

RESOLUTION NO. 09-19

A RESOLUTION TO PROVIDE FOR THE ENLARGEMENT OF THE CORPORATE BOUNDARIES OF THE CITY OF FREDERICK BY EXTENDING THE CORPORATE LIMITS OF THE CITY AND IN SO DOING AMEND ARTICLE I, ENTITLED "INCORPORATION AND GENERAL GOVERNMENT", SECTION 2, ENTITLED "BOUNDARIES", OF THE CHARTER OF THE CITY OF FREDERICK TO PROVIDE FOR THE ANNEXATION OF 151.291 ACRES OF LAND, MORE OR LESS.

BE IT RESOLVED, that the corporate limits of The City of Frederick shall include all property lying within the following boundaries:

See attached entitled "**EXHIBIT I**".

BE IT RESOLVED, ENACTED AND ORDAINED, by the Mayor and Board of Aldermen of The City of Frederick, that the boundaries of the City as provided in the Charter of The City of Frederick, as the same was enacted by the General Assembly of Maryland in Chapter 557, of the Laws of 1953, be amended to include the above-described Property (hereinafter "Property"), and the City Engineer shall so amend the description of the corporate limits to include all the Property more particularly described in **EXHIBIT I**.

BE IT FURTHER RESOLVED, ENACTED AND ORDAINED, that the Property and the persons residing on the Property are included for all purposes and subject to the Charter and Ordinances of said municipal corporation in said area as if the Property had been originally or subsequently included within the boundaries of said municipal corporation, EXCEPT as set forth to the contrary in the conditions applying to this annexation, as hereinafter set forth.

The conditions of this annexation are as follows:

1. Petitioner, COPT Frederick, LLC, a Maryland limited liability company, its successors and assigns (hereinafter referred to as the "Petitioner"), shall pay the costs of any required advertising of this Annexation Resolution.
2. The Property shall be added to the corporate boundaries of the City and the Property and any persons residing on the Property shall be generally subject to the provisions of the Charter of the City, EXCEPT as set forth to the contrary in the following paragraphs of this Annexation Resolution.
3. Except as set forth below, Municipal ad valorem real estate taxes (hereinafter referred to as "City taxes") shall not be imposed on the Property until the earlier to occur of the following:

(a) Petitioner requests that the City provide to the Property public water or sanitary sewer ("public utilities") not available to the Property as of the Effective Date of this Annexation Resolution, such request to be evidenced by Petitioner requesting of the City and being granted a Building Permit to begin construction of improvements to the Property; or

(b) the completion and opening to the general public of a grade separated interchange at U.S. 15 and Biggs Ford Road.

(c) The above notwithstanding, City taxes shall be imposed upon the Property to reflect current use (e.g., in the event that City taxes are imposed on all or some of the Property based upon MO zoning, but the Property is used in whole or in part for agricultural uses, then the Property or part of the Property used for agricultural uses shall be subject to City taxes based upon agricultural use assessments available under applicable property taxation laws and procedures) upon the date of twenty (20) years following the effective date of this Resolution.

(d) Until such time as City taxes are imposed on the Property as set forth above, the City is not obligated to provide any services to the Property otherwise provided by the City to other City properties.

4. Extension of sanitary sewer, water and storm drain lines, streets, curbs, gutters, and all other public improvements typically provided by the City to and within the Property to the extent allowed by law and unless provided otherwise by this Annexation Resolution or by written agreement, shall be at the expense of the owner(s) or developer(s) requesting same and shall be at no cost to the City; provided, however, that extensions of all such services beyond the boundaries of the Property owned by the Petitioner, including, but not limited to, the lateral connection to public water and sanitary sewer from the trunk lines installed by Petitioner, and connection or tap fees, shall be at the expense of the owner desiring such services. Notwithstanding anything in the foregoing to the contrary, the Petitioner acknowledges that, as of the date of this Resolution, sanitary sewer service to the Property shall be provided by Frederick County, not the City.
5. Provided such extensions are requested under the terms outlined in paragraphs 3. and 4., above, and provided such Property is within the municipal boundaries of the City, the City will allow Petitioner, at its expense, to extend sanitary sewer and water service to the Property. In accordance with and subject to City law and regulations governing the allocation of public water, will allocate water taps to the Property at the time the extensions are completed and inspected by the City, and such taps are requested by the owner(s) or developer(s). Allocation of water taps to the Property shall be in accordance with City laws, rules and regulations, as may be amended, in effect at the time such taps are allocated. All water taps fees will be paid to the City by the owners or developers requesting the same. All water engineering plans will be submitted to the City Engineer for review and approval. Sanitary sewer service to the Property shall be provided by Frederick County, not the City. All sewer taps fees will be paid to the County by the owners or developers requesting the same. All sewer engineering plans will be submitted to the County Division of Utilities and Solid Waste Management for review and approval. The City makes no representation regarding the availability or approval of said sanitary sewer service. However, since sewer service to the Property is to be provided by Frederick County, the City shall cooperate and make

