

**TOWN OF THOMPSON
NOTICE OF PUBLIC HEARING**

**ON THE PROPOSED JOINT CONSOLIDATION AGREEMENT BETWEEN THE
DILLON FARMS SEWER DISTRICT, COLD SPRING ROAD SEWER DISTRICT AND
HARRIS SEWER DISTRICT REGARDING THE CONSOLIDATION INTO A SINGLE,
JOINT CONSOLIDATED SEWER DISTRICT**

NOTICE IS HEREBY GIVEN, by the Town of Thompson Town Board, on behalf of the Dillon Farms Sewer District, Cold Spring Road Sewer District and the Harris Sewer District (as more particularly described in Schedule "A" annexed hereto) that there will be a Joint Public Hearing at the Town of Thompson Town Hall, located at 4052 Route 42, Monticello, New York 12701, on June 1, 2021 at 7:00 P.M., or as soon thereafter as the matter can be heard, at which time all persons interested will be heard, for the purposes of considering the proposed Joint Consolidation Agreement between the aforementioned Sewer Districts previously established in the Town of Thompson for the establishment into a single Consolidated Sewer District called the Consolidated Harris Sewer District. Public Hearing to be held via Video Conference at (<https://us02web.zoom.us/j/83117253003>) – Meeting ID: (831 1725 3003) – Dial by your location +1 646 558 8656 US (New York).

The following summary of the Joint Consolidation Agreement has been approved by the Town of Thompson Town Board and is being published pursuant to New York State General Municipal Law Article 17-A, Section 754:

Currently, the Town of Thompson operates eleven (11) Sewer Districts, of which Dillon Farms Road is the smallest, serving twelve (12) currently connected residential parcels and has a WWTP within the District. Cold Spring Road Sewer District and Harris Sewer District are currently conveying sanitary sewage to the Village of Monticello. Cold Spring Road Sewer District has a total of one hundred five (105) sewer accounts which breaks down as thirty-seven (37) single family, forty-one (41) seasonal and eleven (11) commercial users. Harris Sewer District has one hundred eighty-seven (187) active accounts, of which ninety-five (95) are single family residences, fifty-seven (57) are seasonal and three (3) are Center for Discovery residential units and also includes Garnet Health Catskills Medical facility (Catskill Regional).

Currently the Town's sewer infrastructure is disparate and challenging to manage from both an administrative, as well as capital, operations and maintenance perspective. Originally, each created Sewer District had a distinct purpose, but over time the function and finances of each of the Districts has changed. Pursuant to the Infrastructure Master Plan prepared on behalf of the Sewer Districts, it was confirmed that Dillon Farm wastewater facility is aging and will unlikely be able to comply with expected future discharge permit limits without extensive capital investment which will be cost prohibitive to the small amount of users within the District. The consolidation of Dillon Farm Sewer District with Cold Spring Road Sewer District and Harris Sewer District would result in the sharing of annual operational and maintenance costs as well as capital costs across a larger user base. Standardization of sewer rents within a Consolidated Sewer District would allow an equitable distribution of costs.

It is expected that the estimated annual cost to the typical single family residential user in the Consolidated Harris Sewer District will be *Three Hundred Thirty-Four and 70/100 (\$334.70)*

Dollars per user, which is a reduction of Eighty-One and 27/100 (\$81.27) Dollars to current Harris Sewer District users, a reduction of Twenty-Eight and 50/100 (\$28.50) Dollars per user for current Cold Spring Road Sewer District users and a reduction of Three Hundred Ninety-Nine and 30/100 (\$399.30) Dollars per user for current Dillon Farm users. All of these Districts are currently debt free.

Due to challenges with the administration of the multiple districts over the years and due to the complications of adopting separate budgets for each District, it has been deemed to be desirable and that the Town would benefit from the creation of one (1) unified Consolidated Sewer District, encapsulating all three (3) of the aforementioned Sewer Districts, which are debt free.

The New York State General Municipal Law Article 17-A provides that two (2) or more local government entities may consolidate into a single local government entity if together the consolidated local government entity forms a local governmental entity of a kind or class that is authorized under the Laws of the State of New York. The Town of Thompson has adhered to the provisions of that legislation, including but not limited to the procedures, notifications and agreement content.

The purpose of the existing Sewer Districts was to prevent contamination of water supplies and provide for the health, welfare and safety of the residents of the Town of Thompson.

The name of the consolidated district is Consolidated Harris Sewer District and its functions will be those of the districts it replaces, including:

- a) establish standards for the addition, upgrading and maintenance of sewer infrastructure
- b) approve and oversee construction of new sewer infrastructure by third parties and homeowners
- c) manage contracts to replace and upgrade existing sewer infrastructure
- d) oversee/perform maintenance on existing facilities
- e) monitor the condition of sewer infrastructure
- f) establish priorities and budget estimates for sewer infrastructure improvements
- g) contract with the Village of Monticello Wastewater Treatment Facility
- h) ensure compliance with environmental regulations and permits
- i) develop the district's operating and capital budget

The Consolidated Harris Sewer District will provide wastewater collection and management services to the same geographical areas currently served by the existing Sewer

Districts. In addition, all wastewater flows will continue to be transported to the Village of Monticello Wastewater Treatment Facility. No changes to sewer service have been made in this process of consolidation. The attached description describes the area served by the existing and consolidated districts.

