

NORTH CAROLINA GENERAL ASSEMBLY
1977 SESSION

CHAPTER 454
SENATE BILL 222

AN ACT TO DEFINE AND ENLARGE THE CORPORATE LIMITS OF THE CITY
OF WILMINGTON.

The General Assembly of North Carolina enacts:

Section 1. The corporate limits of the City of Wilmington are hereby defined and enlarged as hereinafter provided:

AREA NO. 1

BEGINNING at a point in the eastern Harbor Line of the Cape Fear River, said point being designated as Point H-8 along said Harbor Line as established by the U. S. Corps of Engineers, said point also being on an extension of the centerline of Market Street at a point Three-hundred Forty-two (342) feet west of the western line of Front Street (a 66-foot right-of-way) as said streets are shown on the Official Plan of the City of Wilmington, North Carolina, and running thence from said beginning point along said eastern Harbor Line North Seventeen (17) degrees Twenty-one (21) minutes and Fifty (50) seconds West, Three-hundred Ninety-three and Thirty-four One Hundredths (393.34) feet to point H-9; thence continuing along said Harbor Line North Twenty-five (25) degrees Fifty-three (53) minutes and Fifty (50) seconds West, One-thousand Three-hundred Ninety-eight and Sixty-four One Hundredths (1,398.64) feet to point H-10; thence continuing along said Harbor Line North Twenty-three (23) degrees Thirty-eight (38) minutes and Thirty (30) seconds West, Three-hundred Fifty-seven and Seven One Hundredths (357.07) feet to point H-11; thence continuing along said Harbor Line North Nine (9) degrees One (01) minute and Zero (00) seconds West, Four-hundred Forty-three and Seventy-one One Hundredths (443.71) feet to point H-12; thence continuing along said Harbor Line North Two (2) degrees Six (06) minutes and Ten (10) seconds West, One-hundred Thirty-one and Thirty-four One Hundredths (131.34) feet to point H-13; thence continuing along said Harbor Line North Zero (0) degrees Fifty-eight (58) minutes and Zero (00) seconds East, Two-hundred Ninety-six and Four One Hundredths (296.04) feet to point H-14; thence continuing along said Harbor Line North Seven (7) degrees Fifty-three (53) minutes and Forty-seven (47) seconds East, Seven-hundred (700.0) feet to point H-15A; thence continuing along said Harbor Line North Fifteen (15) degrees Forty-five (45) minutes and Zero (00) seconds East, Five-hundred Twenty-three and Seventeen One Hundredths (523.17) feet to point H-16A; thence continuing along said Harbor Line North Fourteen (14) degrees Fifty-five (55) minutes and Fourteen (14) seconds East, One-thousand Four-hundred Nine and Ten One Hundredths (1,409.10) feet to point H-17A; thence continuing along said Harbor Line

North Twenty-six (26) degrees Thirty-nine (39) minutes and Forty (40) seconds East, One-hundred Forty-nine and Fifty-one One Hundredths (149.51) feet to point H-18; thence continuing along said Harbor Line North Thirty-two (32) degrees Forty-five (45) minutes and Twenty-three (23) seconds East, Nine-hundred Seventy and Three Tenths (970.3) feet to point H-19; thence continuing along said Harbor Line North Twenty-six (26) degrees Twelve (12) minutes and Fifty-four (54) seconds East, Two-hundred Nineteen and Fifty-eight One Hundredths (219.58) feet to point H-20; thence continuing along said Harbor Line North Twenty-one (21) degrees Fifty-four (54) minutes and Twenty-six (26) seconds East, Four-hundred Two and Three One Hundredths (402.03) feet to point H-21; thence continuing along said Harbor Line North Thirteen (13) degrees Thirty-nine (39) minutes and Three (03) seconds East, Six-hundred Forty-eight and Thirty-two One Hundredths (648.32) feet to point H-22; thence continue along said Harbor Line North One (1) degree Eleven (11) minutes and Seven (07) seconds East, Two-hundred Ninety and Seven One Hundredths (290.07) feet to point H-23; thence continuing along said Harbor Line North One (1) degree Seven (07) minutes and Fifteen (15) seconds West, Five-hundred Sixty-three and Eleven One Hundredths (563.11) feet to point H-24; thence continuing along said Harbor Line North Three (3) degrees Fifty (50) minutes and Forty-nine (49) seconds East, One-hundred Nineteen and Twenty-seven One Hundredths (119.27) feet to point H-25; thence meandering northwardly parallel to and One-hundred (100) feet westwardly from the Highwater line along the eastern side of the Northeast Cape Fear River Three-thousand (3,000) feet, more or less, to a point in the run (center line) of Smith's Creek; thence meandering up the run of Smith's Creek, as it meanders in an eastwardly direction to its intersection with Spring Branch, said intersection being about Five-hundred (500) feet west of the centerline of Kerr Avenue and being a corner of a tract formerly owned by J. W. Johnson and wife; thence up the run of Spring Branch as it meanders in an easterly direction about Seven-hundred (700) feet to a point in the eastern line of Kerr Avenue (a 60-foot right-of-way); thence continuing up the run of Spring Branch in a southerly direction about Three-hundred and Twenty-five (325) feet to the intersection of Poezolt Branch; thence meandering up the run of Poezolt Branch about One-thousand and Fifty (1,050) feet to an iron pipe in the southern line of Alandale Subdivision, said point also being the southwestern corner of Lot 10 of Alandale Subdivision as recorded in Map Book 8, page 40, New Hanover County Registry; thence along the southern line of the Alandale Subdivision South Eighty-two (82) degrees Nineteen (19) minutes East, One-thousand Six-hundred Seventy-one and One Tenth (1,671.1) feet to an old monument at the southeastern corner of the Alandale Subdivision, said point also being the southeastern corner of Lot 25 of said Subdivision; thence South Sixty-six (66) degrees Fifty-eight (58) minutes East, One-thousand and Fifteen and Forty-five One Hundredths (1,015.45) feet to a point; thence North Seventeen (17) degrees Forty-four (44) minutes East, One-hundred Seventy-one and Seventy-one One Hundredths (171.71) feet to a point in the center of Spring Branch; thence up the centerline of Spring Branch the following courses and distances: North Eighty (80) degrees Four (04) minutes and Thirty (30) seconds East One-hundred Seventy-nine and Thirty-five One Hundredths (179.35) feet, South Seventy-seven (77) degrees Forty-six (46) minutes and Thirty (30) seconds East,