reasonable best faith efforts to ensure that timely allocation of sewer capacity is reserved for development of the Property and that necessary improvements (not by the City) to allow service to the Property are timely constructed. Petitioner also acknowledges that under these circumstances (i.e., County sewer service), the City is not required to allocate water for development of the Property until such time as an adequate sanitary sewer capacity allocation has been obtained from the County.

6. Subject to all appropriate laws and administrative requirements, the Property is hereby zoned by the adoption of this Resolution, and simultaneously with its annexation into the corporate boundaries of the City, as MO, Manufacturing/Office. The City hereby finds that the MO, Manufacturing/Office zoning classification for the Property does permit a land use substantially different from the use for the Property as currently zoned by Frederick County and the City will cooperate with Petitioner in all regards and make all reasonable efforts to seek the express consent and approval by the Board of County Commissioners of Frederick County, Maryland, to such zoning classification for the Property pursuant to Article 23A, §9(c) of the Annotated Code of Maryland. The Highway Noise Overlay Zone will also apply to a portion of the Property pursuant to the Land Management Code provisions applicable to the Highway Noise Overlay Zone.
7. It is hereby acknowledged and agreed that, due to the existing at grade intersection of Biggs Ford Road and US 15, use and occupancy permits for any development of the Property beyond what exists as of the date of this Resolution shall not be issued by the City until a functioning resolution to the road safety issues surrounding the development of the Property and its use of US 15 has been created; and it being further acknowledged and agreed that such resolution shall only either be i) a grade separated highway interchange at US 15 and Biggs Ford Road, which is completed and open for use by the general public; or ii) a grade separated highway interchange at US 15 and Monocacy Boulevard, which is completed and open for use by the general public, and access to the Property is limited in this instance to being via a service road leading from the Property to Monocacy Boulevard in accordance with the APFO (defined below) until such time as the grade separated interchange at Biggs Ford Road and US 15 shall be completed and open for use by the general public. In the event such a service road leading from the Property to Monocacy Boulevard is established prior to the completion of the US 15/Biggs Ford Road interchange, Petitioner shall be permitted to develop and construct no more than 300,000 square feet of office space utilizing said service road prior to the completion of the US 15/Biggs Ford Road interchange. It is hereby acknowledged and agreed that the Petitioner or other owner(s) or developer(s) of the Property shall not be prohibited from processing development plans for the Property prior to the completion of the improvements set forth above, however, as long as no use and occupancy permits are issued until completion of the necessary improvements has occurred. In addition and except as set forth above, no building permits shall be issued (still allowing site work such as grading, infrastructure, etc.) until after full funding for

the design and construction of the US 15/Biggs Ford Road interchange has been approved by the State Highway Administration and the City.