The Town of Thompson will act as the governing body of the Consolidated Harris Sewer District. The administrative structure of the Consolidated Harris Sewer District will mirror that of the former existing sanitary sewer districts but will be more streamlined and unified. There are no anticipated increases to capital and maintenance costs accrued from the consolidation which would not have otherwise occurred without the consolidation. All regulations and permitting requirements that were formerly the responsibility of the existing districts will become the responsibility of the consolidated sewer district. A copy of this descriptive summary and the proposed Joint Consolidation Agreement can be inspected at the Town of Thompson Town Clerk's Office, located at 4052 Route 42, Monticello, New York 12701 or on the Town's Website (www.townofthompson.com).

Dated: April 20, 2021

MARILEE J. CALHOUN
Town Clerk
Town of Thompson

APPENDIX E

Consolidated Sewer District Boundary Description

Harris Sewer District Consolidated

Note: This description was created from the Town of Thompson Tax Parcels 2020 GIS Tax Parcels and is not based on an actual field survey.

BEGINNING at the point of intersection between Lot 1.-1-27.1 and the Northeastern corner of Lot 4.-1-3.1;

Thence continuing along the following bearings counterclockwise:

- Bearing 104°11'0.59", 2.01 Feet;
- Bearing 104°11'14.76", 2596.53 Feet;
- Bearing 188°55'12.88", 84.83 Feet;
- Bearing 185°50'27.63", 755.54 Feet;
- Bearing 92°28'37.08", 307.9 Feet;
- Bearing 92°28'36.83", 136.71 Feet;
- Bearing 91°12'44.05", 741.07 Feet;
- Bearing 91°24'34.55", 39.42 Feet;
- Bearing 191°3'37.86", 5.84 Feet;
- Bearing 93°21'47.67", 8.23 Feet;
- Bearing 112°37'17.69", 25.29 Feet;
- Bearing 86°49'14.32", 35.07 Feet;
- Bearing 18°26'33.05", 13.36 Feet;
- Bearing 18°26'39.12", 11.25 Feet;
- Bearing 4°2'17.4", 3.25 Feet;
- Bearing 337°41'6.82", 61.94 Feet;
- Bearing 349°30'34.14", 85.07 Feet;
- Bearing 334°58'57.63", 102.56 Feet;
- Bearing 337°14'56.29", 104.14 Feet;
- Bearing 349°6'47.57", 82.03 Feet;
- Bearing 357°42'41.02", 77.51 Feet;
- Bearing 351°34'23.17", 57.94 Feet;
- Bearing 351°34'23.76", 26.62 Feet;
- Bearing 350°32'5.88", 15.15 Feet;
- Bearing 350°32'11.63", 22.54 Feet;
- Bearing 347°0'21.54", 82.67 Feet;
- Bearing 340°1'3.94", 72.52 Feet;
- Bearing 319°23'46.6", 85.68 Feet;
- Bearing 316°44'15.83", 72.33 Feet;
- Bearing 339°8'36.78", 69.59 Feet;
- Bearing 353°53'4.19", 87.24 Feet;
- Bearing 354°17'21.5", 93.4 Feet;
- Bearing 11°0'11.23", 113.62 Feet;
- Bearing 23°57'49.78", 91.54 Feet;
- Bearing 21°2'13.8", 129.45 Feet;
- Bearing 50°54'23.19", 127.74 Feet;
- Bearing 52°7'31.8", 105.97 Feet;
- Bearing 39°48'18.84", 120.98 Feet;
- Bearing 32°28'11.73", 80.79 Feet;

Harris Sewer District Consolidated

- Bearing 26°33'41.08", 20.78 Feet;
- Bearing 25°10'53.63", 15.96 Feet;
- Bearing 344°26'59.42", 55.97 Feet;
- Bearing 322°37'40.69", 154.9 Feet;
- Bearing 328°37'36.71", 148.77 Feet;
- Bearing 323°7'50.24", 108.43 Feet;
- Bearing 334°26'21.94", 78.98 Feet;
- Bearing 352°14'5.54", 22.37 Feet;
- Bearing 352°14'6.93", 5.97 Feet;
- Bearing 357°21'28.34", 21.49 Feet;
- Bearing 4°2'58.53", 111.83 Feet;
- Bearing 31°19'45.13", 83.42 Feet;
- Bearing 25°27'38.92", 72.06 Feet;
- Bearing 23°57'51.14", 91.53 Feet;
- Bearing 6°6'51", 87.24 Feet;
- Bearing 348°14'4.49", 75.95 Feet;
- Bearing 342°53'47.27", 84.28 Feet;
- Bearing 354°45'25", 67.82 Feet;
- Bearing 0°0'0", 89.84 Feet;
- Bearing 352°52'36.43", 99.91 Feet;
- Bearing 341°33'44.67", 58.78 Feet;
- Bearing 325°52'48.89", 64.19 Feet;
- Bearing 186°19'30.65", 15.78 Feet;
- Bearing 186°20'7.26", 9.86 Feet;
- Bearing 186°20'8.18", 923.78 Feet;
- Bearing 283°45'33.29", 704.16 Feet;
- Bearing 284°12'3.92", 740.55 Feet;
- Bearing 12°52'27.19", 879.05 Feet;
- Bearing 299°28'33.39", 122.22 Feet;
- Bearing 11°25'37.45", 443.66 Feet;
- Bearing 293°44'56.47", 126.35 Feet;
- Bearing 11°57'10.07", 267.14 Feet;
- Bearing 76°36'29.36", 29.33 Feet;
- Bearing 2°40'8.09", 97.91 Feet;
- Bearing 2°40'6.87", 223.14 Feet;
- Bearing 253°4'28.88", 32.67 Feet;
- Bearing 292°58'20.86", 128.43 Feet;
- Bearing 292°58'22.05", 143.15 Feet;
- Bearing 35°37'45.68", 283.53 Feet;
- Bearing 0°0'0", 120.28 Feet;
- Bearing 126°15'14.13", 410.93 Feet;
- Bearing 138°17'35.08", 20.68 Feet;
- Bearing 134°32'20.7", 20.68 Feet;
- Bearing 130°47'3.86", 20.68 Feet;
- Bearing 127°1'48.94", 20.68 Feet;
- Bearing 123°16'29.25", 20.68 Feet;

