

CONTIGUOUS ANNEXATION PETITION
FY 2015


Date December 10, 2014

TO THE CITY COUNCIL OF THE CITY OF GREENSBORO:

1. We the undersigned, being all the owners of the real property described in Paragraph 2 below, respectfully request that such property be annexed to the City of Greensboro, pursuant to N.C.G.S. 160A-31.
2. The area to be annexed is contiguous to the City of Greensboro and the boundaries of such territory are described below by metes and bounds. (You may print "See Attached" and attach the description.)

See Attached

3. Attached is A) payment or B) proof of payment (circle one) to the City of Greensboro or Guilford County of an acreage fee of five hundred eighty dollars (\$580) per acre* for water service.
4. Attached is A) payment or B) proof of payment (circle one) to the City of Greensboro or Guilford County of an acreage fee of five hundred eighty dollars (\$580) per acre* for sewer service.
5. We acknowledge that any zoning vested rights** acquired pursuant to N.C.G.S. 160A-385.1 or N.C.G.S. 153A-344.1 must be declared and identified on this petition. We further acknowledge that failure to declare such vested rights on this petition shall result in a termination of such vested rights previously acquired for the property. (If zoning vested rights are claimed, indicate below and attach proof.)

	<u>Do you declare vested rights?*</u> (Indicate yes or no.)	<u>Signature</u>
1. <u>Mitchell K. Brown</u>	<u>No</u>	
<u>KSL Sedgefield Pilot, LLC</u> <u>5790 Fleet Street, Suite 300</u> <u>Carlsbad, California 92008</u>		
2. _____	_____	_____

3. _____	_____	_____

Important: Both husband and wife must sign, if applicable.

*Acreage fees are not charged on land within an existing street or railroad right-of-way.

**These are a special type of vested rights obtained only after the approval of a "site specific development plan" following a public hearing on that plan. Only a small number of plans have received such an approval.

Date Received: 12/9/14

Received By: S. GALANT

ANNEXATION BOUNDARY DESCRIPTION
PROPERTY OF KSL SEDGFIELD PILOT, LLC

Beginning at a point in the existing Greensboro corporate limits (as of December 31, 2014), said point being the northeast corner of that 19.07-acre annexation effective June 30, 1998, and shown on City of Greensboro Annexation Drawing D-2417; THENCE PROCEEDING WITH THE EXISTING CITY LIMITS in a westerly direction across the northern terminus of Atwater Drive to the southeast corner of Crofton Springs Subdivision Phase II, as recorded in Plat Book 110, Page 114; thence with the southeast lines of said Phase II and of Phase I of Crofton Springs Subdivision, as recorded in Plat Book 106, Page 151, N 38° 58' 01" E 831.42 feet to the easternmost corner of said Phase I; thence with the projection of the southwest line of Lot 1 of Property of Guilford County Board of Education, as recorded in Plat Book 121, Page 101, S 49° 55' 15" E approximately 93.6 feet to a point on the former centerline of the Norfolk Southern track; thence in a northeasterly direction with said centerline approximately 2,210 feet to its intersection with the northwestwardly projection of the northeast line of KSL Sedgefield Pilot, LLC, as recorded in Deed Book 6920, Page 1579; THENCE DEPARTING FROM THE EXISTING CITY LIMITS with said projection and said northeast line S 45° 57' 15" E approximately 308 feet to an existing iron pin in the northwest right-of-way line of Norwood Drive (S.R.#1385); thence with said right-of-way line S 44° 08' 45" W approximately 370 feet to its intersection with the southwest right-of-way line of Alamance Road (S.R.#1385), a variable width right-of-way; thence in a southeasterly direction with said southwest right-of-way line approximately 650 feet to a new iron pin in the southeast right-of-way line for the newly relocated High Point Road; thence continuing with the southwest right-of-way line of Alamance Road the following seventeen (17) courses and distances: (1) S 37° 27' 45" E 22.60 feet to an existing iron pin, (2) S 33° 51' 11" E 183.41 feet to a monument, (3) S 37° 20' 13" E 459.05 feet to an existing iron pin, (4) S 52° 39' 08" W 4.98 feet to an existing iron pin, (5) along a curve to the right having a radius of 502.78 feet and a chord bearing and distance of S 31° 20' 47" E 104.95 feet to an existing iron pin, (6) S 25° 17' 30" E 249.60 feet to an existing iron pin, (7) along a curve to the left having a radius of 1,318.27 feet and a chord bearing and distance of S 30° 17' 32" E 229.82 feet to a new iron pin, (8) S 35° 17' 57" E 36.26 feet to a new iron pin, (9) along a curve to the right having a radius of 464.99 feet and a chord bearing and distance of S 21° 36' 24" E 220.14 feet to an existing iron pin, (10) along a curve to the left having a radius of 321.14 feet and a chord bearing and distance of S 32° 32' 31" E 267.65 feet to an existing iron pin, (11) along a curve to the right having a radius of 1,192.05 feet and a chord bearing and distance of S 53° 35' 30" E 148.80 feet to an existing iron pin, (12) S 43° 21' 44" E 137.53 feet to an existing iron pin, (13) S 44° 19' 00" E 0.46 feet to an existing iron pin, (14) along a curve to the right having a radius of 133.70 feet and a chord bearing and distance of S 21° 17' 08" E 104.61 feet to an existing iron pin, (15) S 00° 35' 40" W 133.19 feet to an existing iron pin, (16) along a curve to the left having a radius of 351.76 feet and a chord bearing and distance of S 13° 11' 09" E 167.58 feet to an existing iron pin, and (17) S 26° 58' 00" E 12.16 feet to the intersection of the southwest right-

