

NORTH CAROLINA GENERAL ASSEMBLY
1969 SESSION

CHAPTER 88
HOUSE BILL 43

AN ACT REPEALING CHAPTER 5 OF THE 1965 SESSION LAWS AND
AMENDING A PORTION OF SECTION 1 OF CHAPTER 34 OF THE 1953
SESSION LAWS OF NORTH CAROLINA TO REVISE AND ESTABLISH
WARD BOUNDARY LINES OF THE CITY OF GASTONIA.

The General Assembly of North Carolina do enact:

Section 1. That that portion of Section 1 of Chapter 34 of the 1953 Session Laws of North Carolina beginning with the words, "For the purpose of this Section, the City of Gastonia is hereby divided into six wards as follows:", and all the remainder of said Section 1 following said words, as amended by Chapter 5 of the 1965 Session Laws of North Carolina, is hereby repealed and declared void, and in lieu of said portion of said Section 1 as so amended, beginning with said words and all of the remainder of said Section 1 thereafter, the following is hereby enacted and said portion of said Section 1 is hereby amended to read as follows:

"For the purposes of this Section, the City of Gastonia is hereby divided into six wards as follows:

WARD ONE

BEGINNING at the point of intersection of the center line of the Northbound tract of the Southern Railroad with the extended center line of Highland Street, and runs thence in an Easterly direction with the center line of the Northbound tract of the Southern Railroad to the center line of Church Street; thence in a Southerly direction with the center line of Church Street to the center line of East Franklin Avenue; thence in an Easterly direction with the center line of East Franklin Avenue to the center line of New Hope Road and Vista Drive; thence in a Southerly direction with the center line of New Hope Road to a point approximately 200 feet North of Burtonwood Drive; thence in a Southwesterly direction following a course running Northwest of Idlewood Circle and at least 200 feet Southeast of Fairfield Drive and then with the meanders of a branch to the point of intersection of the center line of a branch with the center line of Kendrick Drive approximately 200 feet West of Churchill Drive; thence in a Westerly direction with the center line of Kendrick Drive and East Seventh Avenue to the point of intersection of the extended center line of East Seventh Avenue with the center line of the Carolina & Northwestern Railroad track; thence in a Southerly direction with the center line of the Carolina & Northwestern Railroad tract to a point in the center line of Catawba Creek under a railroad trestle; thence with the center line of Catawba Creek as it meanders in a

Northwesterly direction to the center line of West Seventh Avenue; thence continuing with the meanders of said creek in a Westerly direction and running to the North of West Seventh Avenue and then in a Southerly direction crossing West Seventh Avenue and continuing with the meanders of said creek between William Street and Weldon Street to the point of intersection of the center line of Hillcrest Avenue with the center line of South Miller Street; thence in a Southwesterly direction with the center line of South Miller Street to the center line of Spencer Avenue; thence in a Northwesterly direction with the center line of Spencer Avenue to the center line of South Vance Street; thence in a Northerly direction with the center line of South Vance Street to the center line of West Franklin Avenue; thence in an Easterly direction with the center line of West Franklin Avenue to the center line of Highland Street; thence in a Northerly direction with the center line of Highland Street to the center line of the Northbound track of the Southern Railway, the point of the BEGINNING.

WARD TWO

BEGINNING at the point of intersection of the center line of West Third Avenue with the center line of South Vance Street, and runs thence in a Southerly direction with the center line of South Vance Street to the center line of Spencer Avenue; thence in a Southeasterly direction with the center line of Spencer Avenue to the center line of South Miller Street; thence in a Northeasterly direction with the center line of South Miller Street to the center line of Hillcrest Street at its intersection with South Miller Street; thence in a Northeasterly and then Northerly direction with the meanders of a creek running Northwest of Home Trail and between William Street and Weldon Street to a point in the center line of West Seventh Avenue; thence continuing with the meanders of said creek (Catawba Creek) in a Northerly direction across West Seventh Avenue and then in an Easterly direction North of West Seventh Avenue to the center line of West Seventh Avenue; thence continuing with the meanders of the center line of Catawba Creek in a Southeasterly direction to a point in the center line of Catawba Creek approximately 600 feet North of a present Southerly city limit corner on Niblick Drive and approximately 900 feet West of Union Road; thence in a Southerly direction approximately 600 feet to said present Southern city limit corner on Niblick Drive and approximately 200 feet West of Elmwood Street; thence in a general Westerly direction following the various changing courses and distances of the various present corporate limit lines along the present Southerly boundaries of the City of Gastonia to a point South of Linwood Road, a Southwest corner of the present corporate limits; thence crossing Linwood Road in a Northwesterly direction and with the present corporate limits to a point Northwest of Linwood Road, a corner of the present corporate limits; thence in a general Northeasterly and then Northerly direction following the various changing courses and distances of the various present corporate limit lines along the present Westerly boundaries of the City of Gastonia to a corner of the present corporate limits lying approximately 200 feet South of West Fifth Avenue and to the Southeast of the intersection of Washington Street and Fifth Avenue; thence in a Northeasterly direction and running approximately 200 feet South of Fifth Avenue to the center