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- Bearing 119°31'16.59", 20.68 Feet;
- Bearing 115°45'58.1", 20.68 Feet;
- Bearing 112°0'43.52", 20.68 Feet;
- Bearing 108°15'27.26", 20.68 Feet;
- Bearing 104°30'13.27", 20.68 Feet;
- Bearing 100°44'54.57", 20.68 Feet;
- Bearing 96°59'40.8", 20.68 Feet;
- Bearing 94°19'16.3", 12.39 Feet;
- Bearing 91°52'49.4", 12.39 Feet;
- Bearing 338°29'39.19", 37.91 Feet;
- Bearing 343°44'26.97", 154.9 Feet;
- Bearing 348°41'28.76", 126.38 Feet;
- Bearing 325°24'17.83", 109.14 Feet;
- Bearing 308°39'40.5", 79.35 Feet;
- Bearing 323°7'46.04", 92.94 Feet;
- Bearing 345°57'51.88", 76.64 Feet;
- Bearing 353°39'36.46", 84.16 Feet;
- Bearing 2°48'22.85", 94.91 Feet;
- Bearing 12°20'15.93", 101.48 Feet;
- Bearing 356°38'9.7", 52.76 Feet;
- Bearing 6°20'25.13", 84.16 Feet;
- Bearing 5°31'33.67", 96.5 Feet;
- Bearing 345°57'50.17", 76.63 Feet;
- Bearing 287°20'59.1", 51.93 Feet;
- Bearing 296°34'24.04", 41.56 Feet;
- Bearing 342°28'15.68", 61.73 Feet;
- Bearing 306°1'33.82", 42.14 Feet;
- Bearing 286°15'37.58", 77.45 Feet;
- Bearing 280°37'25.51", 50.43 Feet;
- Bearing 300°57'33.14", 72.26 Feet;
- Bearing 306°52'7.26", 46.47 Feet;
- Bearing 58°4'18.08", 65.23 Feet;
- Bearing 62°21'15.66", 56.05 Feet;
- Bearing 64°17'16.33", 35.42 Feet;
- Bearing 61°42'3.98", 34.91 Feet;
- Bearing 58°29'36.71", 42.98 Feet;
- Bearing 27°33'17.78", 30.67 Feet;
- Bearing 55°10'33.52", 33.12 Feet;
- Bearing 59°2'7.11", 34.46 Feet;
- Bearing 62°35'42.57", 35.96 Feet;
- Bearing 56°58'44.64", 28.19 Feet;
- Bearing 63°25'35.66", 23.08 Feet;
- Bearing 5°3'44.8", 55.15 Feet;
- Bearing 5°3'44.26", 1308.19 Feet;
- Bearing 281°52'24.14", 462.95 Feet;
- Bearing 281°52'24.33", 728.09 Feet;

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- Bearing 281°52'24.37", 28.62 Feet;
- Bearing 281°52'25.03", 227.82 Feet;
- Bearing 281°52'26.3", 93.02 Feet;
- Bearing 159°44'2.68", 44.65 Feet;
- Bearing 157°28'47.42", 166 Feet;
- Bearing 156°28'54.94", 432.27 Feet;
- Bearing 156°28'55.77", 228.51 Feet;
- Bearing 172°57'2.84", 350.48 Feet;
- Bearing 166°2'12.04", 356.49 Feet;
- Bearing 150°53'24.17", 188.35 Feet;
- Bearing 182°46'56.75", 162.21 Feet;
- Bearing 181°51'50.12", 327.44 Feet;
- Bearing 258°55'26.29", 380.71 Feet;
- Bearing 301°12'0.93", 29.27 Feet;
- Bearing 308°39'41.75", 32.82 Feet;
- Bearing 293°11'55.61", 39.03 Feet;
- Bearing 235°18'14.12", 27.01 Feet;
- Bearing 231°20'23.4", 32.82 Feet;
- Bearing 217°52'32.23", 38.96 Feet;
- Bearing 188°25'33.74", 46.63 Feet;
- Bearing 177°42'35.77", 42.74 Feet;
- Bearing 174°5'38.87", 49.81 Feet;
- Bearing 188°25'34.38", 46.63 Feet;
- Bearing 162°21'4.31", 39.44 Feet;
- Bearing 155°46'23.08", 37.47 Feet;
- Bearing 190°0'29.92", 58.98 Feet;
- Bearing 198°25'58.29", 54.02 Feet;
- Bearing 239°2'12.81", 59.77 Feet;
- Bearing 270°0'0", 41 Feet;
- Bearing 254°3'15.83", 37.31 Feet;
- Bearing 249°51'49.42", 54.59 Feet;
- Bearing 240°31'24.87", 45.14 Feet;
- Bearing 213°6'43.67", 46.91 Feet;
- Bearing 206°33'52.2", 45.84 Feet;
- Bearing 208°36'33.87", 42.81 Feet;
- Bearing 225°0'2.2", 43.49 Feet;
- Bearing 246°2'18.85", 50.48 Feet;
- Bearing 265°21'46.9", 63.42 Feet;
- Bearing 270°0'0", 59.79 Feet;
- Bearing 270°0'0", 58.09 Feet;
- Bearing 264°17'26.18", 34.34 Feet;
- Bearing 262°52'26.28", 41.32 Feet;
- Bearing 261°34'21.32", 46.63 Feet;
- Bearing 253°39'43.38", 58.71 Feet;
- Bearing 213°1'42.86", 56.94 Feet;
- Bearing 213°1'41.12", 248.59 Feet;