Fifty and Thirty One Hundredths (50.30) feet, South Sixty-five (65) degrees Twenty-one (21) minutes East, Eighty-one and Sixty-five One Hundredths (81.65) feet, South Seventy-two (72) degrees and Twenty-two (22) minutes East, One-hundred Forty-seven and Thirty-five One Hundredths (147.35) feet, South Seventy-one (71) degrees Twenty-eight (28) minutes East, One-hundred Twenty-five and Thirty-five One Hundredths (125.35) feet, South Seventy-five (75) degrees Fifty-three (53) minutes East, One-hundred Sixty-six and Eighty-five One Hundredths (166.85) feet, North Seventy-nine (79) degrees Thirty-three (33) minutes East, Two-hundred Twenty-six and Five One Hundredths (226.05) feet, North Eighty-seven (87) degrees Zero (00) minutes East One-hundred Thirty-six and Thirteen One Hundredths (136.13) feet, North Seventy-five (75) degrees Thirty-five (35) minutes and Thirty (30) seconds East, Seventy-three and Ninety-seven One Hundredths (73.97) feet, North Eighty-two (82) degrees Forty-eight (48) minutes and Thirty (30) seconds East, Sixty-five and Eighty One Hundredths (65.80) feet, South Eighty-six (86) degrees Four (04) minutes East, One-hundred Thirty and Twelve One Hundredths (130.12) feet thence leaving the run of Spring Branch South Seventeen (17) degrees Forty-four (44) minutes West, One-thousand One-hundred Sixty-six and Seventy-eight One Hundredths (1,166.78) feet to a point; thence South Forty-seven (47) degrees Forty-four (44) minutes West, Four-hundred Seventy-eight (478.0) feet to a point, said point being at the intersection of the southern line of Greentree Road with the eastern line of Lennon Drive as shown on the map of Section I of the Greentree Subdivision recorded in Map Book 10, page 44; thence crossing Lennon Drive and continuing along said southern line of Greentree Road Nine-hundred Eighteen and Thirty-seven One Hundredths (918.37) feet to a point of curvature of a circular curve to the left (said curve having a radius of Nine-hundred Twenty-four and Ninety-three One Hundredths (924.93) feet and a tangent length of Two-hundred Two and Thirty-seven One Hundredths (202.37) feet); Thence along the arc of said curve Three-hundred Twelve and Thirty-six One Hundredths (312.36) feet to the end of the dedicated right-of-way of Greentree Road; thence continuing along said arc Eighty-six and Nine One Hundredths (86.09) feet to a point of tangency; thence North Sixty-six (66) degrees Fifty-eight (58) minutes West, One-thousand Three-hundred Ninety-four and Nine One Hundredths (1,394.09) feet to a point; thence South Three (3) degrees Three (03) minutes and Thirty (30) seconds West, Seven-hundred Ninety-seven and Eighty One Hundredths (797.80) feet to an iron stake; thence North Eighty-six (86) degrees Fifty-six (56) minutes and Thirty (30) seconds West, Six-hundred Fifty-nine and Twenty-seven One Hundredths (659.27) feet to an iron state; thence North Fourteen (14) degrees Ten (10) minutes West, Forty-eight and Forty-three One Hundredths (48.43) feet to an iron stake; thence North Thirteen (13) degrees Eighteen (18) minutes West, Four-hundred Thirteen and Twenty-seven One Hundredths (413.27) feet to an iron stake in the center of Poezolt Branch; thence meandering up the run of Poezolt Branch in a southerly direction about One-thousand Eight-hundred (1,800) feet to a point in the southern line of Lot 9 of the Poezolt Subdivision as recorded in Map Book 2, page 132, said point also being the northeastern corner of Lot 1 of the Division of the East Portion of the McClelland Estate as recorded in Map Book 4, page 80; thence South Seventy-two (72) degrees Twenty-seven (27) minutes and Thirty (30) seconds

East, along the southern line of Lot 9 Seven-hundred Eleven and Forty-nine One Hundredths (711.49) feet to an old monument at the southwestern corner of Lot 9 of said Poezolt Subdivision; thence North Sixty-six (66) degrees Eleven (11) minutes East, along the northern lines of Lots 6, 7, and 7A of said Poezolt Subdivision Two-hundred Twelve and Thirty-two One Hundredths (212.32) feet to a concrete monument in the eastern line of said Subdivision; thence North Twenty-three (23) degrees Thirty-two (32) minutes West, One-hundred Eighty-two and Ninety-six One Hundredths (182.96) feet to a stone marked "DLG"; thence North Eighty (80) degrees Thirty-six (36) minutes East, Four-hundred Twenty-four and Sixty-four One Hundredths (424.64) feet to an old iron pipe between two stones (one marked "DLG" and one marked "GH", both having been plowed up); thence South Twenty-three (23) degrees Twenty-six (26) minutes East, Two-thousand Fifty-nine and Ninety-three One Hundredths (2,059.93) feet to an old iron pipe in the northern line of Market Street (a 100-foot right-of-way); thence North Eighty (80) degrees Fifty-three (53) minutes East, along said northern line of Market Street Four-hundred Eighty-five (485) feet, more or less, to a point in the eastern line of NewCentre Drive if the same was extended northwardly across Market Street; thence South Eight (8) degrees Fifty-seven (57) minutes East, along said eastern line of NewCentre Drive extended One-hundred (100) feet, more or less, to a point where the southern line of Market Street and the eastern line of NewCentre Drive intersect; thence South Eight (8) degrees Fifty-seven (57) minutes East, along said eastern line of NewCentre Drive (a 60-foot right-of-way) Three-hundred Forty-four and Thirteen One Hundredths (344.13) feet to a point; thence South Nine (9) degrees Twenty-six (26) minutes East a chord distance of Fifteen and Eight Tenths (15.8) feet to a point in the northern line of the Seaboard Coast Line Railroad Company's 130-foot right-of-way for their Newbern Line; thence North Sixty-seven (67) degrees Fifty-five (55) minutes East along said northern line of the railroad right-of-way Seven-hundred Fifty-four and Thirty-five One Hundredths (754.35) feet to a point; thence South Twenty-two (22) degrees Five (05) minutes East, One-hundred and Thirty (130.0) feet to a stone in the southern line of said railroad right-of-way; thence continuing South Twenty-two (22) degrees Five (05) minutes East, One-thousand Forty-three and Five Tenths (1,043.5) feet to another stone; thence North Sixty-eight (68) degrees Nine (09) minutes East, One-hundred Fifty-four and Thirty-one One hundredths (154.31) feet to an iron pipe; thence South Twenty-two (22) degrees Twenty-two (22) minutes East, Two-hundred Ninety-eight (298.0) feet to an iron pipe; thence South Twenty-two (22) degrees Fifty-five (55) minutes West, Five-hundred Eighty-five and Ninety-five One Hundredths (585.95) feet to an iron pipe in the southern line of a 70-foot Carolina Power and Light Company right-of-way; thence South Fifty-five (55) degrees Forty-six (46) minutes East, along said southern line of the Power Company right-of-way Nine-hundred Thirty-seven and Eighty-three One Hundredths (937.83) feet to an iron pipe in the western right-of-way line of College Road (N. C. Highway 132) a 200-foot right-of-way; thence continuing South Fifty-Five (55) degrees Forty-six (46) minutes East, Two-hundred and Eight Tenths (200.8) feet to a point in the eastern line of said highway right-of-way; thence along said eastern highway right-of-way line in a Southwesterly direction Twenty-one and Six Tenths (21.6) feet, more or less, to a point; said point being the