line of Linwood Road; thence in a Northerly direction with the center line of Linwood Road to the center line of West Third Avenue; thence in an Easterly direction with the center line of West Third Avenue to the center line of South Vance Street, the point of the BEGINNING.

WARD THREE

BEGINNING at the point of intersection of the center line of Highland Street with the center line of West Franklin Avenue, and runs thence in a Westerly direction with the center line of West Franklin Avenue to the center line of South Vance Street; thence in a Southerly direction with the center line of South Vance Street to the center line of West Third Avenue; thence in a Westerly direction with the center line of West Third Avenue to the center line of Linwood Road; thence in a Southerly direction with the center line of Linwood Road to a point approximately 200 feet South of Fifth Avenue; thence in a Southwesterly direction and running approximately 200 feet South of Fifth Avenue to a corner of the present corporate limits lying Southwest of the intersection of Fifth Avenue with Sherman Street; thence in a Northerly and then Westerly direction following the various changing courses and distances of the various present corporate limit lines along the present Westerly boundaries of the City of Gastonia to a point in the center line of West Franklin Avenue (Kings Mountain Highway), a corner of the present corporate limits situated approximately 1,500 feet West of South Bolding Street; thence in an Easterly direction with the center line of West Franklin Avenue (Kings Mountain Highway) approximately 1,000 feet to a present corporate limit corner; thence South and then East and then North with the present corporate limit lines to a point in the center line of West Franklin Avenue, a corner of the present corporate limits situated approximately 200 feet West of South Bolding Street; thence in an Easterly direction with the center line of West Franklin Avenue to a point approximately 250 feet West of Myrtle School Road, a present corporate limit corner; thence in a Northerly direction with the present corporate limit line running approximately 250 feet to the West of Myrtle School Road to a point West of Myrtle School Road and South of Mary Avenue, a present corporate limit corner; thence in a general Westerly direction following the various changing courses and distances of the various present corporate limit lines to a point on Shannon-Bradley Road, a Southwest corner of the present corporate limits; thence in a Northerly direction with Shannon- Bradley Road and the present corporate limits to a point on said road, a present Northwest corporate limit corner; thence in a general Easterly direction following the various changing courses and distances of the various present corporate limit lines along the Northerly boundaries of the City of Gastonia to a point in the center line of Davidson Avenue; thence in an Easterly direction with the center line of Davidson Avenue to the center line of North Highland Street; thence in a Southerly direction with the center line of North Highland Street and crossing West Airline Avenue and the Southern Railway and continuing with the center line of Highland Street to the center line of West Franklin Avenue, the point of the BEGINNING.

WARD FOUR

BEGINNING at the point of intersection of the center line of the Northbound track of the Southern Railway with the extended center line of North Highland Street, and runs thence in an Easterly direction with the center line of the Northbound track of the Southern Railway to the center line of the Piedmont & Northern Railroad track; thence in a Northerly and then Northeasterly direction with the center line of the Piedmont & Northern Railroad track to the center line of Interstate Highway No. 85; thence in a Northwesterly and then Westerly direction with the center line of Interstate Highway No. 85 to the center line of Marietta Street (Old Dallas Highway); thence in a Southerly direction with the center line of Marietta Street (Old Dallas Highway) to a point North of Sycamore Street, a present corporate limit corner; thence in a general Westerly direction following the various changing courses and distances of the various present corporate limit lines along the present Northerly boundaries of the City of Gastonia to a point in the center line of Oakwood Street, a present corporate limit corner; thence in a Southerly direction with the center line of Oakwood Street and a present Westerly corporate limit line to the center line of Davidson Avenue; thence in an Easterly direction with the center line of Davidson Avenue to the center line of North Highland Street; thence in a Southerly direction with the center line of North Highland Street to the center line of the Northbound track of the Southern Railway, the point of BEGINNING.