8. Except as set forth below, the City will not require the Petitioner, the owners(s) or developer(s) of the Property, individually or collectively, to provide any additional off-site improvements as a condition of this Annexation, unless otherwise provided herein or required or permitted by the Land Management Code, other provisions of the City Code (including, but not limited to, the City's Adequate Public Facilities Ordinance ("APFO")), or required by written agreement between the City and the Petitioner, the owner(s) or developers(s) of the Property and only to the extent allowed by law. The Petitioner acknowledges that, with respect to all future development, the owner(s) or developer(s) of the Property will be required to pay its or their proportionate share of improvements necessitated by reason of such future development as required by the City's APFO, which may or may not be included herein. The City of Frederick will require the Petitioner, the owner(s) or developers(s) of the Property, individually or collectively, to:
 - a) Perform an APFO study for water capacity and address all water transmission capacity issues and make all necessary upgrades and improvements to serve the development of the Property;
 - b) Perform an APFO study as required by Frederick County for sewer capacity and address all sewer transmission capacity issues and make all necessary upgrades and improvements to serve the development of the Property; it is acknowledged that a study to identify the capacity of the Ceresville Wastewater Pump Station and regionally related downstream conveyance systems is needed, and that this study is required for existing and proposed projects in this drainage basin and Petitioner will contribute a proportionate share to the study and necessary upgrades;
 - c) Reserve, at no cost to the City, sufficient right of way and contribute toward the design costs for the US 15/Biggs Ford Road Interchange;
 - d) Dedicate, at no cost to the City, linear park along Monocacy River to the City in conjunction with obtaining Site Plan approval;
 - e) Reserve land for public service road east of US 15, at no cost to the City for reservation or construction of said road;
 - f) In consultation with the City of Frederick Historic Planning Staff, maintain and preserve existing homestead on the Property in accordance with National Historic Trust definitions through maintenance and repair where necessary and feasible and provide adequate documentation of, and strategic salvage of materials from, any other historic buildings located on the Property;
 - g) Coordinate with City Planning Commission, SHA and developer of Crum Property (if annexed) to develop corridor plan for the Catoctin Mountain Scenic

Byway for frontage along US 15 between Sundays Lane and Willow Road. This plan shall include: 4 sided architecture, appropriate gateway signage, underground utility lines, no outdoor storage, approximately 40% green space (including park land and forestation but excluding interchange and SHA dedication), landscaping, and coordination of bridge design for improvements along such frontage. Such corridor plan must be approved by the Mayor and Board of Aldermen prior to the approval of the initial site development or subdivision plans for the Property.

- h) All buildings constructed to a minimum LEED Silver Certification;
- i) Provide public transportation bus shelter needs on-site including bus landings and ADA compliance; and
- j) Provide additional forestation banking in linear park along Monocacy River, provided that sufficient land shall remain available for active recreational uses as determined by the City Planning Staff and Planning Commission at time of site plan review and approval. The Petitioner, the owner(s) or the developer(s) of the Property shall be responsible for building the shared use path along the Monocacy River as shown in the 2002 Shared Use Path Plan.

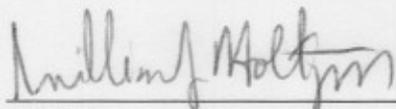
To the extent legally permissible under an ordinance enacting a future City of Frederick Road Impact Fee or other similar road funding ordinance for the City of Frederick to receive infrastructure funding pursuant to development approvals, the City of Frederick may credit the developer of the Property for funding provided by the Petitioner pursuant to Paragraph 8(c) above against such funding requirement, to the extent such contributions were actually utilized by the City for road design, engineering or improvements and such contributions would not have been required but for the proffer of the Petitioner.

BE IT FURTHER RESOLVED, ENACTED AND ORDAINED, that the Mayor of The City of Frederick shall give public notice of the introduction of this Annexation Resolution at least four (4) times at weekly intervals in the Frederick News-Post, a newspaper of general circulation in Frederick City and Frederick County, Maryland, briefly and accurately describing the proposed change and the conditions and circumstances applicable, and shall provide for a public hearing to be held on Thursday, September 3, 2009 at the City Hall, Frederick, Maryland, at the hour of 7:00 p.m., which hearing shall be held not less than fifteen (15) days after the fourth (4th) publication of this notice.

BE IT FURTHER RESOLVED, ENACTED AND ORDAINED, that this annexation shall become effective forty-five (45) days after the passage of this Annexation Resolution (the "Effective Date") unless a proper petition for referendum pursuant to Article 23A, Section 19, of the Annotated Code of Maryland, be presented to the Mayor within said forty-five (45)-day period.

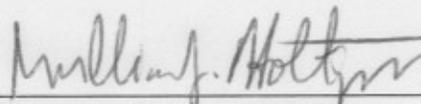
INTRODUCED at a regular meeting of the Mayor and Board of Aldermen of the City of Frederick on April 2, 2009.

APPROVED: September 4, 2009



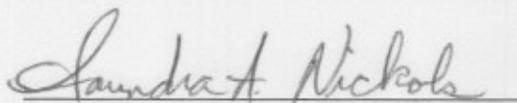
Mayor

PASSED: September 4, 2009



President, Board of Aldermen

REVIEWED AND APPROVED FOR LEGAL SUFFICIENCY:



Sandra A. Nickols, City Attorney



Harris, Smariga & Associates, Inc.

