTH 24 DEGREES 25 MINUTES 50 SECONDS EAST 147.62 FEET (L4);
to a right-of-way corner located in the west right-of-way line of Interstate Route #75;

Thence, leaving the west right-of-way line of Interstate Route #75, and the existing city limits (Ordinance No. 984), and meandering with the southeast right-of-way lines of State Route #192, the following bearings and distances;

NORTH 41 DEGREES 04 MINUTES 57 SECONDS WEST 85.59 FEET (L5);
NORTH 73 DEGREES 03 MINUTES 25 SECONDS WEST 167.73 FEET (L6);
SOUTH 62 DEGREES 15 MINUTES 12 SECONDS WEST 41.50 FEET (L7);

SOUTH 51 DEGREES 02 MINUTES 37 SECONDS WEST 88.81 FEET (L8);
SOUTH 35 DEGREES 48 MINUTES 25 SECONDS WEST 220.48 FEET (L9);
SOUTH 35 DEGREES 12 MINUTES 24 SECONDS WEST 42.97 FEET (L10), crossing
 Floyd Street, CR #1252K;
SOUTH 34 DEGREES 34 MINUTES 53 SECONDS WEST 263.41 FEET (L11);
SOUTH 33 DEGREES 15 MINUTES 58 SECONDS WEST 41.42 FEET (L12), crossing
 Chestnut Road, CR #1252L;
SOUTH 34 DEGREES 58 MINUTES 14 SECONDS WEST 1,404.31 FEET (L13);
SOUTH 10 DEGREES 16 MINUTES 27 SECONDS WEST 91.86 FEET (L14), crossing
 Boggs Road, CR #1252N;
SOUTH 31 DEGREES 35 MINUTES 19 SECONDS WEST 87.32 FEET (L15);
SOUTH 20 DEGREES 59 MINUTES 20 SECONDS WEST 71.02 FEET (L16) to a three
 and one-quarter (3.25) inch aluminum right-of-way monument;
SOUTH 22 DEGREES 53 MINUTES 06 SECONDS EAST 41.14 FEET (L17);
SOUTH 26 DEGREES 01 MINUTES 14 SECONDS WEST 190.34 FEET (L18);
NORTH 69 DEGREES 35 MINUTES 30 SECONDS WEST 26.18 FEET (L19);
SOUTH 24 DEGREES 58 MINUTES 56 SECONDS WEST 164.11 FEET (L20) to a
 three and one-quarter (3.25) inch aluminum right-of-way monument, having a State
 Plane Coordinate of 1,924,978.67 NORTH and 2,118,937.60 EAST;
SOUTH 30 DEGREES 32 MINUTES 23 SECONDS WEST 53.25 FEET (L21);
SOUTH 22 DEGREES 01 MINUTES 45 SECONDS WEST 162.91 FEET (L22);
SOUTH 25 DEGREES 38 MINUTES 00 SECONDS WEST 108.65 FEET (L23);
SOUTH 29 DEGREES 12 MINUTES 10 SECONDS WEST 95.80 FEET (L24);
SOUTH 31 DEGREES 49 MINUTES 46 SECONDS WEST 71.76 FEET (L25);
SOUTH 33 DEGREES 20 MINUTES 07 SECONDS WEST 48.05 FEET (L26);
SOUTH 35 DEGREES 21 MINUTES 22 SECONDS WEST 82.38 FEET (L27);
SOUTH 37 DEGREES 47 MINUTES 13 SECONDS WEST 52.50 FEET (L28);
SOUTH 52 DEGREES 12 MINUTES 47 SECONDS EAST 20.00 FEET (L29);
SOUTH 37 DEGREES 47 MINUTES 13 SECONDS WEST 33.88 FEET (L30);
SOUTH 40 DEGREES 45 MINUTES 40 SECONDS WEST 119.64 FEET (L31);
SOUTH 43 DEGREES 38 MINUTES 30 SECONDS WEST 224.75 FEET (L32);
SOUTH 42 DEGREES 42 MINUTES 47 SECONDS WEST 114.03 FEET (L33);
NORTH 47 DEGREES 17 MINUTES 13 SECONDS WEST 20.00 FEET (L34);
SOUTH 42 DEGREES 42 MINUTES 47 SECONDS WEST 76.88 FEET (L35);
SOUTH 40 DEGREES 48 MINUTES 56 SECONDS WEST 219.12 FEET (L36);
SOUTH 39 DEGREES 44 MINUTES 54 SECONDS WEST 189.52 FEET (L37);
SOUTH 40 DEGREES 03 MINUTES 26 SECONDS WEST 120.86 FEET (L38);
SOUTH 41 DEGREES 58 MINUTES 12 SECONDS WEST 99.96 FEET (L39);

Thence, crossing State Route #192,

NORTH 46 DEGREES 40 MINUTES 07 SECONDS WEST 60.13 FEET (L40) to a
 chainlink post located in the northwest right-of-way line of State Route #192;

Thence, meandering with the northwest right-of-way lines of State Route #192, the
 following bearings and distances;

NORTH 42 DEGREES 02 MINUTES 01 SECONDS EAST 97.66 FEET (L41);
NORTH 39 DEGREES 53 MINUTES 29 SECONDS EAST 119.36 FEET (L42)
 to a chainlink post located in the northwest right-of-way line of State Route #192;
NORTH 39 DEGREES 51 MINUTES 06 SECONDS EAST 190.01 FEET (L43);
NORTH 40 DEGREES 56 MINUTES 32 SECONDS EAST 236.66 FEET (L44);
NORTH 47 DEGREES 17 MINUTES 13 SECONDS WEST 10.00 FEET (L45);
NORTH 42 DEGREES 42 MINUTES 47 SECONDS EAST 80.54 FEET (L46)
 to an iron pin with aluminum cap stamped #2581, having a State Plane Coordinate of
 1,924,089.01 NORTH and 2,118,242.52 EAST;
NORTH 42 DEGREES 42 MINUTES 47 SECONDS EAST 96.30 FEET (L47);
NORTH 43 DEGREES 39 MINUTES 21 SECONDS EAST 221.79 FEET (L48);
SOUTH 49 DEGREES 14 MINUTES 20 SECONDS EAST 5.00 FEET (L49);
NORTH 40 DEGREES 46 MINUTES 04 SECONDS EAST 116.51 FEET (L50);
NORTH 37 DEGREES 47 MINUTES 13 SECONDS EAST 82.80 FEET (L51);
NORTH 35 DEGREES 21 MINUTES 22 SECONDS EAST 79.86 FEET (L52);
NORTH 32 DEGREES 25 MINUTES 48 SECONDS EAST 115.45 FEET (L53);
NORTH 29 DEGREES 12 MINUTES 10 SECONDS EAST 92.25 FEET (L54)
 to an iron pin with aluminum cap stamped #2581;
SOUTH 64 DEGREES 09 MINUTES 51 SECONDS EAST 4.97 FEET (L55);
NORTH 25 DEGREES 41 MINUTES 25 SECONDS EAST 104.56 FEET (L56);
NORTH 21 DEGREES 34 MINUTES 46 SECONDS EAST 150.46 FEET (L57), crossing
 Dogwood Trail, CR #1252V;
NORTH 69 DEGREES 08 MINUTES 27 SECONDS WEST 14.44 FEET (L58);
NORTH 16 DEGREES 49 MINUTES 26 SECONDS EAST 139.87 FEET (L59);
NORTH 20 DEGREES 51 MINUTES 33 SECONDS EAST 125.89 FEET (L60);
NORTH 16 DEGREES 36 MINUTES 50 SECONDS EAST 164.91 FEET (L61)
 to a concrete right-of-way monument;
NORTH 38 DEGREES 19 MINUTES 41 SECONDS EAST 76.85 FEET (L62);

NORTH 25 DEGREES 42 MINUTES 13 SECONDS EAST 136.58 FEET (L63)
to a three and one-quarter (3.25) inch aluminum right-of-way monument, having a State Plane Coordinate of **1,925,543.77 NORTH** and **2,119,075.69 EAST**;
NORTH 22 DEGREES 05 MINUTES 12 SECONDS EAST 123.57 FEET (L64) crossing Thompson Poynter Road, CR #1252C2;
NORTH 24 DEGREES 42 MINUTES 05 SECONDS EAST 293.58 FEET (L65)
to a concrete right-of-way monument;
NORTH 29 DEGREES 48 MINUTES 13 SECONDS EAST 304.08 FEET (L66);
NORTH 33 DEGREES 57 MINUTES 34 SECONDS EAST 245.36 FEET (L67);
NORTH 35 DEGREES 09 MINUTES 39 SECONDS EAST 250.52 FEET (L68);
NORTH 39 DEGREES 24 MINUTES 59 SECONDS EAST 121.60 FEET (L69);
NORTH 31 DEGREES 39 MINUTES 33 SECONDS EAST 121.45 FEET (L70);
NORTH 58 DEGREES 20 MINUTES 27 SECONDS WEST 66.27 FEET (L71);
NORTH 34 DEGREES 31 MINUTES 42 SECONDS EAST 19.89 FEET (L72);
NORTH 48 DEGREES 45 MINUTES 04 SECONDS WEST 50.53 FEET (L73) to a corner located in the west right-of-way line of State Route #192 and also being a corner of the existing London city limits (Ordinance No. 2020-16);

Thence, with the existing city limits and continuing with the west right-of-way line of State Route #192,
NORTH 34 DEGREES 40 MINUTES 01 SECONDS EAST 87.69 FEET (L74)
to a right-of-way corner and a corner common to the existing city limits and Rich Lands Holdings, Inc. (Deed Book 514, Page 581 - now or formerly);

Thence, leaving the existing city limits (Ordinance No. 2020-16) and with Rich Lands Holdings and the right-of-way lines of State Route #192, the following bearings and distances;
SOUTH 28 DEGREES 16 MINUTES 24 SECONDS EAST 65.85 FEET (L75);
SOUTH 40 DEGREES 12 MINUTES 06 SECONDS EAST 56.47 FEET (L76);
NORTH 33 DEGREES 02 MINUTES 13 SECONDS EAST 121.91 FEET (L77);
NORTH 35 DEGREES 07 MINUTES 07 SECONDS EAST 105.87 FEET (L78)
to a concrete right-of-way monument having a State Plane Coordinate of **1,927,038.76 NORTH** and **2,119,980.02 EAST**; Said right-of-way monument also being located in the southwest right-of-way line and at the end of State Route #3012, commonly known as Esquire Lane;

Thence, with the west right-of-way line of Esquire Lane,
NORTH 35 DEGREES 44 MINUTES 53 SECONDS WEST 64.73 FEET (L79) to a corner located in the west right-of-way line of Esquire Lane and also being a corner of the existing London city limits (Ordinance No. 2020-16);

Thence, continuing with the west and northwest right-of-way lines of Esquire Lane, and with the existing city limits, the following bearings and distances;
NORTH 35 DEGREES 03 MINUTES 28 SECONDS WEST 27.58 FEET (L80);
NORTH 05 DEGREES 50 MINUTES 15 SECONDS WEST 97.74 FEET (L81);
NORTH 32 DEGREES 24 MINUTES 02 SECONDS EAST 95.59 FEET (L82);
NORTH 65 DEGREES 01 MINUTES 02 SECONDS EAST 76.09 FEET (L83);
NORTH 68 DEGREES 25 MINUTES 17 SECONDS EAST 65.76 FEET (L84);
NORTH 47 DEGREES 44 MINUTES 06 SECONDS EAST 65.85 FEET (L85);
NORTH 38 DEGREES 24 MINUTES 56 SECONDS EAST 50.22 FEET (L86);
NORTH 38 DEGREES 27 MINUTES 49 SECONDS EAST 30.06 FEET (L87) to a corner located in the northwest right-of-way line of Esquire Lane and also being a property boundary corner of Steve and Connie Ormsby (Deed Book 340, Page 578 - now or formerly);