WARD FIVE

BEGINNING at the point of intersection of the center line of Armstrong Park Drive with the center line of the New Hope Road, and runs thence in a Northeasterly direction with the center line of New Hope Road to a point approximately 200 feet North of Burtonwood Drive; thence in a Southwesterly direction following a course running Northwest of Idlewood Circle and at least 200 feet Southeast of Fairfield Drive and then with the meanders of a branch to the point of intersection of the center line of a branch with the center line of Kendrick Drive approximately 200 feet West of Churchill Drive; thence in a Westerly direction with the center line of Kendrick Drive and East Seventh Avenue to the point of intersection of the extended center line of East Seventh Avenue with the center line of the Carolina & Northwestern Railroad track; thence in a Southerly direction with the center line of the Carolina & Northwestern Railroad track to a point in the center line of Catawba Creek under a railroad trestle; thence with the center line of Catawba Creek in a Southeasterly direction to a point in the center line of Catawba Creek approximately 600 feet North of a present Southerly city limit corner on Niblick Drive and approximately 900 feet West of Union Road; thence in a Southerly direction approximately 600 feet to said present Southerly city limit corner on Niblick Drive and approximately 200 feet West of Elmwood Street; thence in a Southerly direction with a present corporate limit line running approximately 200 feet West of Elmwood Street to a present corporate limit corner; thence in an Easterly direction with a present corporate limit line to a present corporate limit corner approximately 200 feet East of Elmwood Street; thence in a Northerly direction with a present corporate

limit line running approximately 200 feet East of Elmwood Street to a present corporate corner on Niblick Drive; thence with a present corporate limit line in an Easterly direction to the center line of Union Road; thence in a Northerly direction with a present corporate limit line and with the center line of Union Road to a point in Union Road, a present corporate limit corner; thence in a Western and then general Northern direction with the various present corporate limit lines running to the West of Union Road to a present corporate limit corner East of Moore Street and South of Wellons Drive; thence in an Easterly direction with a present corporate limit line to the center line of Union Road; thence in a Northerly direction with the center line of Union Road to a present corporate limit corner at Walls Street; thence in a Northerly direction and with a present corporate limit line to a present corporate limit corner to the South of Tanglewood Drive; thence in a Southerly direction to another corporate limit corner to the South of Tanglewood Drive; thence in an Easterly direction with another corporate limit line running to the South of Tanglewood Drive to a present city limit corner in the center line of Avon Creek; thence in a Southerly direction with the present corporate limits and with the center line of Avon Creek to the center line of Catawba Creek; thence in an Easterly direction with the center line of Catawba Creek and with the various changing courses and distances of the present corporate limit line along the present Southerly boundaries of the City of Gastonia to a present Southeast corporate limit corner on the East side of Hoffman Road and North of Titman Road; thence in a general Northerly direction following the various changing courses and distances of the various present corporate limit lines along the present Easterly boundaries of the City of Gastonia to a point approximately 250 feet South of New Hope Road and approximately 500 feet West of McLean Street, a present corporate limit corner; thence in an Easterly direction with a present corporate limit line running approximately 250 feet South of New Hope Road to a corner of the present corporate limits Southeast of the intersection of New Hope Road with Rosebud Drive; thence in a Northeasterly direction with a present corporate limit line running approximately 250 feet Southeast of Rosebud Drive to a corner of the present corporate limits approximately 600 feet West of Saratoga Street; thence in a Southerly direction with a present corporate limit line to a corner of the present corporate limits; thence in a Northeasterly direction with a present corporate limit line to a corner of the present corporate limits; thence in a Northerly direction with a present corporate limit line to a present corporate limit corner Northeast of Monticello Drive and approximately 250 feet Southeast of Rosebud Drive; thence in a Northeasterly and then Northerly direction with a present corporate limit line running approximately 250 feet East of Rosebud Drive to a corner of the present corporate limits at the intersection of the South line of Wilkinson Boulevard with a Southwestern Lowell Town Limit Line; thence in a Northwesterly direction with said Lowell Town Limit Line to a corner of the present corporate limits on said Lowell Town Limit Line; thence in a Westerly direction with a present corporate limit line running approximately 250 feet North of Wilkinson Boulevard to the center line of a creek approximately 4300 feet East of Cox Road; thence with the

center line of said creek in a general Southerly, then Southwestern and then Westerly direction to a point where the center line of said creek intersects the center line of a proposed, unopened major thoroughfare street; thence in a Northerly direction with the center line of said proposed, unopened major thoroughfare street to the point of intersection of the center line of said proposed, unopened major thoroughfare street with the center line of Armstrong Park Drive and Gardner Park Drive; thence in a Westerly direction with the center line of Armstrong Park Drive to the center line of New Hope Road, the point of the BEGINNING.