southwest corner of the Carolina Savings and Loan Company tract; thence South Seventy (70) degrees Fifty-nine (59) minutes East along the southern line of the Savings and Loan Company tract; Two-hundred (200.0) feet to the southeastern corner of said tract; thence North Twenty-seven (27) degrees Thirty-one (31) minutes East, along the eastern line of said tract Two-hundred (200.0) feet to a point in the southern line of Oriole Drive (a 60-foot right-of-way); thence South Seventy (70) degrees Fifty-nine (59) minutes East along said southern line of Oriole Drive Two-hundred Eighty-seven and Seventy-six One Hundredths (287.76) feet to a point, said point being the northwestern corner of Lot 2, Section 1A, College Acres Subdivision, as recorded in Map Book 8, page 79, New Hanover County Registry; thence South Nineteen (19) degrees One (01) minute West along the western lines of Lots 2 and 2A, Three-hundred (300.0) feet to a point at the southwestern corner of Lot 2A; thence South Seventy (70) degrees Fifty-nine (59) minutes East along the back lot lines of adjacent lots Three-hundred Seventy-two and Fifty Seven One Hundredths (372.57) feet to the southwestern corner of Lot 8A; thence South Fifty-eight (58) degrees Two (02) minutes East along the back lot lines of adjacent lots Five-hundred Sixty-four and Thirty-four One Hundredths (564.34) feet to the southeastern corner of Lot 16A; thence North Thirty-one (31) degrees Fifty-eight (58) minutes East, along the eastern line of Lot 16A One-hundred (100.0) feet to the southwestern corner of Lot 18; thence South Fifty-eight (58) degrees Two (02) minutes East along the back lot lines of adjacent lots Three-hundred Ninety-three and Seventy-seven One Hundredths (393.77) feet to the southeastern corner of Lot 22; thence South Twenty-two (22) degrees Twenty-three (23) minutes West along the back lot lines of adjacent lots Six-hundred Fifty-eight and Thirty-eight One Hundredths (658.38) feet to the southwestern corner of Lot 30; thence South Sixty-seven (67) degrees Thirty-seven (37) minutes East along the southern line of Lot 30, Two and Ninety-four One Hundredths (2.94) feet to the northwest corner of Lot 31; thence South Twenty-three (23) degrees Seven (07) minutes West, along the back lot line of adjacent Lots One-thousand Two-hundred Sixty-three and Eighty-one One Hundredths (1,263.81) feet to a corner of Lot 46 of College Acres as recorded in Map Book 7, page 28; thence South Eighty-nine (89) degrees Twenty-eight (28) minutes West along the back lot lines of adjacent lots Three-Hundred Seventy-nine and Twenty-seven One Hundredths (379.27) feet to the northeastern corner of Lot 34 of College Acres as recorded in Map Book 7, page 27; thence North Zero (0) degrees Thirty-two (32) minutes West along the eastern line of Lot 34-A One-hundred (100.00) feet to the northeastern corner of Lot 34-A; thence South Eighty-nine (89) degrees Twenty-eight (28) minutes West along the back lot lines of adjacent lots Nine-hundred Five and Sixty-seven One Hundredths (905.67) feet to the northeastern corner of Lot 15-A; thence North Fifty-six (56) degrees Forty-one (41) minutes West along the back lot lines of adjacent lots Six-hundred Fifty-two and One One Hundredths (652.01) feet to the northwestern corner of Lot 2-A; thence South Thirty-three (33) degrees Nineteen (19) minutes West along the western line of Lot 2-A One-hundred (100.0) feet to a point, said point being the southeastern corner of the Sutton-Council Furniture Company Tract; thence North Fifty-six (56) degrees Forty-one (41) minutes West along the southern line of said furniture company tract Four-hundred (400.0) feet to a point in