Thence, leaving the existing city limits (Ordinance No. 2020-16), and with the northwest right-of-way lines of Esquire Lane and the Ormsby property boundary lines, the following bearings and distances;
SOUTH 47 DEGREES 21 MINUTES 41 SECONDS EAST 34.10 FEET (L88);
to a concrete right-of-way monument;
NORTH 36 DEGREES 35 MINUTES 23 SECONDS EAST 110.59 FEET (L89)
to an iron pin with plastic cap stamped #2942, being located in the northwest right-of-way line of Esquire Lane and also being a corner of the existing London city limits (Ordinance No. 2020-16);

Thence, leaving the Ormsby property boundary corner and with the existing London city limits (Ordinance No. 2020-16), meandering with the west right-of-way lines of Esquire Lane, the following bearings and distances;
NORTH 58 DEGREES 46 MINUTES 27 SECONDS EAST 63.11 FEET (L90);
NORTH 02 DEGREES 22 MINUTES 42 SECONDS WEST 71.18 FEET (L91)
to a concrete right-of-way monument;
NORTH 25 DEGREES 32 MINUTES 11 SECONDS EAST 26.64 FEET (L92);

NORTH 29 DEGREES 03 MINUTES 51 SECONDS WEST 43.41 FEET (L93)
NORTH 42 DEGREES 35 MINUTES 36 SECONDS WEST 19.10 FEET (L94);
NORTH 64 DEGREES 50 MINUTES 54 SECONDS WEST 24.45 FEET (L95);
NORTH 69 DEGREES 14 MINUTES 49 SECONDS WEST 32.11 FEET (L96);

Thence, leaving the existing London city limits (Ordinance No. 2020-16) and crossing Esquire Lane, **NORTH 38 DEGREES 49 MINUTES 57 SECONDS EAST 47.56 FEET (L97)** to the corner of the **BEGINNING** containing **16.660 ACRES** more or less, by calculation. This city annexation description was prepared from survey plat maps, highway right of way plans, GPS field data and information provided by the City of London, Kentucky dated January 7, 2022, by Kentucky Surveys, Inc., Stephen M. Flinchum, Licensed Professional Surveyor #4119.

DESCRIPTION

Annexation TRACT 2

A certain tract located approximately 0.63 mile southwest from Interstate Route #75, exit #38, and more particularly described as follows:

All hereinafter coordinates are referenced from Kentucky State Plane Coordinate System, South Zone, and referenced from the 1983 North American Datum. All hereinafter bearings and distances are referenced to the Kentucky State Plane Grid System.

BEGINNING at an iron pin with aluminum cap stamped #2581 located thirty-five (35.0) feet northwest from the approximate centerline of State Route #192, commonly known as West Laurel Road, (Commonwealth of Kentucky - Deed Book 101, Page 342), having a State Plane Coordinate of **1,924,713.75 NORTH** and **2,118,744.69 EAST**; Said iron pin being a corner of the Annexation TRACT 1 of this ordinance and also being a property boundary corner of Twin Oaks Estates (Deed Book 285, Page 583 and Plat Cabinet 1A, Page 081 -now or formerly);

Thence, leaving the Twin Oaks Subdivision and with the northwest right-of-way lines of State Route #192, the following bearings and distances;

SOUTH 29 DEGREES 12 MINUTES 10 SECONDS WEST 92.25 FEET;
SOUTH 32 DEGREES 25 MINUTES 48 SECONDS WEST 115.45 FEET;
SOUTH 35 DEGREES 21 MINUTES 22 SECONDS WEST 79.86 FEET;
SOUTH 37 DEGREES 47 MINUTES 13 SECONDS WEST 82.80 FEET;
SOUTH 40 DEGREES 46 MINUTES 04 SECONDS WEST 116.51 FEET;
NORTH 49 DEGREES 14 MINUTES 20 SECONDS WEST 5.00 FEET;
SOUTH 43 DEGREES 39 MINUTES 21 SECONDS WEST 221.79 FEET;
SOUTH 42 DEGREES 42 MINUTES 47 SECONDS WEST 96.30 FEET to an iron pin with aluminum cap stamped #2581, having a State Plane Coordinate of **1,924,089.01 NORTH** and **2,118,242.52 EAST**;

Thence, leaving the northwest right-of way line of State Route #192 and the Annexation TRACT 1, and with the property boundary line of True Choice Development, LLC. (Deed Book 783, Page 422), Advantage Leasing, LLC (Deed Book 738, Page 127 - now or formerly) and Amanda Heuser (Deed Book 763, Page 325 and Deed Book 654, Page 437 - now or formerly), the following bearings and distances;

NORTH 51 DEGREES 44 MINUTES 50 SECONDS WEST 2,215.82 FEET to an iron pin with aluminum cap stamped #2581;
NORTH 61 DEGREES 03 MINUTES 57 SECONDS WEST 262.81 FEET to an iron pin with aluminum cap stamped #2581;
NORTH 47 DEGREES 11 MINUTES 55 SECONDS WEST 187.10 FEET to an iron pin with aluminum cap stamped #2581, located twenty (20.0) feet east from the approximate centerline of State Route #3432, commonly known as Parker Road (no record right of way found); Said iron pin having a State Plane Coordinate of **1,925,715.17 NORTH** and **2,116,135.18 EAST**;

Thence, with the southeast right-of-way line of State Route #3432, **NORTH 33 DEGREES 02 MINUTES 43 SECONDS EAST 129.74 FEET** to a wood fence post, having a State Plane Coordinate of **1,925,823.92 NORTH** and **2,116,205.93 EAST**; Said post also being a property boundary corner of Waymon and Joyce Gregory (Deed Book 223, Page 304 - now or formerly);

Thence, leaving the southeast right-of-way line of State Route #3432 and with the Gregory property boundary fence, the following bearings and distances;
SOUTH 47 DEGREES 33 MINUTES 32 SECONDS EAST 208.54 FEET to a wood fence post;
NORTH 41 DEGREES 28 MINUTES 26 SECONDS EAST 207.20 FEET to a wood fence post;
 Said post also being a property boundary corner of Charles Sturgill (Deed Book 713, Page 153 - now or formerly);

Thence, leaving the Gregory property boundary corner and with the Sturgill property boundary fence, the following bearings and distances;

SOUTH 47 DEGREES 14 MINUTES 33 SECONDS EAST 421.70 FEET to a set stone;
NORTH 35 DEGREES 25 MINUTES 49 SECONDS EAST 314.53 FEET to a thirty (30) inch white oak, having a State Plane Coordinate of **1,925,808.44 NORTH** and **2,116,989.01 EAST**; Said white oak also being a property boundary corner of Twin Oaks Estates (Deed Book 285, Page 583 and Plat Cabinet 1A, Page 081 -now or formerly);

Thence, leaving the Sturgill property boundary corner and with the Twin Oaks Estates property boundary fence, the following bearings and distances;

SOUTH 48 DEGREES 54 MINUTES 59 SECONDS EAST 135.30 FEET to an iron pin with aluminum cap stamped #2581;
SOUTH 44 DEGREES 00 MINUTES 09 SECONDS EAST 158.82 FEET to a twenty-one (21) inch white oak;
SOUTH 46 DEGREES 32 MINUTES 31 SECONDS EAST 460.74 FEET to a wood fence post;
SOUTH 64 DEGREES 46 MINUTES 00 SECONDS EAST 917.58 FEET to an iron pin with aluminum cap stamped #2581;
SOUTH 64 DEGREES 09 MINUTES 51 SECONDS EAST 420.98 FEET to the corner of the beginning, containing **32.508 ACRES**, more or less, by calculation. This city annexation description was prepared from survey plat maps, highway right-of-way plans, record deeds, GPS field data and information provided by the City of London, Kentucky, dated December 27, 2021, by Kentucky Surveys, Inc., Curtis J. Felts, Licensed Professional Surveyor #3431.

28. This Final Annexation Ordinance and the various parts thereof are hereby declared to be severable. If any section, clause, sentence, or phrase of this Final Annexation Ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, then said holding shall not affect the validity of the ordinance as a whole, or any portion thereof other than the section so declared to be unconstitutional or invalid.
29. Consistent with KRS 100.209, a Map is to be attached to and incorporated in this Ordinance as **Exhibit B** showing the Zone Classification for each of Tract 1 and Tract 2 of the annexed territory as approved by the City Council after recommendation by the Planning Commission and prior to **SECOND READING** of this Ordinance. Tract 1 shall be shown on the Map in the Governmental Zone District Classification and Tract 2 shall be shown on the Map in the C-2 General Business Zone District Classification. Upon **SECOND READING** and **PUBLICATION** of this Ordinance, both Tracts 1 and 2 as referenced herein shall be subject to the City of London Development Ordinance #2017-07 as it may have been amended.
30. This Final Annexation Ordinance shall become effective immediately upon **SECOND READING** and **PUBLICATION**. All Ordinances or parts of Ordinances in conflict herewith are hereby repealed.

A Motion to approve the aforementioned Ordinance was made by Councilperson Bobby Joe Parman, and seconded by Councilperson Danny Phelps, on **First Reading** on **July 5, 2022** at a duly called and noticed meeting of the City Council. The following Members of the City Council voted in favor of such Ordinance: Councilperson Judson Weaver, Councilperson Danny Phelps, Councilperson Bobby Joe Parman, Councilperson Daniel Carmack, and Councilperson Kelly Greene, and the following Members of the City Council, if any, voted against said Ordinance: none.

A Motion to approve the aforementioned Ordinance was made by Danny Phelps, and seconded by Bobby Joe Parman on **Second Reading** on **August 1, 2022** at a duly called and noticed meeting of the City Council. The following Members of the City Council voted in favor of such Ordinance: Councilperson Danny Phelps, Councilperson Bobby Joe Parman, Councilperson Daniel Carmack, Councilperson Kelly Greene, Councilperson Kip Jervis, and the following Members of the City Council, if any, voted against said Ordinance: none.

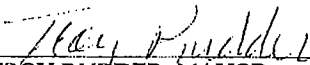
ORDINANCE NUMBER: 2022-11

FIRST READING – July 5, 2022

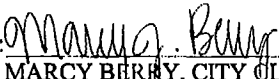
SECOND READING – August 1, 2022

PUBLICATION: - August 17, 2022

IN WITNESS WHEREOF, the foregoing Final Annexation Ordinance was passed as specified above.



TROY RUDDER, MAYOR
CITY OF LONDON, KENTUCKY

ATTEST: 

MARCY BERRY, CITY CLERK
CITY OF LONDON, KENTUCKY



1578 Highway 44 East, Suite 6
P.O. Box 369
Shepherdsville, KY 40165-0369
Phone (502) 955-4400 or (800) 516-4293
Fax (502) 543-4410 or (800) 541-4410

**METES AND BOUNDS DESCRIPTION FOR
CITY OF LONDON, KY ANNEXATION ORDINANCE 22-11
(WITH SURVEYOR SIGNATURE AND STAMP)**

Submitted by:

A handwritten signature in black ink, appearing to read "F. Keith Brown", written over a horizontal line.

