

**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.

TRACT 2 (True Choice Development, LLC Property):

A certain tract or parcel of real property lying and being in the County of Laurel, Commonwealth of Kentucky, (Lily Quadrangle), located on Cloyd Branch of Sampson Branch, both tributaries of Little Laurel River; 0.8 miles Southwest from the approximate intersection of I-75 (exit #38) and State Route #192, at a scaled geodetic coordinate of 36 Degrees 06 Minutes 08 Seconds North Latitude and 84 degrees 06 Minutes 50 Seconds West Longitude, being a part of Property Valuation Parcel ID#061-00-00-072.00, and more particularly described as follows:

All bearings are referenced from Deed Book 227, Page 010, (Reference Bearing North 36 Degrees 47 Minutes 00 Seconds West), all ½ inch x 18 inch rebar found or set this survey are with an aluminum surv-kap stamped #2581 and all distances are expressed in feet. This property tract is subject to all easements, rights of way,

covenants, and restrictions of record in existence. This property boundary survey was completed without a legal title abstract being performed.

BEGINNING at an iron rebar (set), 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), witnessed by a thirty (30) inch corrugated metal pipe at a concrete head wall (found), which bears South 17 Degrees 21 Minutes 03 Seconds West 52.77 feet; Said iron rebar 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 property boundary corner and with the State Route #192 right of way lines, the following bearings and distances:

South 31 degrees 40 minutes 07 seconds West 92.25 feet;
 South 34 degrees 53 minutes 45 seconds West 115.45 feet;
 South 37 degrees 49 minutes 19 seconds West 79.86 feet;
 South 40 degrees 15 minutes 10 seconds West 82.80 feet;
 South 43 degrees 14 minutes 01 seconds West 116.51 feet;
 North 46 degrees 46 minutes 23 seconds West 5.00 feet;
 South 46 degrees 07 minutes 17 seconds West 221.79 feet to an iron rebar (set);
 South 45 degrees 10 minutes 44 seconds West 96.30 feet to an iron rebar (set);

Thence, leaving the State Route #192 right of way line, severing the parent tract and establishing new property boundary lines, the following bearings and distances:

North 49 degrees 16 minutes 54 seconds West 2215.82 feet to an iron rebar (set);
 North 58 degrees 36 minutes 00 seconds West 262.81 feet to an iron rebar (set);
 North 44 degrees 43 minutes 58 seconds West 187.10 feet to an iron rebar (set), located twenty (20.) feet East from the approximate centerline of State Route #3432, commonly known as Park Road (no record right of way found);
 Thence, with the East side of State Route #3432, North 35 degrees 30 minutes 39 seconds East 129.74 feet, to a wood fence post (found), witnessed by an iron rebar (set), which bears North 45 degrees 05 minutes 35 seconds West 0.50 feet; Said post also being a property boundary corner of Waymon and Joyce Gregory (Deed Book 223, Page 304 – now or formerly);

Thence, leaving the East side of State Route #3432 and with the Gregory property boundary fence, the following bearings and distances:

South 45 degrees 05 minutes 35 seconds East 208.54 feet to a wood fence post (found), witnessed by an iron rebar (set), which bears South 30 degrees 54 minutes 19 seconds East 0.43 feet;
 North 43 degrees 56 minutes 23 seconds East 207.20 feet to a wood fence post (found), witnessed by an iron rebar (set), which bears South 62 degrees 44 minutes 14 seconds West 0.39 feet; Said post also being a property boundary corner of Daniel Sturgill (Deed Book 439, Page 145 – now or formerly);

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

South 44 degrees 46 minutes 36 seconds East 421.70 feet to a set stone (found), witnessed by an iron rebar (set), which bears North 06 degrees 22 minutes 38 seconds East 0.22 feet;

North 37 degrees 53 minutes 46 seconds East 314.53 feet to a thirty (30) inch white oak (found), witnessed by an iron rebar (set) which bears South 00 degrees 56 minutes 27 seconds East 1.88 feet; Said white oak also being a property boundary corner of Twin Oaks Estate (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 46 degrees 27 minutes 02 seconds East 135.30 feet to an iron rebar (set);

South 41 degrees 32 minutes 12 seconds East 158.82 feet to a twenty-one (21) inch white oak (found), witnessed by an iron rebar (set) which bears South 18 degrees 43 minutes 11 seconds East 0.98 feet;

South 44 degrees 04 minutes 35 seconds East 460.74 feet to a wood fence post (found), witnessed by an iron rebar (set), which bears South 47 degrees 35 minutes 11 seconds East 0.62 feet;

South 62 degrees 18 minutes 04 seconds East 917.58 feet to an iron rebar (set):

South 61 degrees 41 minutes 55 seconds East 420.98 feet to the corner of the beginning, containing 32.508 acres, more or less, as described by a property boundary survey completed February 10, 2009 by Kentucky Surveys, Inc., Charles J. Felts, Licensed Professional Surveyor #2581.

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.

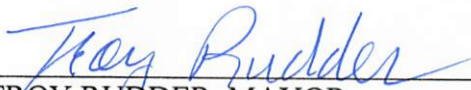
ORDINANCE NUMBER: 2022-11

FIRST READING – July 5, 2022

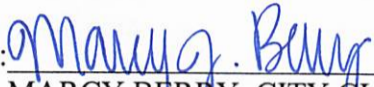
SECOND READING – August 1, 2022

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