

GENERAL ASSEMBLY OF NORTH CAROLINA

SESSION 1997

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SENATE BILL 1104

Short Title: Lumberton Eco./Tourist District.

(Local)

Sponsors: Senator Weinstein.

Referred to: State Government, Local Government and Personnel.

May 13, 1998

A BILL TO BE ENTITLED

AN ACT TO CHANGE THE BOUNDARIES OF THE LUMBERTON ECONOMIC DEVELOPMENT AND TOURIST DISTRICT.

The General Assembly of North Carolina enacts:

Section 1. Section 2 of S.L. 1997-182 reads as rewritten:

"Section 2. Description of District. – The Lumberton Economic Development and Tourist District consists of the following area:

BEGINNING at a point where the western right-of-way line of Interstate 95 intersects Lumber River and runs thence from said beginning point in a western direction with Lumber River to the run of Saddletree Swamp; thence in a northern direction with the run of Saddletree Swamp to the southern right-of-way line of North Carolina Highway 211 (also known as Roberts Avenue); thence with southern right-of-way line of North Carolina Highway 211 in an eastern direction to a point where the southern right-of-way line of said highway intersects the run of Five Mile Branch; thence in a northern direction with the run of Five Mile Branch to a point in the run of said branch being located 500 feet west of (perpendicular distance) the western right-of-way line of Interstate 95; thence leaving said Five Mile Branch in a northern direction with a line being 500 feet west of and parallel to the western right-of-way line of Interstate 95 to a point in the eastern property line of Mayfair Subdivision; thence in a general northern direction with the various eastern property lines of Mayfair Subdivision to the eastern property line of

1 Mayfair North Subdivision; thence in a general northern direction with the various
2 eastern property lines of Mayfair North Subdivision and beyond to a point in a ditch just
3 south of the AA building; thence in a western direction with said ditch to the run of
4 Saddletree Swamp; thence with the run of Saddletree Swamp in a northern direction
5 approximately 1900 feet to a point; thence leaving said swamp in an eastern direction to
6 and with the southern line of property owned by Lumberton Motors (Deed Book 920,
7 Page 557) to a point in said southern line being 500 feet (perpendicular distance) west of
8 the western right-of-way line of Interstate 95; thence in a northern direction 500 feet west
9 of and parallel to the western right-of-way line of Interstate 95 to a point 500 feet south
10 of and perpendicular to U.S. Highway 301 (also known as Fayetteville Road); thence in a
11 northwestern direction 500 feet south of and parallel to U.S. Highway 301 to a point
12 where this line intersects the northwestern line of Lawrence H. Oliver's property (Deed
13 Book 628, Pages 673 and 674) if it were extended; thence in a northeastern direction to,
14 with, and beyond Lawrence H. Oliver's northwestern property line to a point in the
15 northeastern right-of-way line of U.S. Highway 301; thence with the northeastern right-
16 of-way line of U.S. Highway 301 in a southeastern direction to the most southern corner
17 of Robeson Community College property; thence with the southeastern property line of
18 Robeson Community College property to the western right-of-way line of Interstate 95;
19 thence crossing Interstate 95 to a point in the eastern right-of-way line of said Interstate
20 95, said point being Thomas Carr Gibson's southwest corner (Deed Book 775, Page 665);
21 thence with and beyond Gibson's southern line (Deed Book 775, Page 665, Deed Book
22 490, Pages 84 and 85, and Deed Book 485, Page 335) to a point in the center line of
23 Secondary Road 1005 (also known as Barker Ten Mile Road); thence with the center line
24 of Secondary Road 1005 in a southern direction to a point at the intersection of the center
25 line of said Secondary Road 1005 with the northeastern right-of-way line of U.S.
26 Highway 301 (also known as Secondary Road 1997 and Fayetteville Road); ~~thence with~~
27 ~~the eastern right-of-way line of U.S. Highway 301, in a southeastern direction to a point in the~~
28 ~~run of Five Mile Branch; thence in a northeastern direction with the run of Five Mile Branch~~
29 ~~approximately 352.63 feet to a point in the run of said branch; thence leaving said branch 300~~
30 ~~feet east of and parallel to U.S. Highway 301 approximately 488.4 feet to a point in the northern~~
31 ~~right-of-way line of a private drive (54 feet in width); thence with the northern right-of-way line~~
32 ~~of said private drive in a western direction to a point in the western right-of-way line of said U.S.~~
33 ~~Highway 301; thence with said western right-of-way line to a point 300 feet (perpendicular~~
34 ~~distance) south of the southern right-of-way line of Liberty Hill Road; thence crossing said~~
35 Fayetteville Road on a westerly direction 100 feet to a point in the western right-of-way
36 of Fayetteville Road; said point also being the intersection of the northern right-of-way of
37 Liberty Hill Road and the western right-of-way of Fayetteville Road; thence with the
38 western right-of-way of Fayetteville Road in a southerly direction approximately 360 feet
39 to a point in said right-of-way; thence in a western direction 300 feet south of and parallel
40 to the southern right-of-way line of Liberty Hill Road to a point in the eastern right-of-
41 way line of Independence Drive; thence with the eastern right-of-way line of
42 Independence Drive in a northern direction to a point in the southern right-of-way line of
43 Liberty Hill Road; thence with the southern right-of-way line of Liberty Hill Road in a