**F. Keith Brown
Special Counsel to City of London, KY for Annexation
Email: kbrown@pikelegal.com**

DESCRIPTION
Annexation TRACT 1

A certain tract located at the west intersection of Interstate Route #75, exit #38, and State Route #192, commonly known as West Laurel Road, and more particularly described as follows:

All hereinafter coordinates are referenced from Kentucky State Plane Coordinate System, South Zone, and referenced from the 1983 North American Datum. All hereinafter bearings and distances are referenced to the Kentucky State Plane Grid System.

BEGINNING at a three and one-quarter (3.25) inch aluminum monument stamped "City of London Corporate Limits" located at the intersection of St. Joseph Lane (CS #1095) and State Route #3012, commonly known as Esquire Lane, having a State Plane Coordinate of **1,927,759.70 NORTH** and **2,120,293.55 EAST**; Said monument also being a corner of the existing London city limits (ordinance 2008-03);

Thence, crossing Saint Joseph Lane and with the existing London city limits (Ordinance No. 2008-03),

SOUTH 61 DEGREES 02 MINUTES 23 SECONDS EAST 76.97 FEET (L1);
to a corner located in the west right-of-way line of Interstate Route #75; Said right-of-way corner also being a corner of the existing London city limits (Ordinance No. 734);

Thence, meandering with the west right-of-way lines of Interstate Route #75, and the existing city limits (ordinance 734), the following bearings and distances;

SOUTH 18 DEGREES 30 MINUTES 38 SECONDS EAST 256.08 FEET (L2);
SOUTH 33 DEGREES 10 MINUTES 51 SECONDS EAST 249.64 FEET (L3);
to a right-of-way corner being a corner of the existing London city limits (Ordinance No. 984);

Thence, with the west right-of-way line of Interstate Route #75, and the existing city limits (Ordinance No. 984),

SOUTH 24 DEGREES 25 MINUTES 50 SECONDS EAST 147.62 FEET (L4);
to a right-of-way corner located in the west right-of-way line of Interstate Route #75;

Thence, leaving the west right-of-way line of Interstate Route #75, and the existing city limits (Ordinance No. 984), and meandering with the southeast right-of-way lines of State Route #192, the following bearings and distances;

NORTH 41 DEGREES 04 MINUTES 57 SECONDS WEST 85.59 FEET (L5);
NORTH 73 DEGREES 03 MINUTES 25 SECONDS WEST 167.73 FEET (L6);
SOUTH 62 DEGREES 15 MINUTES 12 SECONDS WEST 41.50 FEET (L7);
SOUTH 51 DEGREES 02 MINUTES 37 SECONDS WEST 88.81 FEET (L8);
SOUTH 35 DEGREES 48 MINUTES 25 SECONDS WEST 220.48 FEET (L9);
SOUTH 35 DEGREES 12 MINUTES 24 SECONDS WEST 42.97 FEET (L10), crossing Floyd Street, CR #1252K;
SOUTH 34 DEGREES 34 MINUTES 53 SECONDS WEST 263.41 FEET (L11);
SOUTH 33 DEGREES 15 MINUTES 58 SECONDS WEST 41.42 FEET (L12), crossing Chestnut Road, CR #1252L;
SOUTH 34 DEGREES 58 MINUTES 14 SECONDS WEST 1,404.31 FEET (L13);
SOUTH 10 DEGREES 16 MINUTES 27 SECONDS WEST 91.86 FEET (L14), crossing Boggs Road, CR #1252N;
SOUTH 31 DEGREES 35 MINUTES 19 SECONDS WEST 87.32 FEET (L15);
SOUTH 20 DEGREES 59 MINUTES 20 SECONDS WEST 71.02 FEET (L16) to a three and one-quarter (3.25) inch aluminum right-of-way monument;
SOUTH 22 DEGREES 53 MINUTES 06 SECONDS EAST 41.14 FEET (L17);
SOUTH 26 DEGREES 01 MINUTES 14 SECONDS WEST 190.34 FEET (L18);
NORTH 69 DEGREES 35 MINUTES 30 SECONDS WEST 26.18 FEET (L19);

SOUTH 24 DEGREES 58 MINUTES 56 SECONDS WEST 164.11 FEET (L20) to a three and one-quarter (3.25) inch aluminum right-of-way monument, having a State Plane Coordinate of **1,924,978.67 NORTH** and **2,118,937.60 EAST**;

SOUTH 30 DEGREES 32 MINUTES 23 SECONDS WEST 53.25 FEET (L21);
SOUTH 22 DEGREES 01 MINUTES 45 SECONDS WEST 162.91 FEET (L22);
SOUTH 25 DEGREES 38 MINUTES 00 SECONDS WEST 108.65 FEET (L23);
SOUTH 29 DEGREES 12 MINUTES 10 SECONDS WEST 95.80 FEET (L24);
SOUTH 31 DEGREES 49 MINUTES 46 SECONDS WEST 71.76 FEET (L25);
SOUTH 33 DEGREES 20 MINUTES 07 SECONDS WEST 48.05 FEET (L26);
SOUTH 35 DEGREES 21 MINUTES 22 SECONDS WEST 82.38 FEET (L27);
SOUTH 37 DEGREES 47 MINUTES 13 SECONDS WEST 52.50 FEET (L28);
SOUTH 52 DEGREES 12 MINUTES 47 SECONDS EAST 20.00 FEET (L29);
SOUTH 37 DEGREES 47 MINUTES 13 SECONDS WEST 33.88 FEET (L30);
SOUTH 40 DEGREES 45 MINUTES 40 SECONDS WEST 119.64 FEET (L31);
SOUTH 43 DEGREES 38 MINUTES 30 SECONDS WEST 224.75 FEET (L32);
SOUTH 42 DEGREES 42 MINUTES 47 SECONDS WEST 114.03 FEET (L33);
NORTH 47 DEGREES 17 MINUTES 13 SECONDS WEST 20.00 FEET (L34);
SOUTH 42 DEGREES 42 MINUTES 47 SECONDS WEST 76.88 FEET (L35);
SOUTH 40 DEGREES 48 MINUTES 56 SECONDS WEST 219.12 FEET (L36);
SOUTH 39 DEGREES 44 MINUTES 54 SECONDS WEST 189.52 FEET (L37);
SOUTH 40 DEGREES 03 MINUTES 26 SECONDS WEST 120.86 FEET (L38);
SOUTH 41 DEGREES 58 MINUTES 12 SECONDS WEST 99.96 FEET (L39);

Thence, crossing State Route #192,

NORTH 46 DEGREES 40 MINUTES 07 SECONDS WEST 60.13 FEET (L40) to a chainlink post located in the northwest right-of-way line of State Route #192;

Thence, meandering with the northwest right-of-way lines of State Route #192, the following bearings and distances;

NORTH 42 DEGREES 02 MINUTES 01 SECONDS EAST 97.66 FEET (L41);
NORTH 39 DEGREES 53 MINUTES 29 SECONDS EAST 119.36 FEET (L42)
to a chainlink post located in the northwest right-of-way line of State Route #192;
NORTH 39 DEGREES 51 MINUTES 06 SECONDS EAST 190.01 FEET (L43);
NORTH 40 DEGREES 56 MINUTES 32 SECONDS EAST 236.66 FEET (L44);
NORTH 47 DEGREES 17 MINUTES 13 SECONDS WEST 10.00 FEET (L45);
NORTH 42 DEGREES 42 MINUTES 47 SECONDS EAST 80.54 FEET (L46)
to an iron pin with aluminum cap stamped #2581, having a State Plane Coordinate of **1,924,089.01 NORTH** and **2,118,242.52 EAST**; Said iron pin also being a corner of Annexation TRACT 2 of this ordinance and also being a property boundary corner of True Choice Development, LLC (Deed Book 783, Page 422 - now or formerly);

Thence, continuing with the northwest right-of-way lines of State Route #192, and with the Annexation TRACT 2, the following bearings and distances;

NORTH 42 DEGREES 42 MINUTES 47 SECONDS EAST 96.30 FEET (L47);
NORTH 43 DEGREES 39 MINUTES 21 SECONDS EAST 221.79 FEET (L48);
SOUTH 49 DEGREES 14 MINUTES 20 SECONDS EAST 5.00 FEET (L49);
NORTH 40 DEGREES 46 MINUTES 04 SECONDS EAST 116.51 FEET (L50);
NORTH 37 DEGREES 47 MINUTES 13 SECONDS EAST 82.80 FEET (L51);
NORTH 35 DEGREES 21 MINUTES 22 SECONDS EAST 79.86 FEET (L52);
NORTH 32 DEGREES 25 MINUTES 48 SECONDS EAST 115.45 FEET (L53);
NORTH 29 DEGREES 12 MINUTES 10 SECONDS EAST 92.25 FEET (L54)
to an iron pin with aluminum cap stamped #2581;

Thence, leaving the Annexation TRACT 2 and True Choice Development, LLC and continuing with the northwest right-of-way lines of State Route #192, the following bearings and distances;

SOUTH 64 DEGREES 09 MINUTES 51 SECONDS EAST 4.97 FEET (L55);

NORTH 25 DEGREES 41 MINUTES 25 SECONDS EAST 104.56 FEET (L56);
NORTH 21 DEGREES 34 MINUTES 46 SECONDS EAST 150.46 FEET (L57), crossing Dogwood Trail, CR #1252V;
NORTH 69 DEGREES 08 MINUTES 27 SECONDS WEST 14.44 FEET (L58);
NORTH 16 DEGREES 49 MINUTES 26 SECONDS EAST 139.87 FEET (L59);
NORTH 20 DEGREES 51 MINUTES 33 SECONDS EAST 125.89 FEET (L60);
NORTH 16 DEGREES 36 MINUTES 50 SECONDS EAST 164.91 FEET (L61)
to a concrete right-of-way monument;
NORTH 38 DEGREES 19 MINUTES 41 SECONDS EAST 76.85 FEET (L62);
NORTH 25 DEGREES 42 MINUTES 13 SECONDS EAST 136.58 FEET (L63)
to a three and one-quarter (3.25) inch aluminum right-of-way monument, having a State Plane Coordinate of **1,925,543.77 NORTH** and **2,119,075.69 EAST;**
NORTH 22 DEGREES 05 MINUTES 12 SECONDS EAST 123.57 FEET (L64) crossing Thompson Poynter Road, CR #1252C2;
NORTH 24 DEGREES 42 MINUTES 05 SECONDS EAST 293.58 FEET (L65)
to a concrete right-of-way monument;
NORTH 29 DEGREES 48 MINUTES 13 SECONDS EAST 304.08 FEET (L66);
NORTH 33 DEGREES 57 MINUTES 34 SECONDS EAST 245.36 FEET (L67);
NORTH 35 DEGREES 09 MINUTES 39 SECONDS EAST 250.52 FEET (L68);
NORTH 39 DEGREES 24 MINUTES 59 SECONDS EAST 121.60 FEET (L69);
NORTH 31 DEGREES 39 MINUTES 33 SECONDS EAST 121.45 FEET (L70);
NORTH 58 DEGREES 20 MINUTES 27 SECONDS WEST 66.27 FEET (L71);
NORTH 34 DEGREES 31 MINUTES 42 SECONDS EAST 19.89 FEET (L72);
NORTH 48 DEGREES 45 MINUTES 04 SECONDS WEST 50.53 FEET (L73) to a corner located in the west right-of-way line of State Route #192 and also being a corner of the existing London city limits (Ordinance No. 2020-16);