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- Bearing 103°8'43.39", 564.63 Feet;
- Bearing 70°47'17.37", 205.88 Feet;
- Bearing 160°47'16.69", 50 Feet;
- Bearing 115°10'42.39", 161 Feet;
- Bearing 199°9'40.85", 25 Feet;
- Bearing 109°9'43.51", 100 Feet;
- Bearing 97°38'5", 233.69 Feet;
- Bearing 200°27'10.4", 554.24 Feet;
- Bearing 207°51'11.49", 1211.02 Feet;
- Bearing 204°24'9.87", 1128.86 Feet;
- Bearing 190°8'58.64", 486.50 Feet;

To the starting point originally listed.

Part 2: BEGINNING at the point of intersection between the Southeastern corner of Lot 7.A-2-54.1 and the Northeastern corner of Lot 7.A-1-78;

Thence continuing along the following bearings counterclockwise:

- Bearing 186°18'30.95", 745.67 Feet;
- Bearing 101°36'59.67", 332.59 Feet;
- Bearing 102°15'13.32", 776.5 Feet;
- Bearing 98°47'18.27", 175.1 Feet;

Thence continuing across the right-of-way of Greentree Rd. at a Bearing of 101°33'28.11", 51.03 Feet;

- Bearing 101°38'14.83", 677.5 Feet;
- Bearing 101°8'49.58", 206.28 Feet;
- Bearing 101°8'48.64", 255.03 Feet;
- Bearing 101°8'48.18", 165.5 Feet;
- Bearing 101°8'46.79", 148.97 Feet;
- Bearing 191°27'4.25", 39.36 Feet;
- Bearing 191°27'0.65", 1481.56 Feet;

Thence continuing across the right-of-way of Greentree Rd. at a Bearing of 225°3'11.01", 52.36 Feet;

- Bearing 297°46'58.52", 34.04 Feet;
- Bearing 191°52'33.01", 21.97 Feet;
- Bearing 184°53'9.76", 1718.5 Feet;
- Bearing 185°52'36.51", 624.2 Feet;
- Bearing 185°52'38.06", 86 Feet;
- Bearing 93°59'36.52", 1390.55 Feet;
- Bearing 5°9'36.55", 540.86 Feet;
- Bearing 101°35'4.17", 539.75 Feet;
- Bearing 101°32'43.3", 192.42 Feet;
- Bearing 101°32'23.02", 203.86 Feet;

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- Bearing 101°32'23.86", 153.73 Feet;
- Bearing 101°32'23.51", 474.43 Feet;
- Bearing 17°37'24.05", 105.09 Feet;
- Bearing 17°37'24.58", 24.8 Feet;
- Bearing 4°25'20.5", 22.73 Feet;
- Bearing 4°25'25.72", 74.94 Feet;
- Bearing 11°9'32.89", 5.28 Feet;
- Bearing 11°9'23.61", 220.2 Feet;
- Bearing 337°15'23.46", 102.78 Feet;
- Bearing 351°45'26.98", 119.98 Feet;
- Bearing 340°18'45.56", 76.5 Feet;
- Bearing 180°0'0", 1.05 Feet;
- Bearing 342°1'14.84", 77.58 Feet;
- Bearing 328°53'23.49", 150.02 Feet;
- Bearing 324°56'24.2", 140 Feet;
- Bearing 330°15'44.16", 117.12 Feet;
- Bearing 327°17'23.13", 52.44 Feet;
- Bearing 238°34'36.68", 4.3 Feet;

Thence continuing across the right-of-way of Old Route 1 at a Bearing of 58°34'40.26", 108.25 Feet;

- Bearing 347°18'26.12", 212.77 Feet;
- Bearing 5°47'33.63", 259.39 Feet;
- Bearing 280°48'7.22", 87.05 Feet;
- Bearing 348°17'11.76", 47.47 Feet;
- Bearing 28°53'12.05", 39.99 Feet;
- Bearing 28°53'11.43", 83.88 Feet;

Thence continuing across the right-of-way of Route 17 at a Bearing of 11°18'15.13", 442.05 Feet;

