

GENERAL ASSEMBLY OF NORTH CAROLINA

SESSION 1997

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SENATE BILL 447

Short Title: Lumberton Economic Development District.

(Public)

Sponsors: Senators Weinstein; Conder, Odom, Rand, Shaw of Cumberland, Soles, and Wellons.

Referred to: Finance.

March 20, 1997

A BILL TO BE ENTITLED

**AN ACT TO ESTABLISH THE LUMBERTON ECONOMIC DEVELOPMENT AND
TOURIST DISTRICT AND TO AUTHORIZE THE ISSUANCE OF CERTAIN
ABC PERMITS IN THIS TYPE OF DISTRICT.**

The General Assembly of North Carolina enacts:

Section 1. District Created. – The Lumberton Economic Development and Tourist District is created. The District consists of the area described in Section 2 of this act. The District is a body politic and corporate and a political subdivision of the State. The District is subject to the Local Government Budget and Fiscal Control Act, Article 3 of Chapter 159 of the General Statutes.

The Lumberton City Council shall serve, ex officio, as the governing body of the District, and the officers of the City Council shall likewise serve as the officers of the governing body of the District. The governing body of the District shall promote economic development and tourism in the District and do all acts reasonably necessary to fulfill this purpose.

A simple majority of the governing body of the District constitutes a quorum. Approval by a majority of a quorum is sufficient to determine any matter before the governing body of the District.

1 Section 2. Description of District. – The Lumberton Economic Development
2 and Tourist District consists of the following area:
3 BEGINNING at a point where the western right-of-way line of Interstate 95 intersects
4 Lumber River and runs thence from said beginning point in a western direction with
5 Lumber River to the run of Saddletree Swamp; thence in a northern direction with the run
6 of Saddletree Swamp to the southern right-of-way line of North Carolina Highway 211
7 (also known as Roberts Avenue); thence with southern right-of-way line of North
8 Carolina Highway 211 in an eastern direction to a point where the southern right-of-way
9 line of said highway intersects the run of Five Mile Branch; thence in a northern direction
10 with the run of Five Mile Branch to a point in the run of said branch being located 500
11 feet west of (perpendicular distance) the western right-of-way line of Interstate 95; thence
12 leaving said Five Mile Branch in a northern direction with a line being 500 feet west of
13 and parallel to the western right-of-way line of Interstate 95 to a point in the eastern
14 property line of Mayfair Subdivision; thence in a general northern direction with the
15 various eastern property lines of Mayfair Subdivision to the eastern property line of
16 Mayfair North Subdivision; thence in a general northern direction with the various
17 eastern property lines of Mayfair North Subdivision and beyond to a point in a ditch just
18 south of the AA building; thence in a western direction with said ditch to the run of
19 Saddletree Swamp; thence with the run of Saddletree Swamp in a northern direction
20 approximately 1900 feet to a point; thence leaving said swamp in an eastern direction to
21 and with the southern line of property owned by Lumberton Motors (Deed Book 920,
22 Page 557) to a point in said southern line being 500 feet (perpendicular distance) west of
23 the western right-of-way line of Interstate 95; thence in a northern direction 500 feet west
24 of and parallel to the western right-of-way line of Interstate 95 to a point 500 feet south
25 of and perpendicular to U.S. Highway 301 (also known as Fayetteville Road); thence in a
26 northwestern direction 500 feet south of and parallel to U.S. Highway 301 to a point
27 where this line intersects the northwestern line of Lawrence H. Oliver's property (Deed
28 Book 628, Pages 673 and 674) if it were extended; thence in a northeastern direction to,
29 with, and beyond Lawrence H. Oliver's northwestern property line to a point in the
30 northeastern right-of-way line of U.S. Highway 301; thence with the northeastern right-
31 of-way line of U.S. Highway 301 in a southeastern direction to the most southern corner
32 of Robeson Community College property; thence with the southeastern property line of
33 Robeson Community College property to the western right-of-way line of Interstate 95;
34 thence crossing Interstate 95 to a point in the eastern right-of-way line of said Interstate
35 95, said point being Thomas Carr Gibson's southwest corner (Deed Book 775, Page 665);
36 thence with and beyond Gibson's southern line (Deed Book 775, Page 665, Deed Book
37 490, Pages 84 and 85, and Deed Book 485, Page 335) to a point in the center line of
38 Secondary Road 1005 (also known as Barker Ten Mile Road); thence with the center line
39 of Secondary Road 1005 in a southern direction to a point at the intersection of the center
40 line of said Secondary Road 1005 with the northeastern right-of-way line of U.S.
41 Highway 301 (also known as Secondary Road 1997 and Fayetteville Road); thence with
42 the eastern right-of-way line of U.S. Highway 301, in a southeastern direction to a point
43 in the run of Five Mile Branch; thence in a northeastern direction with the run of Five