Thence, with the existing city limits and continuing with the west right-of-way line of State Route #192,

NORTH 34 DEGREES 40 MINUTES 01 SECONDS EAST 87.69 FEET (L74)
to a right-of-way corner and a corner common to the existing city limits and Rich Lands Holdings, Inc. (Deed Book 514, Page 581 - now or formerly);

Thence, leaving the existing city limits (Ordinance No. 2020-16) and with Rich Lands Holdings and the right-of-way lines of State Route #192, the following bearings and distances;

SOUTH 28 DEGREES 16 MINUTES 24 SECONDS EAST 65.85 FEET (L75);
SOUTH 40 DEGREES 12 MINUTES 06 SECONDS EAST 56.47 FEET (L76);
NORTH 33 DEGREES 02 MINUTES 13 SECONDS EAST 121.91 FEET (L77);
NORTH 35 DEGREES 07 MINUTES 07 SECONDS EAST 105.87 FEET (L78)
to a concrete right-of-way monument having a State Plane Coordinate of **1,927,038.76 NORTH** and **2,119,980.02 EAST;** Said right-of-way monument also being located in the southwest right-of-way line and at the end of State Route #3012, commonly known as Esquire Lane;

Thence, with the west right-of-way line of Esquire Lane,

NORTH 35 DEGREES 44 MINUTES 53 SECONDS WEST 64.73 FEET (L79) to a corner located in the west right-of-way line of Esquire Lane and also being a corner of the existing London city limits (Ordinance No. 2020-16);

Thence, continuing with the west and northwest right-of-way lines of Esquire Lane, and with the existing city limits, the following bearings and distances;

NORTH 35 DEGREES 03 MINUTES 28 SECONDS WEST 27.58 FEET (L80);
NORTH 05 DEGREES 50 MINUTES 15 SECONDS WEST 97.74 FEET (L81);
NORTH 32 DEGREES 24 MINUTES 02 SECONDS EAST 95.59 FEET (L82);
NORTH 65 DEGREES 01 MINUTES 02 SECONDS EAST 76.09 FEET (L83);
NORTH 68 DEGREES 25 MINUTES 17 SECONDS EAST 65.76 FEET (L84);
NORTH 47 DEGREES 44 MINUTES 06 SECONDS EAST 65.85 FEET (L85);

NORTH 38 DEGREES 24 MINUTES 56 SECONDS EAST 50.22 FEET (L86);
NORTH 38 DEGREES 27 MINUTES 49 SECONDS EAST 30.06 FEET (L87) to a corner located in the northwest right-of-way line of Esquire Lane and also being a property boundary corner of Steve and Connie Ormsby (Deed Book 340, Page 578 - now or formerly);

Thence, leaving the existing city limits (Ordinance No. 2020-16), and with the northwest right-of-way lines of Esquire Lane and the Ormsby property boundary lines, the following bearings and distances;

SOUTH 47 DEGREES 21 MINUTES 41 SECONDS EAST 34.10 FEET (L88);

to a concrete right-of-way monument;

NORTH 36 DEGREES 35 MINUTES 23 SECONDS EAST 110.59 FEET (L89)

to an iron pin with plastic cap stamped #2942, being located in the northwest right-of-way line of Esquire Lane and also being a corner of the existing London city limits (Ordinance No. 2020-16);

Thence, leaving the Ormsby property boundary corner and with the existing London city limits (Ordinance No. 2020-16), meandering with the west right-of-way lines of Esquire Lane, the following bearings and distances;

NORTH 58 DEGREES 46 MINUTES 27 SECONDS EAST 63.11 FEET (L90);

NORTH 02 DEGREES 22 MINUTES 42 SECONDS WEST 71.18 FEET (L91)

to a concrete right-of-way monument;

NORTH 25 DEGREES 32 MINUTES 11 SECONDS EAST 26.64 FEET (L92);

NORTH 29 DEGREES 03 MINUTES 51 SECONDS WEST 43.41 FEET (L93)

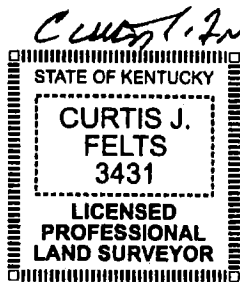
NORTH 42 DEGREES 35 MINUTES 36 SECONDS WEST 19.10 FEET (L94);

NORTH 64 DEGREES 50 MINUTES 54 SECONDS WEST 24.45 FEET (L95);

NORTH 69 DEGREES 14 MINUTES 49 SECONDS WEST 32.11 FEET (L96);

Thence, leaving the existing London city limits (Ordinance No. 2020-16) and crossing Esquire Lane, **NORTH 38 DEGREES 49 MINUTES 57 SECONDS EAST 47.56 FEET (L97)**

to the corner of the **BEGINNING** containing **16.660 ACRES** more or less, by calculation. This city annexation description was prepared from survey plat maps, highway right-of-way plans, GPS field data and information provided by the City of London, Kentucky, dated January 7, 2022, by Kentucky Surveys, Inc., Curtis J. Felts, Licensed Professional Surveyor #3431.



DESCRIPTION
Annexation TRACT 2

A certain tract located approximately 0.63 mile southwest from Interstate Route #75, exit #38, and more particularly described as follows:

All hereinafter coordinates are referenced from Kentucky State Plane Coordinate System, South Zone, and referenced from the 1983 North American Datum. All hereinafter bearings and distances are referenced to the Kentucky State Plane Grid System.

BEGINNING at an iron pin with aluminum cap stamped #2581 located thirty-five (35.0) feet northwest from the approximate centerline of State Route #192, commonly known as West Laurel Road, (Commonwealth of Kentucky - Deed Book 101, Page 342), having a State Plane Coordinate of **1,924,713.75 NORTH** and **2,118,744.69 EAST**; Said iron pin being a corner of the Annexation TRACT 1 of this ordinance and also being a property boundary corner of Twin Oaks Estates (Deed Book 285, Page 583 and Plat Cabinet 1A, Page 081 -now or formerly);

Thence, leaving the Twin Oaks Subdivision and with the northwest right-of-way lines of State Route #192, the following bearings and distances;

SOUTH 29 DEGREES 12 MINUTES 10 SECONDS WEST 92.25 FEET;
SOUTH 32 DEGREES 25 MINUTES 48 SECONDS WEST 115.45 FEET;
SOUTH 35 DEGREES 21 MINUTES 22 SECONDS WEST 79.86 FEET;
SOUTH 37 DEGREES 47 MINUTES 13 SECONDS WEST 82.80 FEET;
SOUTH 40 DEGREES 46 MINUTES 04 SECONDS WEST 116.51 FEET;
NORTH 49 DEGREES 14 MINUTES 20 SECONDS WEST 5.00 FEET;
SOUTH 43 DEGREES 39 MINUTES 21 SECONDS WEST 221.79 FEET;
SOUTH 42 DEGREES 42 MINUTES 47 SECONDS WEST 96.30 FEET to an iron pin with aluminum cap stamped #2581, having a State Plane Coordinate of **1,924,089.01 NORTH** and **2,118,242.52 EAST**;

Thence, leaving the northwest right-of way line of State Route #192 and the Annexation TRACT 1, and with the property boundary line of True Choice Development, LLC. (Deed Book 783, Page 422), Advantage Leasing, LLC (Deed Book 738, Page 127 - now or formerly) and Amanda Heuser (Deed Book 763, Page 325 and Deed Book 654, Page 437 - now or formerly), the following bearings and distances;

NORTH 51 DEGREES 44 MINUTES 50 SECONDS WEST 2,215.82 FEET to an iron pin with aluminum cap stamped #2581;
NORTH 61 DEGREES 03 MINUTES 57 SECONDS WEST 262.81 FEET to an iron pin with aluminum cap stamped #2581;
NORTH 47 DEGREES 11 MINUTES 55 SECONDS WEST 187.10 FEET to an iron pin with aluminum cap stamped #2581, located twenty (20.0) feet east from the approximate centerline of State Route #3432, commonly known as Parker Road (no record right of way found); Said iron pin having a State Plane Coordinate of **1,925,715.17 NORTH** and **2,116,135.18 EAST**;

Thence, with the southeast right-of-way line of State Route #3432, **NORTH 33 DEGREES 02 MINUTES 43 SECONDS EAST 129.74 FEET** to a wood fence post, having a State Plane Coordinate of **1,925,823.92 NORTH** and **2,116,205.93 EAST**; Said post also being a property boundary corner of Waymon and Joyce Gregory (Deed Book 223, Page 304 - now or formerly);

Thence, leaving the southeast right-of-way line of State Route #3432 and with the Gregory property boundary fence, the following bearings and distances;

SOUTH 47 DEGREES 33 MINUTES 32 SECONDS EAST 208.54 FEET to a wood fence post;
NORTH 41 DEGREES 28 MINUTES 26 SECONDS EAST 207.20 FEET to a wood fence post;
Said post also being a property boundary corner of Charles Sturgill (Deed Book 713, Page 153 - now or formerly);

Thence, leaving the Gregory property boundary corner and with the Sturgill property boundary fence, the following bearings and distances;

SOUTH 47 DEGREES 14 MINUTES 33 SECONDS EAST 421.70 FEET to a set stone;

NORTH 35 DEGREES 25 MINUTES 49 SECONDS EAST 314.53 FEET to a thirty (30) inch white oak, having a State Plane Coordinate of **1,925,808.44 NORTH** and **2,116,989.01 EAST**; Said white oak also being a property boundary corner of Twin Oaks Estates (Deed Book 285, Page 583 and Plat Cabinet 1A, Page 081 -now or formerly);

Thence, leaving the Sturgill property boundary corner and with the Twin Oaks Estates property boundary fence, the following bearings and distances;

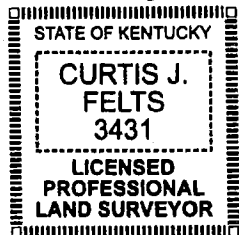
SOUTH 48 DEGREES 54 MINUTES 59 SECONDS EAST 135.30 FEET to an iron pin with aluminum cap stamped #2581;

SOUTH 44 DEGREES 00 MINUTES 09 SECONDS EAST 158.82 FEET to a twenty-one (21) inch white oak;

SOUTH 46 DEGREES 32 MINUTES 31 SECONDS EAST 460.74 FEET to a wood fence post;

SOUTH 64 DEGREES 46 MINUTES 00 SECONDS EAST 917.58 FEET to an iron pin with aluminum cap stamped #2581;

SOUTH 64 DEGREES 09 MINUTES 51 SECONDS EAST 420.98 FEET to the corner of the beginning, containing **32.508 ACRES**, more or less, by calculation. This city annexation description was prepared from survey plat maps, highway right-of-way plans, record deeds, GPS field data and information provided by the City of London, Kentucky, dated December 27, 2021, by Kentucky Surveys, Inc., Curtis J. Felts, Licensed Professional Surveyor #3431.



DESCRIPTION
Annexation TRACT 1

A certain tract located at the west intersection of Interstate Route #75, exit #38, and State Route #192, commonly known as West Laurel Road, and more particularly described as follows:

All hereinafter coordinates are referenced from Kentucky State Plane Coordinate System, South Zone, and referenced from the 1983 North American Datum. All hereinafter bearings and distances are referenced to the Kentucky State Plane Grid System.