- Bearing 89°38'34.73", 30.96 Feet;
- Bearing 89°38'34.69", 254.04 Feet;
- Bearing 89°38'30.19", 17 Feet;
- Bearing 359°47'23.5", 326.33 Feet;
- Bearing 33°28'34.41", 103.67 Feet;
- Bearing 80°23'29.11", 188.03 Feet;
- Bearing 76°17'0.22", 19.44 Feet;
- Bearing 2°17'56.6", 255.37 Feet;
- Bearing 2°17'57.17", 234.96 Feet;
- Bearing 101°31'30.53", 105.67 Feet;
- Bearing 101°31'28.85", 239.31 Feet;
- Bearing 101°31'28.92", 117.07 Feet;
- Bearing 4°52'34.91", 498.91 Feet;
- Bearing 4°11'41.41", 260.64 Feet;
- Bearing 3°10'25.12", 270 Feet;
- Bearing 4°0'29.71", 1180.2 Feet;

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- Bearing 281°18'44.63", 2054.84 Feet;

Thence continuing across the right-of-way of Knife Brook Rd. at a Bearing 247°16'10.39", 55.98 Feet;

- Bearing 5°1'34.39", 56.12 Feet;
- Bearing 4°11'27.69", 100.69 Feet;
- Bearing 5°2'51.69", 100.69 Feet;
- Bearing 5°54'16.48", 100.69 Feet;
- Bearing 6°45'39.9", 100.69 Feet;
- Bearing 7°37'4.7", 100.69 Feet;
- Bearing 8°28'28.88", 100.69 Feet;
- Bearing 6°48'20.74", 195.86 Feet;
- Bearing 6°36'20.92", 195.86 Feet;
- Bearing 6°29'10.19", 33.5 Feet;
- Bearing 6°27'31.7", 30.1 Feet;
- Bearing 8°27'35", 54.44 Feet;
- Bearing 7°3'46.49", 54.44 Feet;
- Bearing 5°39'56.97", 54.44 Feet;
- Bearing 4°16'7.32", 54.44 Feet;
- Bearing 2°52'19.11", 54.44 Feet;
- Bearing 1°28'30.94", 54.44 Feet;
- Bearing 0°4'40.93", 54.44 Feet;
- Bearing 358°40'52.33", 54.44 Feet;
- Bearing 357°17'2.18", 54.44 Feet;
- Bearing 355°53'14.8", 54.44 Feet;
- Bearing 6°42'44.31", 43.57 Feet;
- Bearing 8°43'2.86", 43.57 Feet;
- Bearing 10°43'22.3", 43.57 Feet;
- Bearing 12°43'40.05", 43.57 Feet;
- Bearing 14°43'58.33", 43.57 Feet;
- Bearing 16°44'16.68", 43.57 Feet;
- Bearing 19°40'2.33", 26.71 Feet;
- Bearing 21°43'21.43", 26.71 Feet;
- Bearing 23°46'43.44", 26.71 Feet;
- Bearing 5°8'35.92", 569.71 Feet;
- Bearing 5°8'35.95", 498.58 Feet;
- Bearing 5°6'49.29", 1235.85 Feet;
- Bearing 5°40'27.36", 69.05 Feet;
- Bearing 281°10'36.13", 404.04 Feet;
- Bearing 281°10'35.98", 820.59 Feet;
- Bearing 188°2'36.49", 126.52 Feet;
- Bearing 188°2'35.7", 267.73 Feet;
- Bearing 281°45'36.65", 691.48 Feet;
- Bearing 281°45'36.68", 473.85 Feet;
- Bearing 281°45'36.45", 724.48 Feet;
- Bearing 171°32'52.67", 356.36 Feet;

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- Bearing 175°24'14.85", 576.03 Feet;
- Bearing 273°14'35.55", 39.27 Feet;
- Bearing 273°14'36.79", 120.86 Feet;
- Bearing 286°11'39.25", 132.57 Feet;
- Bearing 260°40'35", 70.09 Feet;
- Bearing 315°47'36.35", 55.05 Feet;
- Bearing 315°47'40.75", 23.82 Feet;
- Bearing 283°42'18.04", 100.96 Feet;
- Bearing 176°30'17.53", 18.05 Feet;
- Bearing 176°30'15.04", 516.58 Feet;
- Bearing 177°17'11.39", 728.19 Feet;
- Bearing 87°2'0.36", 2.59 Feet;
- Bearing 171°28'24.86", 164.31 Feet;
- Bearing 170°55'14.77", 49.33 Feet;
- Bearing 170°28'0.07", 154.06 Feet;
- Bearing 147°3'49.67", 222.13 Feet;
- Bearing 147°44'22.75", 402.21 Feet;
- Bearing 101°17'6.6", 173.12 Feet;
- Bearing 101°0'26.24", 1248.83 Feet;
- Bearing 101°0'25.55", 95.99 Feet;
- Bearing 186°18'17.76", 658.94 Feet;
- Bearing 97°47'32.03", 346.89 Feet;
- Bearing 184°56'45.79", 369.12 Feet;
- Bearing 225°7'18.16", 390.53 Feet;

Thence continuing across the right-of-way of Benmosche Rd. and Route 17 at a Bearing of 230°46'37.45", 345.91 Feet;

- Bearing 191°29'57.57", 124.77 Feet;
- Bearing 188°16'53.95", 89.27 Feet;
- Bearing 198°55'55.17", 77.03 Feet;
- Bearing 213°51'54.84", 25.42 Feet;
- Bearing 136°52'59.94", 51.32 Feet;
- Bearing 136°52'55.66", 57.63 Feet;
- Bearing 228°25'2.25", 16.86 Feet;
- Bearing 132°56'54.48", 169.69 Feet;