1 Mile Branch approximately 352.63 feet to a point in the run of said branch; thence
2 leaving said branch 300 feet east of and parallel to U.S. Highway 301 approximately
3 488.4 feet to a point in the northern right-of-way line of a private drive (54 feet in width);
4 thence with the northern right-of-way line of said private drive in a western direction to a
5 point in the western right-of-way line of said U.S. Highway 301; thence with said western
6 right-of-way line to a point 300 feet (perpendicular distance) south of the southern right-
7 of-way line of Liberty Hill Road; thence in a western direction 300 feet south of and
8 parallel to the southern right-of-way line of Liberty Hill Road to a point in the eastern
9 right-of-way line of Independence Drive; thence with the eastern right-of-way line of
10 Independence Drive in a northern direction to a point in the southern right-of-way line of
11 Liberty Hill Road; thence with the southern right-of-way line of Liberty Hill Road in a
12 western direction crossing Independence Drive to the northwestern property corner of
13 property owned by the Church of Jesus Christ of Latter Day Saints; thence in a southern
14 direction with the western property line of said church property to a point 300 feet
15 (perpendicular distance) south of Liberty Hill Road; thence in a western direction 300
16 feet south of and parallel to the southern right-of-way line of Liberty Hill Road to a point
17 500 feet east of (perpendicular distance) the eastern right-of-way of Interstate 95; thence
18 in a southern direction 500 feet east of and parallel to the eastern right-of-way line of
19 Interstate 95 to a point 500 feet north (perpendicular distance) of North Carolina
20 Highway 211 (also known as Roberts Avenue); thence in a southeastern direction 500
21 feet north of and parallel to North Carolina Highway 211 to a point where if extended the
22 western right-of-way line of McMillian Avenue would intersect this line; thence in a
23 southern direction to and with the western right-of-way line of McMillian Avenue to a
24 point being 135 feet south (perpendicular distance) of North Carolina Highway 211;
25 thence in a western direction 135 feet southeast of and parallel to North Carolina
26 Highway 211, crossing Rowland Avenue to a point in the western right-of-way line of
27 Rowland Avenue; thence in a southern direction with the western right-of-way line of
28 Rowland Avenue to a point in the northern right-of-way line of a now abandoned V & C
29 S Railroad right-of-way; thence with said railroad right-of-way line in a southwestern and
30 then southern direction to a point on the northern line of Jennings Cotton Mills
31 Subdivision (Map Book 7, Page 48) approximately 80 feet north of West Twenty-fourth
32 Street; thence in a western direction, with the northern line of said Jennings Cotton Mills
33 Subdivision line to a point approximately 218.39 feet east of Interstate 95; thence in a
34 southern direction approximately 79.72 feet to a point in the northern right-of-way line of
35 West Twenty-fourth Street at its intersection with Delmar Street; thence in a western
36 direction with the northern right-of-way line of Twenty-fourth Street to a point 200 feet
37 east (perpendicular distance) of the eastern right-of-way line of Interstate 95; thence in a
38 southern direction 200 feet east of and parallel to Interstate 95 to a point in the center line
39 of Carthage Road; thence in a western direction with the center line of Carthage Road to
40 the intersection of the center line of said Carthage Road with the western right-of-way
41 line of Interstate 95; and thence in a southern direction to and with the western right-of-
42 way line of Interstate 95 to the point of beginning.

43 Section 3. G.S. 18B-1006 is amended by adding a new subsection to read:

1 "(1) Economic and Tourist Development District. – Notwithstanding the provisions
2 of Article 6 of this Chapter, the Commission may issue permits for the sale of mixed
3 beverages to qualified businesses in an economic and tourist development district. An
4 'economic and tourist development district' is a district that is a political subdivision of
5 the State, is within the corporate limits of a city, was established by an act of the General
6 Assembly enacted before July 1, 1997, and was established for the purpose of promoting
7 economic development and tourism in the district. The mixed beverages purchase-
8 transportation permit authorized by G.S. 18B-404(b) shall be issued by a local board
9 operating a store located in the city in which the district is located. The governing body
10 of a district that is eligible for mixed beverages permits under this subsection must file
11 with the Commission a certified copy of a map setting out the boundaries of the district."

12 Section 4. This act is effective when it becomes law.