the eastern right-of-way line of College Road (N.C. Highway No. 132); thence South Thirty-three (33) degrees Nineteen (19) minutes West along said eastern right-of-way line Two-hundred (200.0) feet to a point in the northern line of College Drive (a 60-foot right-of-way); thence South Fifty-six (56) degrees Forty-one (41) minutes East along said northern line One-hundred Seventy-five (175.0) feet to a point; thence South Thirty-three (33) degrees Nineteen (19) minutes West crossing College Drive right-of-way and along the eastern line of Bay Foods, Inc., tract, Two-hundred and Sixty (260.0) feet to a point in the northern property line of the University of North Carolina at Wilmington tract, also being the southern boundary of College Acres Subdivision as recorded in Map Book 7, page 27; thence South Fifty-six (56) degrees Forty-one (41) minutes East along said University northern line One-thousand Forty-seven and Six Tenths (1,047.6) feet to a concrete monument; thence continuing with said northern line of the University Tract, the same being the College Acres Subdivision southern line North Eighty-nine (89) degrees Twenty-seven (27) minutes East, Two-thousand One-hundred Seventy and Two Tenths (2,170.2) feet to a "DLG" stone at the southwestern corner of the now or formerly Marsden Bellamy, Jr., Tract; thence with the southern line of said Bellamy Tract South Sixty-seven (67) degrees Forty-eight (48) minutes East, Six-hundred Twenty-two and Eight Tenths (622.8) feet to a "DLG" stone; thence continuing with said Bellamy Tract North Twenty (20) degrees Thirty-three (33) minutes West One-hundred Three (103.0) feet to a "DLG" stone; thence continuing with said Bellamy Tract North Eighty-six (86) degrees Fifteen (15) minutes East Seven-hundred Ninety-two and Seven Tenths (792.7) feet to a "DLG" stone; thence with the eastern line of said Bellamy Tract North Nine (9) degrees Forty (40) minutes East Nine-hundred Fifty-four and One Tenth (954.1) feet to a "DLG" stone; thence continuing North Nine (9) degrees Forty (40) minutes East, Three (3.0) feet to the center line of Clear Run Branch and the southern line of the lots of College Acres as recorded in Map Book 7, page 28, thence down and with said branch and the southern line of College Acres as shown by maps recorded in Book 7, page 28, Book 9, page 26 and Book 9, page 29, eastwardly Two-thousand Eight-hundred and Fifty (2,850) feet, more or less, to the western line of College Acres as recorded in Map Book 9, page 30, said branch also shown and located by map by M. H. Lander, recorded in Map Book 7, page 18; thence with the western line of said College Acres, (Map Book 9, page 30) South Thirty-three (33) degrees Twenty (20) minutes West Four (4.0) feet to a "DLG" stone; thence continuing with said western line South Thirty-three (33) degrees Twenty (20) minutes West, One-thousand Eight-hundred Fifteen and Seven Tenths (1,815.7) feet to a "DLG" stone; thence with the western line of the now or formerly Jack Yarboro Tract and the western line of Breezewood (Map Book 8, page 11) South Thirty-six (36) degrees Fifty-five (55) minutes West, Two-thousand Five-hundred Eighty-two and Thirty One Hundredths (2,582.30) feet to a concrete monument; thence continuing South Thirty-six (36) degrees Fifty-five (55) minutes West, Three-hundred Fifty-six and Seventy-one One Hundredths (356.71) feet to a point at the northwestern corner of a tract conveyed to the Trustees of Wilmington College by E. Warren Edwards and wife (Book 669, page 28); thence South Fifty-three (53) degrees Five (05) minutes East One (1.00) foot to a point in the western line of Rose Avenue; thence with said western line

of Rose Avenue South Thirty-six (36) degrees Fifty-five (55) minutes West, One-thousand Six-hundred Sixteen and Sixty-nine One Hundredths (1,616.69) feet to a point; thence North Fifty-three (53) degrees Five (05) minutes West, One (1.00) foot to a point in the original line shown by Map Book 7, page 18; thence with said line South Thirty-six (36) degrees Fifty-five (55) minutes West One-hundred Forty (140.0) feet to a "DLG" stone in the northern line of Eastwood Heights; thence with the southern line of the tract recorded in Map Book 7, page 18, North Fifty-three (53) degrees Fifteen (15) minutes West, Two-thousand Nine-hundred Sixty-eight and One Tenth (2,968.1) feet to a "DLG" stone, the previous course having a One (1.0) foot offset at Oakcrest Drive and Oak Leaf Drive as described in Deed Book 669, page 28, which covers two of the One (1.0) foot reserved strips as shown on said Map Book 7, page 18; thence North Eighty-five (85) degrees Thirty (30) minutes West, Seven-hundred Ninety-eight (798.0) feet to a concrete monument; thence North Sixty (60) degrees Nine (09) minutes West Eight-hundred Sixty-three and Three Tenths (863.3) feet to an iron pipe; thence departing from said tract as shown by Map Book 7, page 18, and with the eastern line of a tract conveyed by Raiford G. Trask to the State of North Carolina by Deed Book 863, page 30, South Four (4) degrees Twenty-nine (29) minutes West, Seven-hundred Ninety-one and Seventeen One Hundredths (791.17) feet to a brown stone; thence in accordance with the Annexation Map recorded in Map Book 14, page 22, South Fifty-three (53) degrees Forty-seven (47) minutes East, Seven-hundred Three and Thirty-three One Hundredths (703.33) feet to an iron pipe; thence with the rear line of properties fronting on Dixie Avenue South Twenty-five (25) degrees Thirty-eight (38) minutes West, One-thousand Three-hundred Sixty-four and Ten One Hundredths (1,364.10) feet to a point in the southern line of Old Meares Road (a 30-foot right-of-way); thence with said southern line of Old Meares Road North Fifty-nine (59) degrees Forty-two (42) minutes and Fifteen (15) seconds West, Eight-hundred Twenty-five and Fifty-nine One Hundredths (825.59) feet to a turn in said southern line; thence continuing with said southern line North Forty-one (41) degrees Twenty-two (22) minutes and Forty-five (45) seconds West, Two hundred Fifty-two and Seventy-three One Hundredths (252.73) feet to a point in the eastern line of MacMillan Avenue; thence continuing across MacMillan Avenue and with the southern line of Old Meares Road, said Meares Road right-of-way becoming 60 feet in width at this point, North Forty-one (41) degrees Twenty-two (22) minutes and Forty-five (45) seconds West, One-hundred Fourteen and Twenty-nine One Hundredths (114.29) feet to another turn in said southern line; thence continuing along said southern line of Old Meares Road, North Fifty-two (52) degrees Twenty-eight (28) minutes and Forty-five (45) seconds West, Four-hundred Forty-two and Eighty-four One Hundredths (442.84) feet to another turn in said southern line; thence continuing along said southern line North Fifty-eight (58) degrees Four (04) minutes West, Twenty-one and Eight One Hundredths (21.08) feet to a point; thence leaving said southern line of Old Meares Road North Twenty-four (24) degrees One (01) minute East, Four-hundred Ten and Forty-nine One Hundredths (410.49) feet along the eastern line of the K-mart Tract to a point; thence crossing a portion of said K-Mart Tract and extending along the division line between the K-Mart Tract and the MacMillan-Buick Company Tract North Fifty-eight degrees Four (04)