BEGINNING at a three and one-quarter (3.25) inch aluminum monument stamped "City of London Corporate Limits" located at the intersection of St. Joseph Lane (CS #1095) and State Route #3012, commonly known as Esquire Lane, having a State Plane Coordinate of **1,927,759.70 NORTH** and **2,120,293.55 EAST**; Said monument also being a corner of the existing London city limits (ordinance 2008-03);

Thence, crossing Saint Joseph Lane and with the existing London city limits (Ordinance No. 2008-03),

SOUTH 61 DEGREES 02 MINUTES 23 SECONDS EAST 76.97 FEET (L1);
to a corner located in the west right-of-way line of Interstate Route #75; Said right-of-way corner also being a corner of the existing London city limits (Ordinance No. 734);

Thence, meandering with the west right-of-way lines of Interstate Route #75, and the existing city limits (ordinance 734), the following bearings and distances;

SOUTH 18 DEGREES 30 MINUTES 38 SECONDS EAST 256.08 FEET (L2);
SOUTH 33 DEGREES 10 MINUTES 51 SECONDS EAST 249.64 FEET (L3);
to a right-of-way corner being a corner of the existing London city limits (Ordinance No. 984);

Thence, with the west right-of-way line of Interstate Route #75, and the existing city limits (Ordinance No. 984),

SOUTH 24 DEGREES 25 MINUTES 50 SECONDS EAST 147.62 FEET (L4);
to a right-of-way corner located in the west right-of-way line of Interstate Route #75;

Thence, leaving the west right-of-way line of Interstate Route #75, and the existing city limits (Ordinance No. 984), and meandering with the southeast right-of-way lines of State Route #192, the following bearings and distances;

NORTH 41 DEGREES 04 MINUTES 57 SECONDS WEST 85.59 FEET (L5);
NORTH 73 DEGREES 03 MINUTES 25 SECONDS WEST 167.73 FEET (L6);
SOUTH 62 DEGREES 15 MINUTES 12 SECONDS WEST 41.50 FEET (L7);
SOUTH 51 DEGREES 02 MINUTES 37 SECONDS WEST 88.81 FEET (L8);
SOUTH 35 DEGREES 48 MINUTES 25 SECONDS WEST 220.48 FEET (L9);
SOUTH 35 DEGREES 12 MINUTES 24 SECONDS WEST 42.97 FEET (L10), crossing Floyd Street, CR #1252K;
SOUTH 34 DEGREES 34 MINUTES 53 SECONDS WEST 263.41 FEET (L11);
SOUTH 33 DEGREES 15 MINUTES 58 SECONDS WEST 41.42 FEET (L12), crossing Chestnut Road, CR #1252L;
SOUTH 34 DEGREES 58 MINUTES 14 SECONDS WEST 1,404.31 FEET (L13);
SOUTH 10 DEGREES 16 MINUTES 27 SECONDS WEST 91.86 FEET (L14), crossing Boggs Road, CR #1252N;
SOUTH 31 DEGREES 35 MINUTES 19 SECONDS WEST 87.32 FEET (L15);
SOUTH 20 DEGREES 59 MINUTES 20 SECONDS WEST 71.02 FEET (L16) to a three and one-quarter (3.25) inch aluminum right-of-way monument;
SOUTH 22 DEGREES 53 MINUTES 06 SECONDS EAST 41.14 FEET (L17);
SOUTH 26 DEGREES 01 MINUTES 14 SECONDS WEST 190.34 FEET (L18);
NORTH 69 DEGREES 35 MINUTES 30 SECONDS WEST 26.18 FEET (L19);

SOUTH 24 DEGREES 58 MINUTES 56 SECONDS WEST 164.11 FEET (L20) to a three and one-quarter (3.25) inch aluminum right-of-way monument, having a State Plane Coordinate of **1,924,978.67 NORTH** and **2,118,937.60 EAST**;
SOUTH 30 DEGREES 32 MINUTES 23 SECONDS WEST 53.25 FEET (L21);
SOUTH 22 DEGREES 01 MINUTES 45 SECONDS WEST 162.91 FEET (L22);
SOUTH 25 DEGREES 38 MINUTES 00 SECONDS WEST 108.65 FEET (L23);
SOUTH 29 DEGREES 12 MINUTES 10 SECONDS WEST 95.80 FEET (L24);
SOUTH 31 DEGREES 49 MINUTES 46 SECONDS WEST 71.76 FEET (L25);
SOUTH 33 DEGREES 20 MINUTES 07 SECONDS WEST 48.05 FEET (L26);
SOUTH 35 DEGREES 21 MINUTES 22 SECONDS WEST 82.38 FEET (L27);
SOUTH 37 DEGREES 47 MINUTES 13 SECONDS WEST 52.50 FEET (L28);
SOUTH 52 DEGREES 12 MINUTES 47 SECONDS EAST 20.00 FEET (L29);
SOUTH 37 DEGREES 47 MINUTES 13 SECONDS WEST 33.88 FEET (L30);
SOUTH 40 DEGREES 45 MINUTES 40 SECONDS WEST 119.64 FEET (L31);
SOUTH 43 DEGREES 38 MINUTES 30 SECONDS WEST 224.75 FEET (L32);
SOUTH 42 DEGREES 42 MINUTES 47 SECONDS WEST 114.03 FEET (L33);
NORTH 47 DEGREES 17 MINUTES 13 SECONDS WEST 20.00 FEET (L34);
SOUTH 42 DEGREES 42 MINUTES 47 SECONDS WEST 76.88 FEET (L35);
SOUTH 40 DEGREES 48 MINUTES 56 SECONDS WEST 219.12 FEET (L36);
SOUTH 39 DEGREES 44 MINUTES 54 SECONDS WEST 189.52 FEET (L37);
SOUTH 40 DEGREES 03 MINUTES 26 SECONDS WEST 120.86 FEET (L38);
SOUTH 41 DEGREES 58 MINUTES 12 SECONDS WEST 99.96 FEET (L39);

Thence, crossing State Route #192,

NORTH 46 DEGREES 40 MINUTES 07 SECONDS WEST 60.13 FEET (L40) to a chainlink post located in the northwest right-of-way line of State Route #192;

Thence, meandering with the northwest right-of-way lines of State Route #192, the following bearings and distances;

NORTH 42 DEGREES 02 MINUTES 01 SECONDS EAST 97.66 FEET (L41);
NORTH 39 DEGREES 53 MINUTES 29 SECONDS EAST 119.36 FEET (L42)
to a chainlink post located in the northwest right-of-way line of State Route #192;
NORTH 39 DEGREES 51 MINUTES 06 SECONDS EAST 190.01 FEET (L43);
NORTH 40 DEGREES 56 MINUTES 32 SECONDS EAST 236.66 FEET (L44);
NORTH 47 DEGREES 17 MINUTES 13 SECONDS WEST 10.00 FEET (L45);
NORTH 42 DEGREES 42 MINUTES 47 SECONDS EAST 80.54 FEET (L46)
to an iron pin with aluminum cap stamped #2581, having a State Plane Coordinate of **1,924,089.01 NORTH** and **2,118,242.52 EAST**; Said iron pin also being a corner of Annexation TRACT 2 of this ordinance and also being a property boundary corner of True Choice Development, LLC (Deed Book 783, Page 422 - now or formerly);

Thence, continuing with the northwest right-of-way lines of State Route #192, and with the Annexation TRACT 2, the following bearings and distances;

NORTH 42 DEGREES 42 MINUTES 47 SECONDS EAST 96.30 FEET (L47);
NORTH 43 DEGREES 39 MINUTES 21 SECONDS EAST 221.79 FEET (L48);
SOUTH 49 DEGREES 14 MINUTES 20 SECONDS EAST 5.00 FEET (L49);
NORTH 40 DEGREES 46 MINUTES 04 SECONDS EAST 116.51 FEET (L50);
NORTH 37 DEGREES 47 MINUTES 13 SECONDS EAST 82.80 FEET (L51);
NORTH 35 DEGREES 21 MINUTES 22 SECONDS EAST 79.86 FEET (L52);
NORTH 32 DEGREES 25 MINUTES 48 SECONDS EAST 115.45 FEET (L53);
NORTH 29 DEGREES 12 MINUTES 10 SECONDS EAST 92.25 FEET (L54)
to an iron pin with aluminum cap stamped #2581;

Thence, leaving the Annexation TRACT 2 and True Choice Development, LLC and continuing with the northwest right-of-way lines of State Route #192, the following bearings and distances;
SOUTH 64 DEGREES 09 MINUTES 51 SECONDS EAST 4.97 FEET (L55);

NORTH 25 DEGREES 41 MINUTES 25 SECONDS EAST 104.56 FEET (L56);
NORTH 21 DEGREES 34 MINUTES 46 SECONDS EAST 150.46 FEET (L57), crossing Dogwood Trail, CR #1252V;
NORTH 69 DEGREES 08 MINUTES 27 SECONDS WEST 14.44 FEET (L58);
NORTH 16 DEGREES 49 MINUTES 26 SECONDS EAST 139.87 FEET (L59);
NORTH 20 DEGREES 51 MINUTES 33 SECONDS EAST 125.89 FEET (L60);
NORTH 16 DEGREES 36 MINUTES 50 SECONDS EAST 164.91 FEET (L61)
to a concrete right-of-way monument;
NORTH 38 DEGREES 19 MINUTES 41 SECONDS EAST 76.85 FEET (L62);
NORTH 25 DEGREES 42 MINUTES 13 SECONDS EAST 136.58 FEET (L63)
to a three and one-quarter (3.25) inch aluminum right-of-way monument, having a State Plane Coordinate of **1,925,543.77 NORTH** and **2,119,075.69 EAST;**
NORTH 22 DEGREES 05 MINUTES 12 SECONDS EAST 123.57 FEET (L64) crossing Thompson Poynter Road, CR #1252C2;
NORTH 24 DEGREES 42 MINUTES 05 SECONDS EAST 293.58 FEET (L65)
to a concrete right-of-way monument;
NORTH 29 DEGREES 48 MINUTES 13 SECONDS EAST 304.08 FEET (L66);
NORTH 33 DEGREES 57 MINUTES 34 SECONDS EAST 245.36 FEET (L67);
NORTH 35 DEGREES 09 MINUTES 39 SECONDS EAST 250.52 FEET (L68);
NORTH 39 DEGREES 24 MINUTES 59 SECONDS EAST 121.60 FEET (L69);
NORTH 31 DEGREES 39 MINUTES 33 SECONDS EAST 121.45 FEET (L70);
NORTH 58 DEGREES 20 MINUTES 27 SECONDS WEST 66.27 FEET (L71);
NORTH 34 DEGREES 31 MINUTES 42 SECONDS EAST 19.89 FEET (L72);
NORTH 48 DEGREES 45 MINUTES 04 SECONDS WEST 50.53 FEET (L73) to a corner located in the west right-of-way line of State Route #192 and also being a corner of the existing London city limits (Ordinance No. 2020-16);

Thence, with the existing city limits and continuing with the west right-of-way line of State Route #192,

NORTH 34 DEGREES 40 MINUTES 01 SECONDS EAST 87.69 FEET (L74)
to a right-of-way corner and a corner common to the existing city limits and Rich Lands Holdings, Inc. (Deed Book 514, Page 581 - now or formerly);