Thence continuing across the right-of-way of Old Route 17 at a Bearing of 220°35'40.22", 104.5 Feet;

- Bearing 220°35'40.22", 104.5 Feet;
- Bearing 312°39'20.21", 224.33 Feet;
- Bearing 312°41'14.51", 1.98 Feet;
- Bearing 299°28'34.12", 72.56 Feet;
- Bearing 299°28'31.07", 75.66 Feet;
- Bearing 337°22'44.22", 43.88 Feet;

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- Bearing 337°22'51.64", 77.68 Feet;
- Bearing 318°48'16.88", 217.21 Feet;
- Bearing 317°52'30.37", 67.54 Feet;
- Bearing 316°33'42.14", 67.55 Feet;
- Bearing 315°14'54.05", 67.54 Feet;
- Bearing 313°56'6.43", 67.55 Feet;
- Bearing 312°37'18.21", 67.54 Feet;
- Bearing 311°18'29.76", 67.55 Feet;
- Bearing 309°59'42.11", 67.55 Feet;
- Bearing 308°40'54.95", 67.55 Feet;
- Bearing 307°22'6.42", 67.55 Feet;
- Bearing 306°3'18.43", 67.55 Feet;
- Bearing 304°44'29.9", 67.55 Feet;
- Bearing 303°25'42.53", 67.54 Feet;
- Bearing 302°6'54.12", 67.55 Feet;
- Bearing 300°48'6.88", 67.54 Feet;

Thence continuing across the right-of-way of Greentree Rd. at a Bearing 302°42'51.69", 54.23 Feet;

- Bearing 312°46'14.47", 45.03 Feet;
- Bearing 311°13'18.82", 45.03 Feet;
- Bearing 309°40'20.59", 45.03 Feet;
- Bearing 245°33'48.38", 57.02 Feet;
- Bearing 245°33'48.1", 215.38 Feet;
- Bearing 257°57'48.11", 637.69 Feet;
- Bearing 257°57'48.55", 327.58 Feet;
- Bearing 186°18'29.34", 212.82 Feet;
- Bearing 186°18'31.11", 496.62 Feet;

To the starting point originally listed.

Parcel 7.-1-22.2 is completely enclosed by, but excluded from, the Harris Sewer District Part 2.

Part 3: BEGINNING at the point of intersection between the Northeastern corner of Lot 19.-1-1 and the right-of-way Dillon Farm Rd. and continuing clockwise along the following bearings:

- Bearing 97°21'4.16", 56.08 Feet;
- Bearing 100°21'57.93", 165.43 Feet;
- Bearing 100°36'47.06", 17.72 Feet;
- Bearing 100°19'52.59", 126.15 Feet;
- Bearing 100°22'0.3", 141.48 Feet;
- Bearing 100°32'48.81", 183.81 Feet;
- Bearing 100°18'41.45", 605.79 Feet;
- Bearing 204°57'51.77", 89.09 Feet;
- Bearing 229°53'57.5", 35.35 Feet;

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- Bearing 198°26'6.61", 27 Feet;
- Bearing 250°49'12.6", 34.65 Feet;
- Bearing 212°0'21.12", 53.7 Feet;
- Bearing 210°57'57.38", 17.73 Feet;
- Bearing 201°3'7.58", 34.03 Feet;
- Bearing 216°16'47.38", 46.47 Feet;
- Bearing 269°18'22.06", 422.09 Feet;
- Bearing 269°15'18.99", 67.35 Feet;
- Bearing 279°51'38.58", 105.17 Feet;
- Bearing 279°51'38.81", 102.21 Feet;
- Bearing 279°51'38.06", 88.29 Feet;
- Bearing 279°48'49.76", 126.7 Feet;

Thence continuing across the right-of-way of Dillon Farm Rd. at a Bearing of 273°13'30.8", 53.98 Feet;

- Bearing 163°37'37.99", 80.64 Feet;
- Bearing 163°14'50.87", 97.27 Feet;
- Bearing 162°58'10.32", 50.99 Feet;
- Bearing 165°39'23.73", 38.89 Feet;
- Bearing 164°9'34.25", 38.89 Feet;
- Bearing 162°39'47.17", 38.89 Feet;
- Bearing 161°9'55.71", 38.89 Feet;
- Bearing 263°45'47.98", 297.78 Feet;
- Bearing 354°32'58.68", 203.53 Feet;
- Bearing 354°32'55.12", 95.88 Feet;
- Bearing 354°33'1.77", 96.03 Feet;
- Bearing 354°32'56.25", 150.54 Feet;
- Bearing 354°32'57.89", 148.34 Feet;
- Bearing 354°32'56.3", 136.81 Feet;
- Bearing 97°26'32.41", 16.76 Feet;
- Bearing 91°41'10.52", 57.66 Feet;
- Bearing 83°5'6.07", 50.63 Feet;
- Bearing 70°12'26.81", 7.72 Feet;

To the starting point originally listed.