WARD SIX

BEGINNING at the point of intersection of the center line of the Northbound track of the Southern Railway with the center line of the Piedmont & Northern Railroad track, and runs thence in a Northerly direction with the center line of the Piedmont & Northern Railroad track to the center line of Interstate Highway No. 85; thence in a Northwesterly and then Westerly direction with the center line of Interstate Highway No. 85 to the center line of North Marietta Street (Old Dallas Highway), a present corporate limit corner; thence in a Northeasterly direction and with a present corporate limit line and the center line of Long Creek to a point East of the Lower Dallas Road, a present corporate limit corner; thence in a general Southerly direction following the various changing courses and distances of the various present corporate limits running to the East of the Lower Dallas Road to a corner of the present corporate limits just North of East Ozark Avenue; thence with a present Northerly corporate limit line in an Easterly direction to a corner of the present corporate limits Northwest of the intersection of Cox Road and (Spencer Mountain Road) with East Ozark Avenue; thence in a Southerly direction with the present corporate limits and crossing East Ozark Avenue to a corner of the present corporate limits South of the Southern Railway and Southwest of the intersection of East Ozark Avenue with Cox Road; thence in an Easterly direction with the present corporate limits and crossing Cox Road to a corner of the present corporate limits East of Cox Road and Southeast of the intersection of East Ozark Avenue and Cox Road; thence in a Southerly direction with the present corporate limits running to the East of Cox Road to a branch Northeast of the intersection of Cox Road with East Franklin Avenue (Wilkinson Boulevard); thence in a general Easterly direction with the present corporate limits running to the North of Wilkinson Boulevard to the center line of a creek approximately 4300 feet East of Cox Road; thence with the center line of said creek in a general Southerly, then Southwestern and then Westerly direction to a point where the center line of said creek intersects the center line of a proposed, unopened major thoroughfare street; thence in a Northerly direction with the center line of said proposed, unopened major thoroughfare street to the point of intersection of the center line of said proposed, unopened major thoroughfare street with the center line of Armstrong Park Drive and Gardner Park Drive; thence in a Westerly direction with the center line of Armstrong Park Drive to the center line of New Hope Road; thence in a Northwesterly direction with the center line of New Hope Road to the center line of East Franklin Avenue (Wilkinson Boulevard);

thence in a Westerly direction with the center line of East Franklin Avenue to the center line of Church Street; thence in a Northerly direction with the center line of Church Street to the center line of the Northbound track of the Southern Railway; thence in a Southwesterly direction with the center line of the Northbound track of the Southern Railway to the center line of the Piedmont & Northern Railroad track, the point of the BEGINNING."

The above six Wards as described are shown on that map entitled "Official Ward Map, City of Gastonia, N.C., 1969", on file at the City Hall in the City of Gastonia to which the reference is hereby made.

Provided, that in the event the present corporate limits of the City of Gastonia are extended after the adoption of this Act, any of said new area shall comprise and be a part of such ward or wards that such ward or wards' boundary lines, if extended, would generally embrace by following streets, roads, highways, railroads, creeks, branches or other established, fixed or natural boundaries; and the City Council of the City of Gastonia shall so approve and fix such ward or wards' boundary lines as so extended, and shall cause the Official Ward Map of the City of Gastonia to be amended, showing such extensions as so approved and fixed, and as amended to be published at least thirty (30) days prior to any Municipal Election of Councilmen, said publication to be made once in a newspaper having a general circulation in the City of Gastonia, showing the boundary lines of all six wards of the City of Gastonia as hereby established with any such ward boundary lines as so extended and fixed as to any such new area."

Sec. 2. That all the provisions of Chapter 5 of the 1965 Session Laws of North Carolina entitled "AN ACT AMENDING A PORTION OF SECTION 1 OF CHAPTER 34 OF THE 1953 SESSION LAWS OF NORTH CAROLINA TO PROVIDE CHANGE IN WARD BOUNDARY LINES OF THE WARDS OF THE CITY OF GASTONIA" and any and all other laws or clauses of laws in conflict with this Act are hereby repealed; and, except as hereby amended, the provisions of Chapter 34 of the 1953 Session Laws of North Carolina are hereby ratified and shall remain in full force and effect.

Sec. 3. That this Act shall become and be in full force and effect from and after its ratification.

In the General Assembly read three times and ratified, this the 19th day of March, 1969.