Thence, leaving the existing city limits (Ordinance No. 2020-16) and with Rich Lands Holdings and the right-of-way lines of State Route #192, the following bearings and distances;

SOUTH 28 DEGREES 16 MINUTES 24 SECONDS EAST 65.85 FEET (L75);
SOUTH 40 DEGREES 12 MINUTES 06 SECONDS EAST 56.47 FEET (L76);
NORTH 33 DEGREES 02 MINUTES 13 SECONDS EAST 121.91 FEET (L77);
NORTH 35 DEGREES 07 MINUTES 07 SECONDS EAST 105.87 FEET (L78)
to a concrete right-of-way monument having a State Plane Coordinate of **1,927,038.76 NORTH** and **2,119,980.02 EAST;** Said right-of-way monument also being located in the southwest right-of-way line and at the end of State Route #3012, commonly known as Esquire Lane;

Thence, with the west right-of-way line of Esquire Lane,

NORTH 35 DEGREES 44 MINUTES 53 SECONDS WEST 64.73 FEET (L79) to a corner located in the west right-of-way line of Esquire Lane and also being a corner of the existing London city limits (Ordinance No. 2020-16);

Thence, continuing with the west and northwest right-of-way lines of Esquire Lane, and with the existing city limits, the following bearings and distances;

NORTH 35 DEGREES 03 MINUTES 28 SECONDS WEST 27.58 FEET (L80);
NORTH 05 DEGREES 50 MINUTES 15 SECONDS WEST 97.74 FEET (L81);
NORTH 32 DEGREES 24 MINUTES 02 SECONDS EAST 95.59 FEET (L82);
NORTH 65 DEGREES 01 MINUTES 02 SECONDS EAST 76.09 FEET (L83);
NORTH 68 DEGREES 25 MINUTES 17 SECONDS EAST 65.76 FEET (L84);
NORTH 47 DEGREES 44 MINUTES 06 SECONDS EAST 65.85 FEET (L85);

NORTH 38 DEGREES 24 MINUTES 56 SECONDS EAST 50.22 FEET (L86);
NORTH 38 DEGREES 27 MINUTES 49 SECONDS EAST 30.06 FEET (L87) to a corner located in the northwest right-of-way line of Esquire Lane and also being a property boundary corner of Steve and Connie Ormsby (Deed Book 340, Page 578 - now or formerly);

Thence, leaving the existing city limits (Ordinance No. 2020-16), and with the northwest right-of-way lines of Esquire Lane and the Ormsby property boundary lines, the following bearings and distances;

SOUTH 47 DEGREES 21 MINUTES 41 SECONDS EAST 34.10 FEET (L88);

to a concrete right-of-way monument;

NORTH 36 DEGREES 35 MINUTES 23 SECONDS EAST 110.59 FEET (L89)

to an iron pin with plastic cap stamped #2942, being located in the northwest right-of-way line of Esquire Lane and also being a corner of the existing London city limits (Ordinance No. 2020-16);

Thence, leaving the Ormsby property boundary corner and with the existing London city limits (Ordinance No. 2020-16), meandering with the west right-of-way lines of Esquire Lane, the following bearings and distances;

NORTH 58 DEGREES 46 MINUTES 27 SECONDS EAST 63.11 FEET (L90);

NORTH 02 DEGREES 22 MINUTES 42 SECONDS WEST 71.18 FEET (L91)

to a concrete right-of-way monument;

NORTH 25 DEGREES 32 MINUTES 11 SECONDS EAST 26.64 FEET (L92);

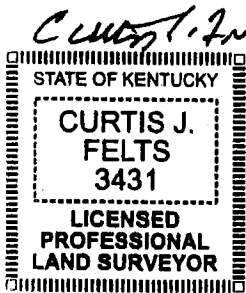
NORTH 29 DEGREES 03 MINUTES 51 SECONDS WEST 43.41 FEET (L93)

NORTH 42 DEGREES 35 MINUTES 36 SECONDS WEST 19.10 FEET (L94);

NORTH 64 DEGREES 50 MINUTES 54 SECONDS WEST 24.45 FEET (L95);

NORTH 69 DEGREES 14 MINUTES 49 SECONDS WEST 32.11 FEET (L96);

Thence, leaving the existing London city limits (Ordinance No. 2020-16) and crossing Esquire Lane, **NORTH 38 DEGREES 49 MINUTES 57 SECONDS EAST 47.56 FEET (L97)** to the corner of the **BEGINNING** containing **16.660 ACRES** more or less, by calculation. This city annexation description was prepared from survey plat maps, highway right-of-way plans, GPS field data and information provided by the City of London, Kentucky, dated January 7, 2022, by Kentucky Surveys, Inc., Curtis J. Felts, Licensed Professional Surveyor #3431.



DESCRIPTION
Annexation TRACT 2

A certain tract located approximately 0.63 mile southwest from Interstate Route #75, exit #38, and more particularly described as follows:

All hereinafter coordinates are referenced from Kentucky State Plane Coordinate System, South Zone, and referenced from the 1983 North American Datum. All hereinafter bearings and distances are referenced to the Kentucky State Plane Grid System.

BEGINNING at an iron pin with aluminum cap stamped #2581 located thirty-five (35.0) feet northwest from the approximate centerline of State Route #192, commonly known as West Laurel Road, (Commonwealth of Kentucky - Deed Book 101, Page 342), having a State Plane Coordinate of **1,924,713.75 NORTH** and **2,118,744.69 EAST**; Said iron pin being a corner of the Annexation TRACT 1 of this ordinance and also being a property boundary corner of Twin Oaks Estates (Deed Book 285, Page 583 and Plat Cabinet 1A, Page 081 -now or formerly);

Thence, leaving the Twin Oaks Subdivision and with the northwest right-of-way lines of State Route #192, the following bearings and distances;

SOUTH 29 DEGREES 12 MINUTES 10 SECONDS WEST 92.25 FEET;
SOUTH 32 DEGREES 25 MINUTES 48 SECONDS WEST 115.45 FEET;
SOUTH 35 DEGREES 21 MINUTES 22 SECONDS WEST 79.86 FEET;
SOUTH 37 DEGREES 47 MINUTES 13 SECONDS WEST 82.80 FEET;
SOUTH 40 DEGREES 46 MINUTES 04 SECONDS WEST 116.51 FEET;
NORTH 49 DEGREES 14 MINUTES 20 SECONDS WEST 5.00 FEET;
SOUTH 43 DEGREES 39 MINUTES 21 SECONDS WEST 221.79 FEET;
SOUTH 42 DEGREES 42 MINUTES 47 SECONDS WEST 96.30 FEET to an iron pin with aluminum cap stamped #2581, having a State Plane Coordinate of **1,924,089.01 NORTH** and **2,118,242.52 EAST**;

Thence, leaving the northwest right-of way line of State Route #192 and the Annexation TRACT 1, and with the property boundary line of True Choice Development, LLC. (Deed Book 783, Page 422), Advantage Leasing, LLC (Deed Book 738, Page 127 - now or formerly) and Amanda Heuser (Deed Book 763, Page 325 and Deed Book 654, Page 437 - now or formerly), the following bearings and distances;

NORTH 51 DEGREES 44 MINUTES 50 SECONDS WEST 2,215.82 FEET to an iron pin with aluminum cap stamped #2581;
NORTH 61 DEGREES 03 MINUTES 57 SECONDS WEST 262.81 FEET to an iron pin with aluminum cap stamped #2581;
NORTH 47 DEGREES 11 MINUTES 55 SECONDS WEST 187.10 FEET to an iron pin with aluminum cap stamped #2581, located twenty (20.0) feet east from the approximate centerline of State Route #3432, commonly known as Parker Road (no record right of way found); Said iron pin having a State Plane Coordinate of **1,925,715.17 NORTH** and **2,116,135.18 EAST**;

Thence, with the southeast right-of-way line of State Route #3432, **NORTH 33 DEGREES 02 MINUTES 43 SECONDS EAST 129.74 FEET** to a wood fence post, having a State Plane Coordinate of **1,925,823.92 NORTH** and **2,116,205.93 EAST**; Said post also being a property boundary corner of Waymon and Joyce Gregory (Deed Book 223, Page 304 - now or formerly);

Thence, leaving the southeast right-of-way line of State Route #3432 and with the Gregory property boundary fence, the following bearings and distances;

SOUTH 47 DEGREES 33 MINUTES 32 SECONDS EAST 208.54 FEET to a wood fence post;
NORTH 41 DEGREES 28 MINUTES 26 SECONDS EAST 207.20 FEET to a wood fence post;
Said post also being a property boundary corner of Charles Sturgill (Deed Book 713, Page 153 - now or formerly);

Thence, leaving the Gregory property boundary corner and with the Sturgill property boundary fence, the following bearings and distances;

SOUTH 47 DEGREES 14 MINUTES 33 SECONDS EAST 421.70 FEET to a set stone;
NORTH 35 DEGREES 25 MINUTES 49 SECONDS EAST 314.53 FEET to a thirty (30) inch white oak, having a State Plane Coordinate of **1,925,808.44 NORTH** and **2,116,989.01 EAST**; Said white oak also being a property boundary corner of Twin Oaks Estates (Deed Book 285, Page 583 and Plat Cabinet 1A, Page 081 -now or formerly);

Thence, leaving the Sturgill property boundary corner and with the Twin Oaks Estates property boundary fence, the following bearings and distances;

SOUTH 48 DEGREES 54 MINUTES 59 SECONDS EAST 135.30 FEET to an iron pin with aluminum cap stamped #2581;
SOUTH 44 DEGREES 00 MINUTES 09 SECONDS EAST 158.82 FEET to a twenty-one (21) inch white oak;
SOUTH 46 DEGREES 32 MINUTES 31 SECONDS EAST 460.74 FEET to a wood fence post;
SOUTH 64 DEGREES 46 MINUTES 00 SECONDS EAST 917.58 FEET to an iron pin with aluminum cap stamped #2581;
SOUTH 64 DEGREES 09 MINUTES 51 SECONDS EAST 420.98 FEET to the corner of the beginning, containing **32.508 ACRES**, more or less, by calculation. This city annexation description was prepared from survey plat maps, highway right-of-way plans, record deeds, GPS field data and information provided by the City of London, Kentucky, dated December 27, 2021, by Kentucky Surveys, Inc., Curtis J. Felts, Licensed Professional Surveyor #3431.