Planners/Engineers/Surveyors
125 S. Carroll Street, Suite 100/Frederick, MD 21701
301-662-4488/FAX 301-662-4906

February 25, 2009
HS.A Job No. 7256
Page 1 of 9

Description of Property to be Annexed Into the City of Frederick Property of COPT/Thatcher Property Annexation

All those pieces or parcels of land situated along U.S. Route 15 and on Biggs Ford Road, located adjacent to the City of Frederick, Frederick Election District No. 28, Frederick County, Maryland. Being all of the land conveyed by Gary J. Thatcher and Judith A. Thatcher unto COPT Frederick, LLC, a Maryland Limited Liability Company by deed dated August 28, 2008 and recorded among the Land Records of Frederick County, Maryland in Liber 7072 at Folio 206 on September 03, 2008 and part of the lands conveyed unto the State of Maryland, to the use of the Maryland Department of Transportation, and recorded among the said Land Records as shown on State Road Commission Plats Numbered 41470, 41471, 41472, 41473, 41474, 41475, 46602, and 46603 and contained within a recent boundary survey for annexation purposes and as shown on a plat entitled "Plat of Annexation Property of COPT/Thatcher Property Annexation", as surveyed and prepared by Harris, Smariga & Associates, Inc. dated February, 2009 and being more particularly described in accordance with said survey as follows:

Beginning for the same at a point, said point being on the existing City of Frederick Corporate Limits and labeled as No. 720 on said Annexation Plat, said point being at the end of line No. 551 of the "Revised City Boundary" as of March 3, 2001 and on the western right of way of U.S. Route 15 at station 141+82.64 offset left 157.49' thence running with said U.S. Route 15 right of way as now surveyed the following thirty one (31) courses and distances.

N. 54° 26' 37" W. 1.61' to a point labeled No. 760 on said Annexation Plat, thence
N. 12° 49' 25" E. 192.08' to a point labeled No. 721 on said Annexation Plat, thence
174.46' along the arc of a curve deflecting to the right, having a radius of 500.00', said
arc being subtended by a chord bearing N. 22° 31' 14" E. 173.58' to a point
labeled No. 723 on said Annexation Plat, thence



N. 32° 23' 42" E. 105.14' to a point labeled No. 724 on said Annexation Plat, thence
N. 32° 34' 53" E. 169.80' to a point labeled No. 725 on said Annexation Plat, thence
N. 30° 42' 47" E. 28.83' to a point labeled No. 726 on said Annexation Plat, thence
N. 28° 06' 08" E. 22.51' to a point labeled No. 727 on said Annexation Plat, thence
N. 25° 38' 15" E. 50.98' to a point labeled No. 728 on said Annexation Plat, thence
333.94' along the arc of a curve deflecting to the right, having a radius of 5471.48', said
arc being subtended by a chord bearing N. 25° 24' 15" E. 333.89' to a point
labeled No. 730 on said Annexation Plat, thence
N. 27° 07' 30" E. 674.77' to a point labeled No. 731 on said Annexation Plat, thence
N. 20° 13' 56" E. 50.36' to a point labeled No. 732 on said Annexation Plat, thence
N. 27° 04' 30" E. 26.74' to a point labeled No. 733 on said Annexation Plat, thence
N. 21° 55' 23" E. 22.86' to a point labeled No. 734 on said Annexation Plat, thence
N. 22° 44' 04" E. 97.99' to a point labeled No. 735 on said Annexation Plat, thence
N. 27° 44' 16" E. 48.92' to a point labeled No. 736 on said Annexation Plat, thence
N. 22° 29' 07" E. 48.92' to a point labeled No. 737 on said Annexation Plat, thence
N. 23° 58' 41" E. 97.74' to a point labeled No. 738 on said Annexation Plat, thence
N. 20° 47' 03" E. 48.90' to a point labeled No. 739 on said Annexation Plat, thence
N. 23° 44' 02" E. 48.87' to a point labeled No. 740 on said Annexation Plat, thence
N. 25° 31' 34" E. 196.31' to a point labeled No. 741 on said Annexation Plat, thence
N. 18° 35' 41" E. 245.03' to a point labeled No. 742 on said Annexation Plat, thence
N. 13° 23' 28" E. 49.09' to a point labeled No. 743 on said Annexation Plat, thence