minutes West, Seven-hundred Fifty (750.0) feet to a point in the eastern right-of-way line of College Road (N.C. Highway 132); thence along said eastern line of the Highway right-of-way on a curve having a chord bearing South Twenty-three (23) degrees Eight (08) minutes and Thirty (30) seconds West, One-hundred Ninety-two and Forty-seven One Hundredths (192.47) feet to a point on the curve; thence South Fifty-nine (59) degrees Forty-one (41) minutes East, Thirty and Seven Tenths (30.7) feet to a point which is Two hundred Ninety-seven (297) feet east of the centerline tangent of said Highway right-of-way; thence parallel to and Two-hundred Ninety-seven (297) feet East of said centerline tangent South Seven (7) degrees Nineteen (19) minutes West, Four-hundred Sixty-three and Seventy One Hundredths (463.70) feet to a point, said point being Two-hundred (200.0) feet North of the northern line of Cedar Avenue (a 33-foot right-of-way); thence parallel with and two-hundred (200.0) feet North of said northern line of Cedar Avenue North Eighty-two (82) degrees Forty-one (41) minutes West Sixty-six (66.0) feet to a point, said point being Two-hundred Thirty-one (231.0) feet east of the centerline tangent of College Road (N.C. Highway 132); thence parallel to and Two-hundred Thirty-one (231.0) feet East of the centerline of College Road (N.C. Highway 132) South Seven (7) degrees Nineteen (19) minutes West, Nine-hundred Twenty-six (926.0) feet to a point in the northern line of Maple Avenue (a 33-foot right-of-way), said point being the northwest corner of Lot 99 of the Winter Park Gardens Subdivision as recorded in Map Book 3, page 38, and re-recorded in Map Book 14, page 44; thence along said southern line of Maple Avenue South Eighty-two (82) degrees Forty-one (41) minutes East Sixty-six (66.0) feet to the Northeast corner of said lot 99; thence along the eastern line of said Lot 99, South Seven (7) degrees Nineteen (19) minutes West, Three-hundred and Thirty (330.0) feet to a point in the old northern line of Wrightsville Avenue, said point being Twenty-five and Ninety-five One Hundredths (25.95) feet north of the centerline of Wrightsville Avenue; thence along said old northern line of Wrightsville Avenue, North Eighty-two (82) degrees Forty-one (41) minutes West, Sixty-six (66.0) feet to the southwestern corner of Lot 99; thence parallel with and Two-hundred Thirty-one (231.0) feet East of the centerline of College Road (N.C. Highway 132), South Seven (7) degrees Nineteen (19) minutes West, Six-hundred Fifty-six and Ninety-two One Hundredths (656.92) feet to a point Fifty (50.0) feet north of the northern line of Peachtree Avenue (a 33-foot right-of-way); thence parallel with and Fifty (50.0) feet north of said northern line, North Eighty-two (82) degrees Forty-one (41) minutes West, Thirty-three (33.0) feet to a point One-hundred Ninety-eight (198.0) feet east of the centerline of College Road (N.C. Highway 132); thence parallel with and One-hundred Ninety-eight (198.0) feet east of said centerline of College Road (N.C. Highway 132), South Seven (7) degrees Nineteen (19) minutes West, One-thousand Three-hundred Fifty-three and Thirty-seven One Hundredths (1,353.37) feet to a point in the back line of Lot 3, Piney Woods, Section F Subdivision as recorded in Map Book 5, page 71; thence along the back line of Lot 3 South Fifty (50) degrees Twenty-three (23) minutes West, Eighty-five and Ninety-three One Hundredths (85.93) feet to the northwestern corner of Lot 3; thence along the division line between Lots 2 and 3, South Thirty-nine (39) degrees Thirty-seven (37) minutes East, Two-hundred (200.0) feet to a point in the northern line of Parkway Drive (a 60-