ANNEXATION MAP CITY OF LONDON COUNTY OF LAUREL COMMONWEALTH OF KENTUCKY

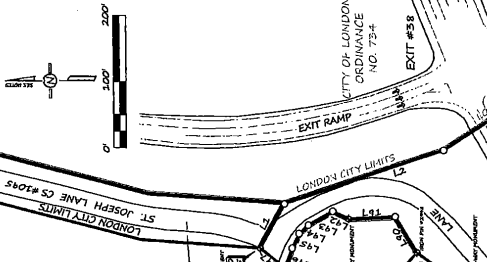
NOTES:

1. THE BEARING DECLINATION IS REFERENCED FROM THE KENTUCKY STATE PLANE COORDINATE SYSTEM (KSPCS) AND IS REFERENCED FROM THE KENTUCKY STATE PLANE COORDINATE SYSTEM (KSPCS) AND IS REFERENCED FROM THE KENTUCKY STATE PLANE COORDINATE SYSTEM (KSPCS).
2. ALL ILLUSTRATED ROADS ARE GENERALLY LOCATED AND ARE REFERENCED FROM AERIAL IMAGERY OBTAINED FROM THE KENTUCKY HIGHWAY DEPARTMENT.
3. THE RIGHT-OF-WAY LINES FOR STATE ROUTE #492 WERE ESTABLISHED FROM THE HIGHWAY PLANS FOR PROJECT NO. 1975-003-0775-008-054.
4. NO PART OF THIS MAP IS TO BE INTERPRETED AS A GUARANTEE OR WARRANTY BY THE CITY OF LONDON, KENTUCKY, FOR THE ACCURACY OF THE DATA OR THE INFORMATION CONTAINED HEREIN. THE CITY OF LONDON, KENTUCKY, DOES NOT REPRESENT A BOUNDARY SURVEY AND IS NOT INTENDED FOR LAND TRANSFER.
5. THE ILLUSTRATED TRACT IS DEPICTED HEREON USING INFORMATION FROM RECORDED DEEDS AND SURVEYS. STATE HIGHWAY RIGHT-OF-WAY PLANS, INCLUDING SURVEYS AND BOUNDARY SURVEYS, ARE REFERENCED TO THE TRACT BY THE APPROPRIATE TRACT IDENTIFICATION NUMBER.
6. THIS ANNEXATION MAP DOES NOT REPRESENT A BOUNDARY SURVEY AND IS NOT INTENDED FOR LAND TRANSFER.
7. THE LONDON UTILITY COMMISSION HAS EXISTING WATER AND SANITARY SUMMER LINES LOCATED WITHIN THE PROPOSED ANNEXATION AREA.
8. THIS TRACT IS CURRENTLY LOCATED WITHIN THE EXISTING CITY LIMITS OF LONDON, OR NOT INCORPORATED INTO THIS PROPOSED ANNEXATION.

LEGEND

- PROPOSED ANNEXATION CITY LIMITS, ORDINANCE # -
- LONDON CITY ORDINANCE #174
- LONDON CITY ORDINANCE #184
- LONDON CITY ORDINANCE #2020-16
- LONDON CITY ORDINANCE #2020-14
- RIGHT-OF-WAY MANAGER CORNER
- PROPOSED CITY ANNEXATION AREA

LINE	BEARING	DISTANCE
L1	N 85°20'00" E	78.83
L2	N 85°20'00" E	78.83
L3	N 85°20'00" E	78.83
L4	N 85°20'00" E	78.83
L5	N 85°20'00" E	78.83
L6	N 85°20'00" E	78.83
L7	N 85°20'00" E	78.83
L8	N 85°20'00" E	78.83
L9	N 85°20'00" E	78.83
L10	N 85°20'00" E	78.83
L11	N 85°20'00" E	78.83
L12	N 85°20'00" E	78.83
L13	N 85°20'00" E	78.83
L14	N 85°20'00" E	78.83
L15	N 85°20'00" E	78.83
L16	N 85°20'00" E	78.83
L17	N 85°20'00" E	78.83
L18	N 85°20'00" E	78.83
L19	N 85°20'00" E	78.83
L20	N 85°20'00" E	78.83
L21	N 85°20'00" E	78.83
L22	N 85°20'00" E	78.83
L23	N 85°20'00" E	78.83
L24	N 85°20'00" E	78.83
L25	N 85°20'00" E	78.83
L26	N 85°20'00" E	78.83
L27	N 85°20'00" E	78.83
L28	N 85°20'00" E	78.83
L29	N 85°20'00" E	78.83
L30	N 85°20'00" E	78.83
L31	N 85°20'00" E	78.83
L32	N 85°20'00" E	78.83
L33	N 85°20'00" E	78.83
L34	N 85°20'00" E	78.83
L35	N 85°20'00" E	78.83
L36	N 85°20'00" E	78.83
L37	N 85°20'00" E	78.83
L38	N 85°20'00" E	78.83
L39	N 85°20'00" E	78.83
L40	N 85°20'00" E	78.83
L41	N 85°20'00" E	78.83
L42	N 85°20'00" E	78.83
L43	N 85°20'00" E	78.83
L44	N 85°20'00" E	78.83
L45	N 85°20'00" E	78.83
L46	N 85°20'00" E	78.83
L47	N 85°20'00" E	78.83
L48	N 85°20'00" E	78.83
L49	N 85°20'00" E	78.83
L50	N 85°20'00" E	78.83
L51	N 85°20'00" E	78.83
L52	N 85°20'00" E	78.83
L53	N 85°20'00" E	78.83
L54	N 85°20'00" E	78.83
L55	N 85°20'00" E	78.83
L56	N 85°20'00" E	78.83
L57	N 85°20'00" E	78.83
L58	N 85°20'00" E	78.83
L59	N 85°20'00" E	78.83
L60	N 85°20'00" E	78.83
L61	N 85°20'00" E	78.83
L62	N 85°20'00" E	78.83
L63	N 85°20'00" E	78.83
L64	N 85°20'00" E	78.83
L65	N 85°20'00" E	78.83
L66	N 85°20'00" E	78.83
L67	N 85°20'00" E	78.83
L68	N 85°20'00" E	78.83
L69	N 85°20'00" E	78.83
L70	N 85°20'00" E	78.83
L71	N 85°20'00" E	78.83
L72	N 85°20'00" E	78.83
L73	N 85°20'00" E	78.83
L74	N 85°20'00" E	78.83
L75	N 85°20'00" E	78.83
L76	N 85°20'00" E	78.83
L77	N 85°20'00" E	78.83
L78	N 85°20'00" E	78.83
L79	N 85°20'00" E	78.83
L80	N 85°20'00" E	78.83
L81	N 85°20'00" E	78.83
L82	N 85°20'00" E	78.83
L83	N 85°20'00" E	78.83
L84	N 85°20'00" E	78.83
L85	N 85°20'00" E	78.83
L86	N 85°20'00" E	78.83
L87	N 85°20'00" E	78.83
L88	N 85°20'00" E	78.83
L89	N 85°20'00" E	78.83
L90	N 85°20'00" E	78.83
L91	N 85°20'00" E	78.83
L92	N 85°20'00" E	78.83
L93	N 85°20'00" E	78.83
L94	N 85°20'00" E	78.83
L95	N 85°20'00" E	78.83
L96	N 85°20'00" E	78.83
L97	N 85°20'00" E	78.83
L98	N 85°20'00" E	78.83
L99	N 85°20'00" E	78.83
L100	N 85°20'00" E	78.83



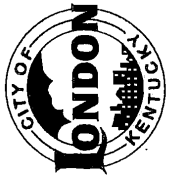
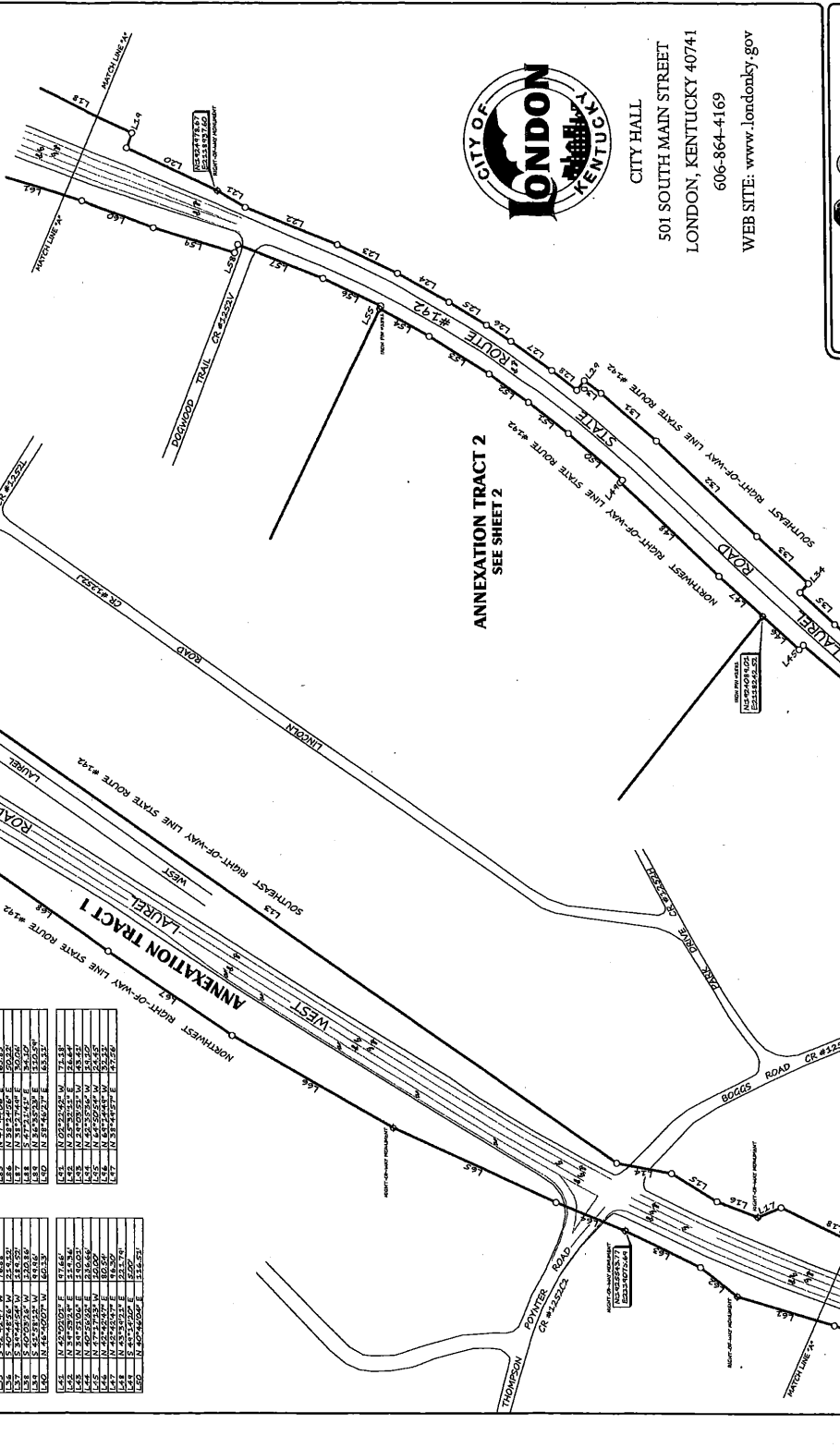
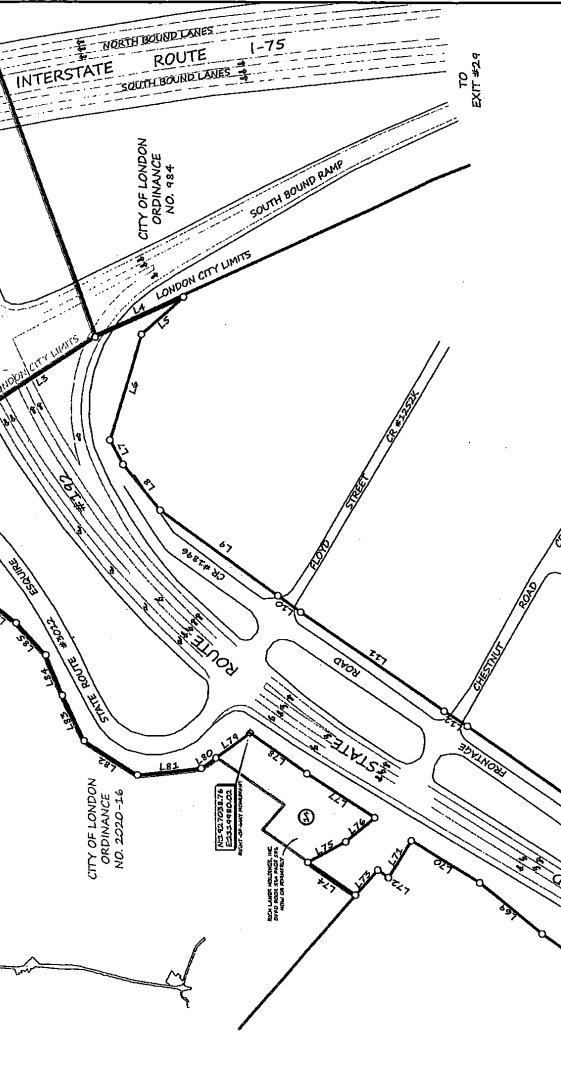
VICINITY MAP
LILY QUADRANGLE
LAUREL (NO SCALE)

APPROVED BY C. J. REIS
DATE: FEBRUARY 23, 2022
THE PURPOSE OF THIS ANNEXATION MAP IS TO ILLUSTRATE THE LOCATION OF THE ANNEXATION AREA AND TO DEFINE ITS LOCATION RELATIVE TO THE EXISTING CITY LIMITS.