- N. 10° 29' 48" E. 49.21' to a point labeled No. 744 on said Annexation Plat, thence
N. 03° 04' 42" E. 50.10' to a point labeled No. 745 on said Annexation Plat, thence
N. 14° 37' 41" E. 146.46' to a point labeled No. 746 on said Annexation Plat, thence
N. 12° 19' 17" E. 48.83' to a point labeled No. 747 on said Annexation Plat, thence
N. 12° 38' 41" E. 97.62' to a point labeled No. 748 on said Annexation Plat, thence
N. 13° 13' 58" E. 259.00' to a point labeled No. 749 on said Annexation Plat, thence
N. 17° 06' 51" E. 34.90' to a point labeled No. 750 on said Annexation Plat, thence
N. 11° 53' 55" E. 49.09' to a point labeled No. 751 on said Annexation Plat, thence
697.92' along the arc of a curve deflecting to the left, having a radius of 4955.51', said
arc being subtended by a chord bearing N. 04° 04' 36" E. 697.34' to a point
labeled No. 753 on said Annexation Plat, thence crossing over said right of way to
a point on the Eastern right of way of said highway
N. 87° 31' 07" E. 229.70' to a point labeled No. 612 on said Annexation Plat, said
point being the Northwest corner of the COPT Frederick, LLC, as recorded in
Liber 7072, folio 206 thence
N. 86° 43' 42" E. 118.42' to a point labeled No. 613 on said Annexation Plat, thence
5.29' along the arc of a curve deflecting to the right, having a radius of 450.00', said arc
being subtended by a chord bearing N. 00° 03' 13" W. 5.29' to a point labeled
No. 615 on said Annexation Plat, thence
S. 83° 02' 25" E. 12.57' to a point labeled No. 616 on said Annexation Plat, thence
S. 06° 57' 35" W. 31.50' to a point labeled No. 617 on said Annexation Plat, said
point being on the Southern right of way of Biggs Ford Road as shown on Frederick
County Plat No. 6, thence with the right of way the following fifty three (53) courses and
distances
S. 82° 31' 10" E. 55.00' to a point labeled No. 618 on said Annexation Plat, thence
S. 88° 04' 09" E. 50.19' to a point labeled No. 619 on said Annexation Plat, thence



S. 83° 42' 52" E.	49.92' to a point labeled No. 620 on said Annexation Plat, thence
S. 80° 45' 02" E.	49.54' to a point labeled No. 621 on said Annexation Plat, thence
S. 84° 08' 40" E.	49.58' to a point labeled No. 622 on said Annexation Plat, thence
S. 78° 52' 38" E.	49.66' to a point labeled No. 623 on said Annexation Plat, thence
S. 81° 37' 40" E.	50.01' to a point labeled No. 624 on said Annexation Plat, thence
S. 82° 25' 46" E.	50.02' to a point labeled No. 625 on said Annexation Plat, thence
S. 81° 58' 17" E.	50.01' to a point labeled No. 626 on said Annexation Plat, thence
S. 81° 30' 48" E.	50.00' to a point labeled No. 627 on said Annexation Plat, thence
S. 81° 58' 17" E.	50.01' to a point labeled No. 628 on said Annexation Plat, thence
S. 80° 01' 25" E.	50.00' to a point labeled No. 629 on said Annexation Plat, thence
S. 80° 42' 40" E.	50.00' to a point labeled No. 630 on said Annexation Plat, thence
S. 78° 11' 30" E.	50.05' to a point labeled No. 631 on said Annexation Plat, thence
S. 79° 13' 18" E.	50.02' to a point labeled No. 632 on said Annexation Plat, thence
S. 82° 32' 38" E.	50.03' to a point labeled No. 633 on said Annexation Plat, thence
S. 79° 33' 55" E.	50.01' to a point labeled No. 634 on said Annexation Plat, thence
S. 79° 40' 48" E.	50.01' to a point labeled No. 635 on said Annexation Plat, thence
S. 80° 08' 17" E.	50.00' to a point labeled No. 636 on said Annexation Plat, thence
S. 79° 54' 32" E.	50.00' to a point labeled No. 637 on said Annexation Plat, thence
S. 79° 33' 55" E.	50.01' to a point labeled No. 638 on said Annexation Plat, thence
S. 79° 17' 54" E.	49.55' to a point labeled No. 639 on said Annexation Plat, thence
S. 80° 00' 44" E.	49.23' to a point labeled No. 640 on said Annexation Plat, thence