Part 4: BEGINNING at the point of intersection between the Northeastern corner of Lot 30.-3-9 and the Northwestern Corner of Lot 30.-3-7 and continuing counterclockwise along the following bearings:

- Bearing 100°13'36.43", 50.1 Feet;
- Bearing 100°13'28.77", 3.9 Feet;
- Bearing 100°13'37.34", 38.92 Feet;
- Bearing 100°13'38.92", 11.08 Feet;
- Bearing 100°13'36.3", 130.94 Feet;

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- Bearing 173°22'25.31", 321.14 Feet;
- Bearing 173°24'58.61", 165.1 Feet;
- Bearing 15°57'3.53", 59.65 Feet;
- Bearing 29°55'28.04", 52.82 Feet;

Thence continuing across the right-of-way of Franklin Rd. at a Bearing of 101°3'36.09", 56.54 Feet;

- Bearing 102°27'25.21", 142.88 Feet;
- Bearing 200°48'33.85", 65.26 Feet;
- Bearing 200°48'36.61", 64.5 Feet;
- Bearing 282°24'50.94", 148.43 Feet;
- Bearing 282°25'2.31", 2.45 Feet;
- Bearing 195°27'16.29", 55.18 Feet;

Thence continuing across the right-of-way of Woodcliff Ave. at a Bearing of 186°41'9.39", 56.71 Feet; Woodcliff Ave.

- Bearing 225°58'45.62", 41.11 Feet;
- Bearing 229°45'15.37", 53.24 Feet;
- Bearing 113°0'48.47", 80.65 Feet;
- Bearing 173°7'8.65", 62.38 Feet;
- Bearing 114°55'46.34", 85.53 Feet;
- Bearing 114°55'45.16", 52.39 Feet;
- Bearing 114°55'42.61", 51.6 Feet;
- Bearing 114°55'38.13", 23.91 Feet;
- Bearing 114°55'58.23", 26.77 Feet;
- Bearing 114°55'42.39", 22.1 Feet;
- Bearing 114°55'44.63", 29.38 Feet;
- Bearing 114°55'43.33", 45.18 Feet;
- Bearing 114°55'51.69", 54.13 Feet;
- Bearing 114°55'40.4", 48.06 Feet;
- Bearing 114°55'43.69", 50.95 Feet;
- Bearing 114°55'45.16", 65.55 Feet;
- Bearing 114°55'45.85", 44.15 Feet;
- Bearing 114°55'42.8", 47.28 Feet;
- Bearing 19°55'1.66", 141.01 Feet;

Thence continuing across the right-of-way of Woodcliff Ave. at a Bearing of 19°48'49.58", 44.5 Feet;

- Bearing 19°36'3.71", 101.98 Feet;
- Bearing 19°36'13.91", 206.78 Feet;
- Bearing 299°41'45.02", 92.76 Feet;
- Bearing 30°50'24.67", 73.7 Feet;
- Bearing 24°50'15.51", 16.3 Feet;
- Bearing 24°50'39.65", 21.95 Feet;
- Bearing 24°50'24.37", 217.28 Feet;

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- Bearing 106°53'26.6", 55 Feet;
- Bearing 21°57'19.13", 100 Feet;
- Bearing 286°14'15.48", 50 Feet;
- Bearing 286°14'13.03", 91.39 Feet;
- Bearing 284°54'29.76", 171.61 Feet;
- Bearing 283°1'28.92", 128.19 Feet;
- Bearing 277°35'51.78", 46.88 Feet;
- Bearing 265°26'19.38", 10.08 Feet;
- Bearing 265°26'6.71", 21.7 Feet;

Thence continuing across the right-of-way of Fairground Rd. at a Bearing of 346°53'57.96", 50.56 Feet;

- Bearing 10°3'34.2", 109.02 Feet;

Thence continuing across the right-of-way of Fairground Rd. at a Bearing of 8°32'37.44", 37.85 Feet;

- Bearing 82°52'13.09", 85.19 Feet;
- Bearing 348°10'59.07", 20.07 Feet;
- Bearing 348°12'7.04", 89.11 Feet;
- Bearing 321°50'40.57", 134.98 Feet;
- Bearing 345°53'52.88", 198.5 Feet;
- Bearing 276°2'4.98", 140.02 Feet;
- Bearing 3°45'51.16", 375.18 Feet;
- Bearing 3°45'51.85", 60.22 Feet;
- Bearing 333°10'48.54", 187.7 Feet;
- Bearing 277°19'51.52", 120.83 Feet;
- Bearing 277°19'50.86", 163.58 Feet;
- Bearing 184°10'43.77", 17.34 Feet;
- Bearing 277°27'10.53", 163.02 Feet;
- Bearing 183°18'37.81", 46.38 Feet;
- Bearing 278°30'22.54", 513.01 Feet;
- Bearing 278°30'26.65", 8 Feet;

Thence continuing across the right-of-way of Ripple Rd. at a Bearing of 278°30'20.45", 20.68 Feet;

- Bearing 278°30'27.74", 22.01 Feet;
- Bearing 278°30'20.47", 26.87 Feet;
- Bearing 278°30'22.85", 66.84 Feet;
- Bearing 359°24'20.07", 438.18 Feet;
- Bearing 359°24'20.24", 353.05 Feet;
- Bearing 359°24'19.81", 99.22 Feet;
- Bearing 359°23'11.81", 1.13 Feet;
- Bearing 267°16'38.85", 100.36 Feet;
- Bearing 267°16'39", 579.83 Feet;
- Bearing 273°18'13.4", 465.5 Feet;