1 western direction crossing Independence Drive to the northwestern property corner of
2 property owned by the Church of Jesus Christ of Latter Day Saints; thence in a southern
3 direction with the western property line of said church property to a point 300 feet
4 (perpendicular distance) south of Liberty Hill Road; thence in a western direction 300
5 feet south of and parallel to the southern right-of-way line of Liberty Hill Road to a point
6 500 feet east of (perpendicular distance) the eastern right-of-way of Interstate 95; thence
7 in a southern direction 500 feet east of and parallel to the eastern right-of-way line of
8 Interstate 95 to a point 500 feet north (perpendicular distance) of North Carolina
9 Highway 211 (also known as Roberts Avenue); thence in a southeastern direction 500
10 feet north of and parallel to North Carolina Highway 211 to a point where if extended the
11 western right-of-way line of McMillian Avenue would intersect this line; thence in a
12 southern direction to and with the western right-of-way line of McMillian Avenue to a
13 point being 135 feet south (perpendicular distance) of North Carolina Highway 211;
14 thence in a western direction 135 feet southeast of and parallel to North Carolina
15 Highway 211, crossing Rowland Avenue to a point in the western right-of-way line of
16 Rowland Avenue; thence in a southern direction with the western right-of-way line of
17 Rowland Avenue to a point in the northern right-of-way line of a now abandoned V & C
18 S Railroad right-of-way; thence with said railroad right-of-way line in a southwestern and
19 then southern direction to a point on the northern line of Jennings Cotton Mills
20 Subdivision (Map Book 7, Page 48) approximately 80 feet north of West Twenty-fourth
21 Street; thence in a western direction, with the northern line of said Jennings Cotton Mills
22 Subdivision line to a point approximately 218.39 feet east of Interstate 95; thence in a
23 southern direction approximately 79.72 feet to a point in the northern right-of-way line of
24 West Twenty-fourth Street at its intersection with Delmar Street; thence in a western
25 direction with the northern right-of-way line of Twenty-fourth Street to a point 200 feet
26 east (perpendicular distance) of the eastern right-of-way line of Interstate 95; thence in a
27 southern direction 200 feet east of and parallel to Interstate 95 to a point in the center line
28 of Carthage Road; thence in a western direction with the center line of Carthage Road to
29 the intersection of the center line of said Carthage Road with the western right-of-way
30 line of Interstate 95; and thence in a southern direction to and with the western right-of-
31 way line of Interstate 95 to the point of beginning."

32 Section 2. This act is effective when it becomes law.