S. 79° 33' 28" E.	49.29'	to a point labeled No. 641 on said Annexation Plat, thence
S. 79° 33' 43" E.	49.41'	to a point labeled No. 642 on said Annexation Plat, thence
S. 68° 12' 51" E.	49.59'	to a point labeled No. 643 on said Annexation Plat, thence
S. 62° 41' 39" E.	49.91'	to a point labeled No. 644 on said Annexation Plat, thence
S. 53° 25' 08" E.	51.33'	to a point labeled No. 645 on said Annexation Plat, thence
S. 57° 03' 22" E.	49.69'	to a point labeled No. 646 on said Annexation Plat, thence
S. 65° 15' 32" E.	48.31'	to a point labeled No. 647 on said Annexation Plat, thence
S. 66° 07' 48" E.	48.19'	to a point labeled No. 648 on said Annexation Plat, thence
S. 66° 03' 25" E.	48.18'	to a point labeled No. 649 on said Annexation Plat, thence
S. 62° 32' 07" E.	48.18'	to a point labeled No. 650 on said Annexation Plat, thence
S. 61° 30' 29" E.	43.42"	to a point labeled No. 651 on said Annexation Plat, thence
S. 62° 32' 25" E.	50.00'	to a point labeled No. 652 on said Annexation Plat, thence
S. 62° 11' 47" E.	50.00'	to a point labeled No. 653 on said Annexation Plat, thence
S. 61° 44' 17" E.	100.00'	to a point labeled No. 654 on said Annexation Plat, thence
S. 60° 14' 58" E.	50.03'	to a point labeled No. 655 on said Annexation Plat, thence
S. 64° 08' 38" E.	50.03'	to a point labeled No. 656 on said Annexation Plat, thence
S. 61° 58' 02" E.	50.00'	to a point labeled No. 657 on said Annexation Plat, thence
S. 55° 28' 06" E.	50.36'	to a point labeled No. 658 on said Annexation Plat, thence
S. 49° 54' 13" E.	51.20'	to a point labeled No. 659 on said Annexation Plat, thence



S. 55° 58' 15" E. 11.88' to a point labeled No. 660 on said Annexation Plat, said point being on the top bank of the Western shoreline of the Monocacy River, thence with the rivers edge the following six (6) courses and distances

S. 37° 32' 40" W. 502.00' to a point labeled No. 661 on said Annexation Plat, thence

S. 10° 33' 50" W. 126.00' to a point labeled No. 662 on said Annexation Plat, thence

S. 00° 04' 40" E. 505.00' to a point labeled No. 663 on said Annexation Plat, thence

S. 11° 45' 42" W. 926.00' to a point labeled No. 664 on said Annexation Plat, thence

S. 22° 46' 31" W. 234.00' to a point labeled No. 665 on said Annexation Plat, thence

S. 46° 40' 48" W. 224.00' to a point labeled No. 600 on said Annexation Plat, thence leaving said rivers edge and running with the outline of said COPT Frederick, LLC property the following two (2) courses and distances

N. 63° 22' 39" W. 2003.46' to a point labeled No.601 on said Annexation Plat, thence

N. 63° 07' 23" W. 21.04' to a point labeled No.602 on said Annexation Plat, said point being on the Eastern right of way of said U.S. Route 15, thence with the Eastern right of way the following twenty four (24) courses and distances