foot right-of-way); thence along said northern line of Parkway Drive, South Fifty (50) degrees Twenty-three (23) minutes West, One-hundred (100.0) feet to the southwestern corner of Lot 2; thence crossing Parkway Drive and beyond along an extension of the western line of said Lot 2, South Thirty-nine (39) degrees Thirty-seven (37) minutes East, Seventy and Fifty-five One Hundredths (70.55) feet to a point Two-hundred and Fifty (250.00) feet east of the center line of College Road (N.C. Highway 132); thence parallel with and Two-hundred and Fifty (250.0) feet east of said centerline; South Seven (7) degrees Nineteen (19) minutes West, One-thousand Eight-hundred Thirty-one and Twenty-three One Hundredths (1,831.23) feet to a point in the back lot line of Lot 2, Long Leaf Hills, Section 1, Subdivision as recorded in Map Book 5, page 56; thence along the back lot lines of Lots 2 and 1, South Fifty-two (52) degrees Fifty-four (54) minutes West, One-hundred Sixty-six and Seventy-two One Hundredths (166.72) feet to the northwest corner of Lot 1; thence along the western line of Lot 1, South Thirty-seven (37) degrees Six (06) minutes East, Two-hundred Five and Forty-six One Hundredths (205.46) feet to a point which is Seventy-nine and Fifty-four One Hundredths (79.54) feet North of the centerline of Long Leaf Hills Drive; thence parallel with and Two-hundred Eighty-three and Seven Tenths (283.7) feet East to the centerline of College Road (N.C. Highway 132), South Seven (7) degrees Nineteen (19) minutes West, One-thousand Two-hundred Ninety-four and Forty-six One Hundredths (1,294.46) feet to an iron pipe, said pipe being a common corner between Lots 204 and 203 of Long Leaf Hills, Section 6, Subdivision as recorded in Map Book 7, page 43; thence along the back lot line of Lot 203, South Eighty-six (86) degrees Twenty-two (22) minutes West, One-hundred Two and Sixty-two One Hundredths (102.62) feet to a common corner between Lots 202 and 203; thence along the back lot line of Lot 202, One-hundred (100.0) feet to a point in the eastern right-of-way line of College Road (N.C. Highway 132, a 200-foot right-of-way); thence along said eastern line of College Road (N.C. Highway 132), South Ten (10) degrees Forty-four (44) minutes and Thirty (30) seconds West, Nine-hundred Fifty-two and Eighty-eight One Hundredths (952.88) feet to an old pip at the southwestern corner of Lot 221, Long Leaf Hills, Section 6, Subdivision, said point also being the northwestern corner of the YWCA Tract; thence along the boundary of the YWCA Tract the following courses and distances; South Seventy-nine (79) degrees Eight (08) minutes East Four-hundred Eighty-two and Twenty-two One Hundredths (482.22) feet; thence North Fifty-seven (57) degrees Ten (10) minutes East, Three-hundred Fifty-five and Sixty-six One Hundredths (355.66) feet to an old pipe; thence South Thirty-two (32) degrees Fifty (50) minutes East, One-hundred Eighty (180.0) feet to a pipe in the northwestern line of Cascade Road; thence with the northwestern line of Cascade Road, South Fifty-seven (57) degrees Ten (10) minutes West, Eighty-nine and Fifty-six One Hundredths (89.56) feet to an iron pipe; thence South Thirty-two (32) degrees Fifty (50) minutes East, Four-hundred Ninety-six (496.0) feet to the new run of Watson's Branch; thence with the new run of Watson's Branch an agreed line, South Eighty-three (83) degrees Thirty-nine (39) minutes and Thirty (30) seconds West, Two-hundred Five and Nine Tenths (205.9) feet; thence North Seventy-five (75) degrees Twenty-two (22) minutes and Thirty (30) seconds West, One-hundred Three and Nine Tenths (103.9) feet; thence North Eighty (80)

degrees Forty-three (43) minutes and Thirty (30) seconds West, Fifty-nine and Eight Tenths (59.8) feet; thence North Thirty-seven (37) degrees Twenty-five (25) minutes and Thirty (30) seconds West, Seventy and Thirteen One Hundredths (70.13) feet; thence North Eight (80) degrees Fifty-five (55) minutes and Thirty (30) seconds West, Two-hundred Three and Four Tenths (203.4) feet; thence North Seventy (70) degrees Fifty-five (55) minutes and Thirty (30) seconds West, One-hundred Eighty-five and Eighty-four One Hundredths (185.84) feet; thence South Sixty-five (65) degrees Fifty-five (55) minutes West, One-hundred Six and Twenty-three One Hundredths (106.23) feet; thence South Thirty-nine (39) degrees Seven (07) minutes and Thirty (30) seconds West, Sixty-five and Four Tenths (65.4) feet; thence South Eleven (11) degrees Thirteen (13) minutes and Thirty (30) seconds West, One-hundred and Eight Tenths (100.8) feet; thence South Thirty-four (34) degrees Fifty-three (53) minutes and Thirty (30) seconds West, Fifty-eight and Twenty-two One Hundredths (58.22) feet; thence South Sixty-two (62) degrees Thirty-six (36) minutes West, One-hundred Thirty-six and Four Tenths (136.4) feet; thence South Thirty-three (33) degrees Eleven (11) minutes West, One-hundred Sixty-three and Three Tenths (163.3) feet; thence South Twenty-three (23) degrees Twenty-four (24) minutes and Thirty (30) seconds West, One-hundred Twenty-eight and Four tenths (128.4) feet; thence South Fifty-five (55) degrees Fifty (50) minutes West, Four and Sixty-four One Hundredths (4.64) feet to the intersection of the run of Watson's Branch with the eastern right-of-way line of South College Road (N.C. Highway 132); thence at right angles to said right-of-way line North Seventy-nine (79) degrees Eight (08) minutes West, Two-hundred (200) feet to the western right-of-way line of said South College Road (N.C. Highway 132); thence North Ten (10) degrees Fifty-two (52) minutes East, Two-hundred Ten and Twenty-five One Hundredths (210.25) feet along said western right-of-way line of South College Road (N.C. Highway 132) to a point in the centerline of West Cascade Road; thence continuing along said western line North Ten (10) degrees Fifty-two (52) minutes East, Four-hundred Forty (440.0) feet to a point; thence North Seventy-nine (79) degrees Fifteen (15) minutes and Thirty (30) seconds West, Three-hundred Eighty-seven and Ninety-five One Hundredths (387.95) feet to a point; thence North Forty-seven (47) degrees Thirty-five (35) minutes West, Six-hundred Seventy-six and Ninety-two One Hundredths (676.92) feet to a point where the northern line of Holly Tree Road intersects the southeastern line of Red Bird Road (both roads being private non-dedicated roads at this time) if the same was extended northwardly; thence along said southeastern line South Forty-two (42) degrees Twenty-two (22) minutes and Thirty (30) seconds West, Three-hundred Ninety-five and Sixty-nine One Hundredths (395.69) feet to a point of curvature of a circular curve to the right, said curve having a radius of Two-hundred Fifty-five and Ninety-one One Hundredths (255.91) feet and a deflection angle of Sixty-three (63) degrees and Thirty-four (34) minutes; thence along said curve Two-hundred Eighty-three and Ninety-two One Hundredths (283.92) feet to a point of tangency, said arc having a chord with a bearing of South Seventy-four (74) degrees Nine (09) minutes West and a length of Two-hundred Sixty-nine and Fifty-nine One Hundredths (269.59) feet; thence from said point of tangency and continuing along said southern right-of-way line of Red Bird Road, North Seventy-four (74) degrees Three