ORDINANCE NO. 2020-16
CITY OF LONDON
ORDINANCE NO. 73-4
EXIT #38

SCALE: 1 INCH = 200 FEET
SHEET: 2 OF 2

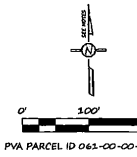
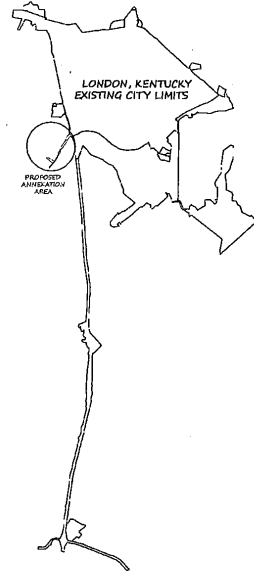
2023 DECEMBER LONDON ANNEXATION
CITY OF LONDON 516 ANNEXATION
CITY OF LONDON 516 ANNEXATION



CITY HALL
501 SOUTH MAIN STREET
LONDON, KENTUCKY 40741
606-864-4169
WEB SITE: www.londonky.gov

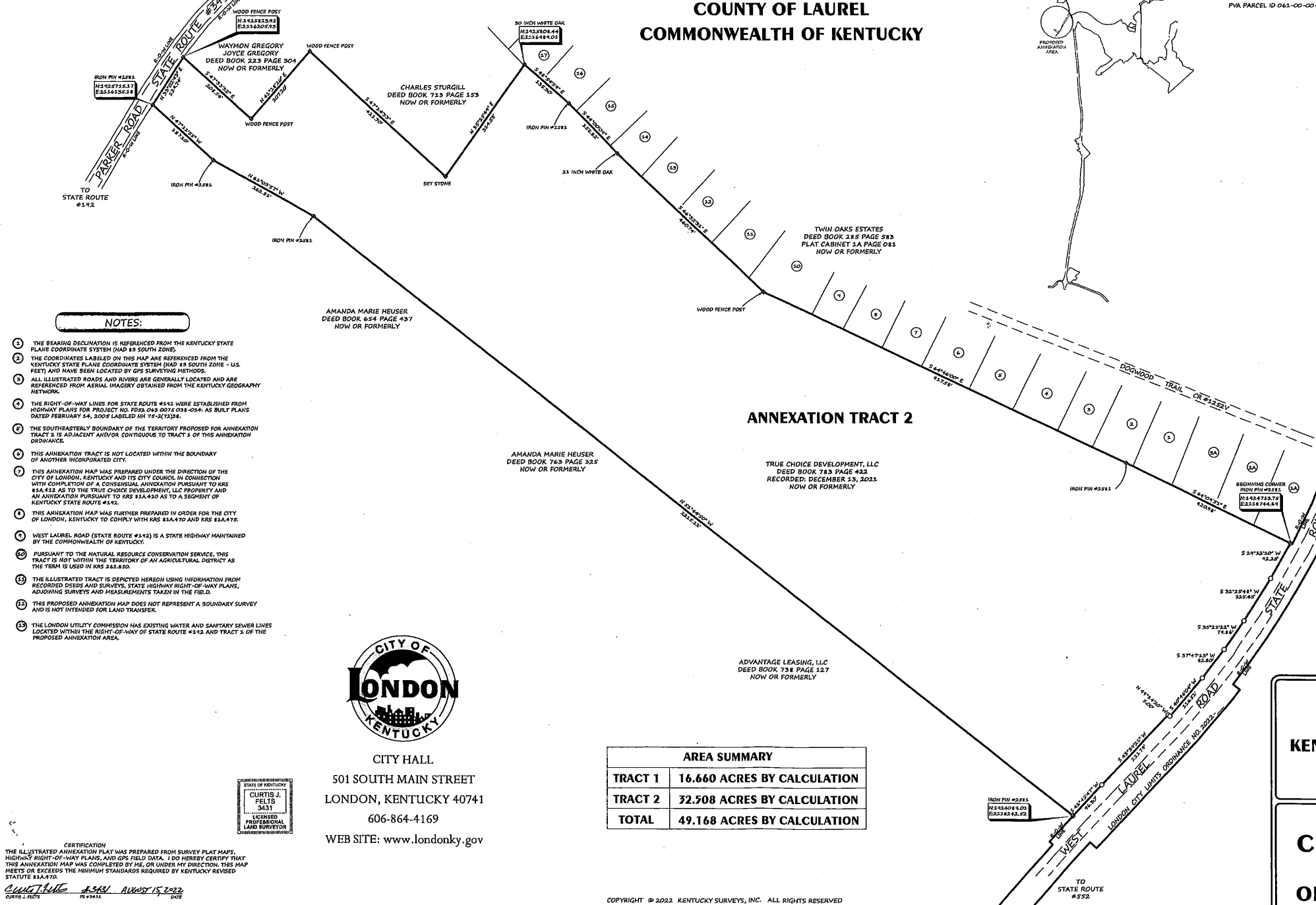


ANNEXATION MAP CITY OF LONDON COUNTY OF LAUREL COMMONWEALTH OF KENTUCKY



LEGEND

- PROPOSED CORPORATE CITY LIMITS, ORDINANCE # _____
- LONDON CITY ORDINANCE #754
- LONDON CITY ORDINANCE #414
- LONDON CITY ORDINANCE #2008-03
- LONDON CITY ORDINANCE #2020-14
- CITY LIMITS CORNER (AS NOTED)
- RIGHT-OF-WAY MEANDER CORNER
- PROPOSED CITY ANNEXATION AREA



NOTES:

- 1 THE BEARING DECLINATION IS REFERENCED FROM THE KENTUCKY STATE PLANE COORDINATE SYSTEM (NAD 83 SOUTH ZONE).
- 2 THE COORDINATES LABELED ON THIS MAP ARE REFERENCED FROM THE KENTUCKY STATE PLANE COORDINATE SYSTEM (NAD 83 SOUTH ZONE - US FEET) AND HAVE BEEN LOCATED BY GPS SURVEYING METHODS.
- 3 ALL ILLUSTRATED ROADS AND RIVERS ARE GENERALLY LOCATED AND ARE REFERENCED FROM AERIAL IMAGERY OBTAINED FROM THE KENTUCKY GEOGRAPHY NETWORK.
- 4 THE RIGHT-OF-WAY LINES FOR STATE ROUTE #192 WERE ESTABLISHED FROM HIGHWAY PLANS FOR PROJECT NO. FD22.043.0072.038-034; AS BUILT PLANS DATED FEBRUARY 24, 2005 LABELED NH 75-247A38.
- 5 THE SOUTHEASTERLY BOUNDARY OF THE TERRITORY PROPOSED FOR ANNEXATION TRACT 2 IS ADJACENT AND/OR CONTIGUOUS TO TRACT 3 OF THIS ANNEXATION ORDINANCE.
- 6 THIS ANNEXATION TRACT IS NOT LOCATED WITHIN THE BOUNDARY OF ANOTHER INCORPORATED CITY.
- 7 THIS ANNEXATION MAP WAS PREPARED UNDER THE DIRECTION OF THE CITY OF LONDON, KENTUCKY AND ITS CITY COUNCIL IN CONNECTION WITH COMPLETION OF A CONSENSUAL ANNEXATION PURSUANT TO KRS 85A.452 AS TO THE TRUE CHOICE DEVELOPMENT, LLC PROPERTY AND AN ANNEXATION PURSUANT TO KRS 85A.450 AS TO A SEGMENT OF KENTUCKY STATE ROUTE #192.
- 8 THIS ANNEXATION MAP WAS FURTHER PREPARED IN ORDER FOR THE CITY OF LONDON, KENTUCKY TO COMPLY WITH KRS 85A.470 AND KRS 85A.472.
- 9 WEST LAUREL ROAD (STATE ROUTE #192) IS A STATE HIGHWAY MAINTAINED BY THE COMMONWEALTH OF KENTUCKY.
- 10 PURSUANT TO THE NATURAL RESOURCE CONSERVATION SERVICE, THIS TRACT IS NOT WITHIN THE TERRITORY OF AN AGRICULTURAL DISTRICT AS THE TERM IS USED IN KRS 262.830.
- 11 THE ILLUSTRATED TRACT IS DEPICTED HEREON USING INFORMATION FROM RECORDED DEEDS AND SURVEYS, STATE HIGHWAY RIGHT-OF-WAY PLANS, ADJOINING SURVEYS AND MEASUREMENTS TAKEN IN THE FIELD.
- 12 THIS PROPOSED ANNEXATION MAP DOES NOT REPRESENT A BOUNDARY SURVEY AND IS NOT INTENDED FOR LAND TRANSFER.
- 13 THE LONDON UTILITY COMMISSION HAS EXISTING WATER AND SANITARY SEWER LINES LOCATED WITHIN THE RIGHT-OF-WAY OF STATE ROUTE #192 AND TRACT 3 OF THE PROPOSED ANNEXATION AREA.

ANNEXATION TRACT 2



CITY HALL
501 SOUTH MAIN STREET
LONDON, KENTUCKY 40741
606-864-4169
WEB SITE: www.londonky.gov



CERTIFICATION
THE ILLUSTRATED ANNEXATION PLAN WAS PREPARED FROM SURVEY PLAT MAPS, HIGHWAY RIGHT-OF-WAY PLANS, AND GPS FIELD DATA. I DO HEREBY CERTIFY THAT THIS ANNEXATION MAP WAS COMPLETED BY ME, OR UNDER MY DIRECTION, THIS MAP MEETS OR EXCEEDS THE MINIMUM STANDARDS REQUIRED BY KENTUCKY REVISED STATUTE 85A.470.
CURTIS J. FELTS 25681 AUGUST 15, 2022
DATE

AREA SUMMARY	
TRACT 1	16.660 ACRES BY CALCULATION
TRACT 2	72.508 ACRES BY CALCULATION
TOTAL	49.168 ACRES BY CALCULATION

**OVERSIZE MAPS INCLUDED WITH
SUBMISSION.**

To research the maps, contact the
Office of Secretary of State
or the County Clerk.