of-way line of Alamance Road and the north right-of-way line of High Point Road, a 100-foot right-of-way (a/k/a U.S. Highway 29-70); thence running with the north right-of-way line of High Point Road the following eleven (11) courses and distances: (1) S 67° 46' 45" W 99.78 feet to an existing iron pin, (2) S 71° 57' 26" W 99.91 feet to an existing iron pin, (3) S 79° 11' 56" W 99.77 feet to an existing iron pin, (4) S 85° 42' 34" W 100.05 feet to an existing iron pin, (5) S 86° 39' 50" W 1,023.62 feet to an existing iron pin, (6) S 88° 39' 09" W 66.99 feet to an existing iron pin, (7) S 83° 43' 39" W 68.00 feet to an existing iron pin, (8) S 80° 48' 22" W 99.94 feet to an existing iron pin, (9) S 76° 40' 25" W 100.32 feet to an existing iron pin, (10) S 76° 25' 52" W 525.41 feet to an existing iron pin, and (11) S 77° 10' 20" W 99.99 feet to an existing iron pin in the southeast corner of the property of Henry R. Canipe, as recorded in Deed Book 5917, Page 199; thence with Canipe's east line N 13° 47' 55" W 576.86 feet to an existing iron pin in concrete at Canipe's northeast corner; thence with Canipe's north line S 77° 16' 44" W 183.81 feet to an existing iron pin in the northeast corner of the property of Sedgefield Gate, recorded in Plat Book 72, Page 87; thence with the north line of Sedgefield Gate S 77° 09' 02" W 199.84 feet to a new iron pin in the southeast corner of Sedgefield Gate Phase II, recorded in Plat Book 123, Page 27; thence with the east lines of said Phase II the following two (2) courses and distances: (1) N 12° 03' 39" W 75.10 feet to an existing iron pin, and (2) N 33° 29' 32" W 149.92 feet to a monument at the northernmost corner of said Phase; thence with the east lines of Sedgefield Gate Phase 3, Map 1, recorded in Plat Book 134, Page 8, and Sedgefield Gate Phase 3, Map 2, recorded in Plat Book 134, Page 71, the following two (2) courses and distances: (1) N 38° 21' 20" W 359.51 feet to a new iron pin, and (2) N 43° 11' 56" W 112.57 feet to an existing iron pin in the east corner of the property of The John and Lou Ann Mothershead Family Trust – Trust B, recorded in Deed Book 7059, Page 317; thence with the northeast line of the Mothershead property N 43° 11' 56" W 119.61 feet to a monument in the southeast right-of-way line of Harnett Drive, a 40-foot right-of-way (a/k/a S.R. #1625), at its northeastern terminus; thence across said terminus N 45° 56' 51" W 27.35 feet to a new iron pin in the southeast right-of-way line for the newly relocated High Point Road; thence crossing said road N 45° 56' 51" W 200.43 feet to a new iron pin in the northwest right-of-way line of said road; thence with the northeast line of the Tucker/Siegal property the following two (2) courses and distances: (1) N 45° 56' 51" W 12.24 feet to an existing iron pin in the southeast right-of-way line of Norfolk Southern Railway, and (2) N 45° 56' 35" W 99.98 feet to an existing iron pin in the centerline of the right-of-way of Norfolk Southern Railway in the north corner of the Tucker/Siegal property; thence in a westerly direction approximately 130 feet to the POINT AND PLACE OF BEGINNING, containing approximately 146.4 acres.

All deeds referred to herein are recorded in the Guilford County Register of Deeds Office.