(03) minutes and Thirty (30) seconds West, One-hundred Fifty-four (154.0) feet to a point of curvature of a curve to the left said point also being in the boundary line of Lot 283, Long Leaf Hills, Section 7, Subdivision as recorded in Map Book 8, page 67; thence crossing Red Bird Road at right angles North Fifteen (15) degrees Fifty-six (56) minutes and Thirty (30) seconds East, Sixty (60.0) feet to a point at the point of curvature of a curve to the left in the northern line of Red Bird Road; thence along the arc of said curve Seventy-five and Sixty-one One Hundredths (75.61) feet; said curve having a radius of One-hundred Fifty-one and Fourteen One Hundredths (151.14) feet and a deflection angle of Sixty-three (63) degrees Thirty-one (31) minutes and Thirty (30) seconds, the above arc being further defined as having a chord bearing North Eighty-eight (88) degrees Twenty-four (24) minutes West with a length of Seventy-four and Ninety-six One Hundredths (74.96) feet, said point being the southeastern corner of Lot 284 of said Subdivision; thence along the lot line of said lot, North Fourteen (14) degrees Forty-five (45) minutes West, One-hundred Sixty-six and Seventy-eight One Hundredths (166.78) feet to another corner of said lot; thence continuing along said lot line South Seventy-five (75) degrees Fifteen (15) minutes West, Forty-nine and Fifty-eight One Hundredths (49.58) feet to the southeastern corner of Lot 285 of said Subdivision; thence along the back lot line of Lot 285 North Forty-three (43) degrees Thirty (30) minutes West, One-hundred Forty and Thirty-six One Hundredths (140.36) feet to a point in the southern line of Robin Road; thence crossing said right-of-way North Thirty-eight (38) degrees Seven (07) minutes West, Sixty and Eighty-two One Hundredths (60.82) feet to a point in the northern line of said right-of-way, said point also being the southeastern corner of Lot 286 of said Subdivision; thence along the back lot line of said Lot 286, North Sixty-seven (67) degrees Thirty-eight (38) minutes West, One-hundred Twenty-two and Forty-six One Hundredths (122.46) feet to the southeastern corner of Lot 287; thence along the back lot lines of Lots 287 and 288, North Zero (0) degrees Fifty-eight (58) minutes East, Two-hundred Six and Eighty-nine One Hundredths (206.89) feet to the southeastern corner of Lot 289, said point also being Two-hundred (200.0) feet south of the southern right-of-way line of Shipyard Boulevard (a 130-foot right-of-way); thence along a line which is Two-hundred (200.0) feet south of said southern line of Shipyard Boulevard, South Eighty (80) degrees Ten (10) minutes and Thirty (30) seconds West, Three-thousand One-hundred and Twenty-eight (3,128) feet, more or less, to a point which is One-hundred Seventy-seven and Forty-five One Hundredths (177.45) feet west of the southwestern line of Longstreet Drive as measured perpendicular thereto; thence parallel to and One-hundred Seventy-seven and Forty-five One Hundredths (177.45) feet west of said southwestern line of Longstreet Drive, south Thirty-seven (37) degrees Fifteen (15) minutes East, Two-hundred Sixteen and Eighty-three One Hundredths (216.83) feet to a point; thence North Fifty-two (52) degrees Forty-five (45) minutes East, One-hundred Seventy-seven and Forty-five One Hundredths (177.45) feet to a point in the said southwestern line of Longstreet Drive; thence South Thirty-seven (37) degrees Fifteen (15) minutes East, along the southwestern line of Longstreet Drive Two-hundred Thirty-two and Two One Hundredths (232.02) feet to a point that is North Thirty-seven (37) degrees Fifteen (15) minutes West along the southwestern line of Longstreet Drive Four-hundred Twenty-six

and Six Tenths (426.6) feet from its intersection with the northwestern line of Stonewall Jackson Drive; thence South Forty-six (46) degrees Twenty (20) minutes West and parallel with Stonewall Jackson Drive One-thousand Seven-hundred Eighty-eight and Eighty-seven One Hundredths (1,788.87) feet to a point in the northeastern line of Buckner Drive (if same were extended northwestwardly); thence North Forty-three (43) degrees Forty (40) minutes West along said extended northeastern line of Buckner Drive One-hundred Ninety-two (192.0) feet; thence South Forty-six (46) degrees Twenty (20) minutes West and parallel with Stonewall Jackson Drive, One-thousand Eight-hundred Thirty-two and Forty-one One Hundredths (1,832.41) feet to a point in the southwestern line of Semmes Drive (if same were extended northwestwardly); thence North Forty-three (43) degrees Forty (40) minutes West along the extended southwestern line of Semmes Drive, Six-hundred (600.0) feet; thence North Forty-six (46) degrees Twenty (20) minutes East and parallel with Stonewall Jackson Drive, One-thousand Seven-hundred Eighty-one and Fifty-one One Hundredths (1,781.51) feet; thence North Nine (9) degrees Forty-seven (47) minutes West, Six-hundred Eighty-five (685.0) feet to a point which is Two-hundred (200.0) feet south of the southern right-of-way line of Shipyard Boulevard; thence parallel with and Two-hundred (200.0) feet south of said southern right-of-way line of Shipyard Boulevard, South Eighty (80) degrees Thirteen (13) minutes West, Three-thousand One-hundred Twenty-six (3,126.0) feet, more or less, to a point in the eastern line of Block 13 of the Hanover Heights Subdivision as recorded in Map Book 5, page 65, said point being in the extended eastern line of Lots 1 and 2 of Block 14 of the aforementioned map, if said line were extended northwardly; running thence with said line South Twelve (12) degrees Fifty-nine (59) minutes East, Four-hundred Sixty-three and Twenty-five One Hundredths (463.25) feet to a point; running thence with the eastern line of aforementioned Block 14, South Twenty-six (26) degrees Fifty-four minutes East, Six-hundred Ten and Five One Hundredths (610.05) feet to a point; running thence with another eastern line of Block 14 and beyond, South Fifteen (15) degrees Five (05) minutes East Two-hundred Thirty-one and Seven Tenths (231.7) feet to the centerline of Maultsby Drive; running thence along said centerline North Seventy-four (74) degrees Fifty-five (55) minutes East, Twenty-seven and Seventy-eight One Hundredths (27.78) feet to a point in the extended eastern line of Lot 1 of Block 15 of said Subdivision if said line were extended northwardly; running thence with the said eastern line South Fifteen (15) degrees Fifteen (15) minutes East, Two-hundred Twenty-nine and Forty-five One Hundredths (229.45) feet to a point; running thence with another eastern line of Block 15 and beyond, South One (1) degree Fifty-five (55) minutes West, Two-hundred Forty-two and Seventy-five One Hundredths (242.75) feet to a point in the centerline of Lillington Drive (formerly Clarendon Drive); running thence with said centerline South Seventy-four (74) degrees Fifty-nine (59) minutes West, Eight and Forty-two One Hundredths (8.42) feet to a point in the extended eastern line of Lot 5 of Block 16 of said Subdivision, if said line were extended northwardly; running thence with said line South Fifteen (15) degrees One (01) minute East, Two-hundred Twenty-four and Nine Tenths (224.9) feet to the southeastern corner of said Lot 5; running thence with the southern line of said lot and beyond, South Seventy-five (75) degrees Fifty (50) minutes East,