S. 19° 42' 49" W. 275.45' to a point labeled No. 680 on said Annexation Plat, thence

S. 26° 39' 36" W. 75.29' to a point labeled No. 681 on said Annexation Plat, thence

S. 26° 39' 36" W. 75.72' to a point labeled No. 682 on said Annexation Plat, thence

S. 46° 27' 44" W. 107.09' to a point labeled No. 683 on said Annexation Plat, thence

S. 27° 04' 30" W. 400.00' to a point labeled No. 684 on said Annexation Plat, thence

S. 13° 27' 34" W. 180.17' to a point labeled No. 685 on said Annexation Plat, thence

S. 21° 26' 58" W. 318.85' to a point labeled No. 686 on said Annexation Plat, thence

S. 31° 54' 54" W. 98.13' to a point labeled No. 687 on said Annexation Plat, thence

S. 24° 55' 03" W. 341.57 to a point labeled No. 688 on said Annexation Plat, thence



- S. 23° 21' 31" W. 245.78' to a point labeled No. 689 on said Annexation Plat, thence
- S. 12° 12' 02" W. 196.15' to a point labeled No. 690 on said Annexation Plat, thence
- 342.51' along the arc of a curve deflecting to the left, having a radius of 5256.48', said arc being subtended by a chord bearing S. 12° 11' 20" W. 342.45' to a point labeled No. 692 on said Annexation Plat, thence
- S. 01° 03' 45" W. 98.86' to a point labeled No. 693 on said Annexation Plat, thence
- S. 08° 43' 20" W. 97.58' to a point labeled No. 694 on said Annexation Plat, thence
- S. 07° 51' 11" W. 61.47' to a point labeled No. 695 on said Annexation Plat, thence
- S. 03° 34' 24" W. 425.99' to a point labeled No. 696 on said Annexation Plat, thence
- S. 06° 24' 53" E. 196.19' to a point labeled No. 697 on said Annexation Plat, thence
- S. 05° 16' 11" W. 243.93' to a point labeled No. 698 on said Annexation Plat, thence
- S. 01° 35' 05" E. 292.31' to a point labeled No. 699 on said Annexation Plat, thence
- S. 02° 02' 10" E. 146.71' to a point labeled No. 700 on said Annexation Plat, thence
- S. 07° 32' 40" E. 146.50' to a point labeled No. 701 on said Annexation Plat, thence
- S. 08° 25' 45" E. 15.54' to a point labeled No. 702 on said Annexation Plat, thence
- S. 12° 06' 39" E. 159.40' to a point labeled No. 703 on said Annexation Plat, thence
- S. 08° 30' 50" E. 83.99' to a point labeled No. 704 on said Annexation Plat, said point intersecting line No. 534 of the Frederick City Corporate Limits and running thence across the said right of way and with the corporate outlines the following seventeen (17) courses and distances
- S. 70° 20' 13" W. 317.00' to a point labeled No. 2195 (168) on said Annexation Plat, said point on the Western right of way of said highway and thence continuing
- N. 09° 17' 17" W. 195.01' to a point labeled No. 705 (168-A) on said Annexation Plat, thence



N. 07° 21' 44" W. Plat, thence	280.47' to a point labeled No. 706 (168-B) on said Annexation
N. 02° 14' 05" E. Plat, thence	311.25' to a point labeled No. 707 (168-C) on said Annexation
N. 07° 30' 11" E. Plat, thence	35.31' to a point labeled No. 708 (168-D) on said Annexation
N. 07° 30' 11" E. thence	68.80' to a point labeled No. 709 (168-E) on said Annexation Plat,
N. 01° 49' 49" W. Plat, thence	511.86' to a point labeled No. 710 (168-F) on said Annexation
N. 00° 25' 23" E. Plat, thence	52.39' to a point labeled No. 711 (168-G) on said Annexation
N. 07° 10' 33" W. Plat, thence	92.74' to a point labeled No. 712 (168-H) on said Annexation
N. 00° 02' 21" W. thence	51.04' to a point labeled No. 713 (168-I) on said Annexation Plat,
N. 06° 04' 22" E. thence	51.09' to a point labeled No. 714 (168-J) on said Annexation Plat,
N. 07° 39' 45" E. Plat, thence	79.72' to a point labeled No. 715 (168-K) on said Annexation
N. 08° 43' 41" E. thence	28.16' to a point labeled No. 716 (168-L) on said Annexation Plat,
N. 10° 59' 57" E. Plat, thence	108.30' to a point labeled No. 717 (168-M) on said Annexation
N. 11° 10' 51" E. thence	111.85' to a point labeled No. 761 (2417) on said Annexation Plat,
N. 10° 47' 18" E. thence	453.70' to a point labeled No. 718 (2419) on said Annexation Plat,

February 25, 2009
HSA Job No. 7256
Page 9 of 9



N. 10° 17' 23" E. 106.07' to a point labeled No. 719 (2433) on said Annexation Plat,
thence

N. 12° 37' 06" E. 134.31' to the point of beginning.

The area contained by the foregoing amounts to 6,590,225 square feet or 151.291 acres of
land more or less.

(###) Denotes Frederick City Corporate Boundary Monument Typically

S:\slowe\documents\descriptions\7256.thatcher.annex.swl.022309.doc