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- Bearing 273°18'13.7", 234.18 Feet;
- Bearing 279°11'26.1", 348 Feet;
- Bearing 176°11'26.84", 264 Feet;
- Bearing 274°20'25.57", 163 Feet;
- Bearing 274°25'24.35", 340.99 Feet;
- Bearing 177°8'10.66", 150.74 Feet;

Thence across Cold Spring Road at a bearing of 176°24'8.74", 97.57 Feet;

- Bearing 165°18'4.42", 759.77 Feet;
- Bearing 146°31'56.41", 1130 Feet;
- Bearing 242°51'47.28", 905.38 Feet;

Thence across Waverly Place at a bearing of 181°29'28.91", 79.59 Feet;

- Bearing 99°50'23.02", 144.19 Feet;
- Bearing 209°21'27.81", 71.2 Feet;
- Bearing 97°7'27.37", 31.27 Feet;
- Bearing 182°10'44.11", 60.99 Feet;
- Bearing 184°22'29.01", 26.99 Feet;
- Bearing 209°7'40.45", 137.4 Feet;
- Bearing 299°7'40.24", 196.09 Feet;
- Bearing 207°27'0.99", 29.33 Feet;
- Bearing 208°33'25.43", 88.03 Feet;
- Bearing 211°43'17.55", 141.11 Feet;
- Bearing 213°8'59.16", 102.62 Feet;
- Bearing 221°15'15.65", 27.73 Feet;
- Bearing 130°57'59.83", 21.46 Feet;
- Bearing 96°13'21.83", 16.56 Feet;
- Bearing 108°22'51.67", 29.43 Feet;
- Bearing 117°58'40.24", 67.74 Feet;
- Bearing 116°44'37.09", 43.26 Feet;
- Bearing 108°27'36.65", 52.54 Feet;
- Bearing 71°35'46.6", 23.22 Feet;
- Bearing 76°46'46.84", 21.05 Feet;
- Bearing 12°45'27.19", 15.75 Feet;
- Bearing 19°56'40.98", 13.01 Feet;
- Bearing 106°16'23.65", 394.27 Feet;
- Bearing 6°34'50.21", 101.94 Feet;
- Bearing 6°37'32.96", 212.47 Feet;
- Bearing 98°24'13.08", 304.27 Feet;
- Bearing 192°42'13.68", 248.12 Feet;
- Bearing 192°42'14.18", 92.39 Feet;
- Bearing 101°28'13.55", 321.69 Feet;
- Bearing 104°30'58.53", 501.16 Feet;
- Bearing 10°24'59.54", 107.57 Feet;
- Bearing 10°24'58.68", 38.57 Feet;

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- Bearing 10°24'59.24", 411 Feet;
- Bearing 13°7'52.59", 20.88 Feet;
- Bearing 99°35'11.05", 31.68 Feet;
- Bearing 99°35'40.96", 50 Feet;
- Bearing 99°35'29.18", 120.08 Feet;
- Bearing 99°35'15.71", 25.02 Feet;
- Bearing 99°35'24.87", 66.24 Feet;
- Bearing 99°35'26.39", 73.42 Feet;
- Bearing 99°35'25.37", 130.75 Feet;
- Bearing 99°35'25.27", 181.73 Feet;
- Bearing 166°21'6.34", 134.81 Feet;
- Bearing 165°58'1.35", 48.59 Feet;
- Bearing 255°58'2.16", 100 Feet;
- Bearing 165°58'2.93", 60 Feet;
- Bearing 75°49'17.78", 176.43 Feet;
- Bearing 75°49'18.85", 118.63 Feet;

Thence continuing across the right-of-way of Cold Spring Rd. at a Bearing of 99°3'51.52", 43.86 Feet;

- Bearing 157°20'41.77", 9.9 Feet;
- Bearing 67°27'16.49", 65.98 Feet;
- Bearing 157°27'17.12", 363.34 Feet;
- Bearing 79°50'52.86", 36.05 Feet;
- Bearing 350°26'16.88", 431.79 Feet;
- Bearing 100°13'36.22", 228.4 Feet;

To the starting point originally listed.

The following bearings encompass a section that is completely enclosed by but not included in Part 4:

BEGINNING at the point of intersection between the Southeastern corner of Lot 30.-5-4 and the Northeastern corner of 30.-5-5 the line continues clockwise along the following bearings:

- Bearing 195°29'21.47", 130.29 Feet, across the right-of-way for Cold Spring Rd.;
- Bearing 273°3'38.55", 82.8 Feet;
- Bearing 272°1'14.86", 84.83 Feet;
- Bearing 272°1'9.54", 13.71 Feet;
- Bearing 1°7'40.09", 77.13 Feet;
- Bearing 1°7'30.4", 14.47 Feet;
- Bearing 1°7'36.27", 102.41 Feet;
- Bearing 1°7'35.01", 97.47 Feet;
- Bearing 1°7'35.29", 105.45 Feet;
- Bearing 0°45'25.26", 386.76 Feet;
- Bearing 98°30'26.18", 446.16 Feet;
- Bearing 179°24'19.82", 388.11 Feet;
- Bearing 278°30'22.05", 67.22 Feet;
- Bearing 182°51'28.7", 56.54 Feet;

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- Bearing 182°51'31.99", 40.01 Feet;
- Bearing 278°25'3.88", 172.98 Feet;
- Bearing 179°56'8.69", 100.64 Feet;
- Bearing 179°56'8.59", 50.01 Feet;

To the starting point originally listed.