One-hundred Fifty-seven and Two Tenths (157.2) feet to the northeastern corner of Lot 3 of said Block 16; running thence with an eastern line of said Block 16 and beyond, South Twenty-seven (27) degrees Nineteen (19) minutes East, Four-hundred Fifty and Eight Tenths (450.8) feet to a point in the northern line of the Newkirk Tract (formerly Styne Tract of land); running thence with said northern line the following courses and distances: South Seventy-five (75) degrees Eleven (11) minutes West, Two-hundred Twenty-four and Fifteen One Hundredths (224.15) feet; North Twenty-seven (27) degrees Twenty-One (21) minutes West, Eleven and Forty-one One Hundredths (11.41) feet; South Seventy-four (74) degrees Thirty-seven (37) minutes West, Two-hundred Sixty-three and Seventy-five One Hundredths (263.75) feet; South Fifty-three (53) degrees Fifteen (15) minutes West, Four-hundred Sixty and Six Tenths (460.6) feet; North Thirty-six (36) degrees Forty-five (45) minutes West, One-hundred Eighty and Twelve One Hundredths (180.12) feet; South Seventy-four (74) degrees Thirty-six (36) minutes West Sixty-four and Forty-two One Hundredths (64.42) feet; North Thirty-six (36) degrees Forty-five (45) minutes West, One-hundred Sixty-one and Fifty-five One Hundredths (161.55) feet; South Seventy-one (71) degrees Twenty (20) minutes West, Three-hundred Seventy-five and Twenty-five One Hundredths (375.25) feet; South Eighty-nine (89) degrees Fifteen (15) minutes West, Six-hundred Seventy-eight and Fifty-five One Hundredths (678.55) feet; North Twenty-five (25) degrees Twenty-one (21) minutes West, Fifty-one and Six Tenths (51.6) feet and South Sixty-four (64) degrees Thirty-two (32) minutes West, One-hundred Ninety-nine and Eight Tenths (199.8) feet to a point, the southwestern corner of Lot 1, Block 4 according to a map in Map Book 5 on page 54 of the New Hanover County Registry; running thence North Twenty-five (25) degrees Thirty-eight (38) minutes West, Fifty (50.0) feet to a point, the extended southern line of Block 5 according to said map, if said line were extended eastwardly; running thence with said line and beyond, South Sixty-four (64) degrees Thirty (30) minutes West, One-thousand One-hundred Twenty and One Tenths (1,120.1) feet to a point, said point being One-hundred Fifty (150.0) feet westwardly from the centerline of U.S. Highway No. 421 when measured perpendicular to said centerline; running thence parallel to said centerline of U.S. Highway No. 421, North Twenty-five (25) degrees Thirty-one (31) minutes West, One-thousand Five-hundred Sixty-five and Eighty-three One Hundredths (1,565.83) feet to a point located Fifty (50) feet South of the south line of Marion Drive; thence Westwardly along a line parallel to and Fifty (50) feet south of the southern line of Marion Drive, South Eighty-nine (89) degrees Twenty-one (21) minutes West, Five-hundred Fifty-four and Twenty-four One Hundredths (554.24) feet to a point in the western property line of Hanover Mills; thence South Zero (0) degrees Thirty-nine (39) minutes East, One-hundred and Fifty (150) feet to a point Two-hundred (200) feet south of the southern property line of Marion Drive; thence Westwardly along a line parallel to and Two-hundred (200) feet south of the southern line of Marion Drive, South Eighty-nine (89) degrees Twenty-one (21) minutes West, Seven-hundred Nine and Twenty One Hundredths (709.20) feet to a point in the property line of Long Leaf Homes (formerly Maffitt Village); thence South One (1) degree Fifty-four (54) minutes East along the said property line One-thousand Thirty-two and Ninety-six One Hundredths (1,032.96) feet to a stone in the north

property line of the Babcock and Wilcox Tract; thence North Eighty-eight (88) degrees Six (06) minutes West, One-thousand One-hundred and Sixty-nine and Three Tenths (1,169.3) feet along the said Babcock and Wilcox Tract to a stone; thence North Eighty-seven (87) degrees Fifty-seven (57) minutes West, Three-hundred Twenty-three and Five Tenths (323.5) feet to a stone in the east property line of the J.C. Roe School; thence along the said school property line, South Zero (0) degrees Fifty-three (53) minutes East, Two-hundred Fifty-five and Eleven One Hundredths (255.11) feet to a stone; thence South Eighty-nine (89) degrees Seven (07) minutes West, Five-hundred Fifty-three (553.0) feet to a point Fifty (50) feet west of the west property line of Worth Drive; thence parallel to the said west line of Worth Drive, North Zero (0) degrees Fifty-one (51) minutes West, Two-hundred Eighty-two and Seventy-three One Hundredths (282.73) feet to the southern line of the Belmont Subdivision; thence along the said southern line of Belmont Subdivision North Eighty-seven (87) degrees Fifty-nine (59) minutes West, Two-hundred Twenty-eight and Fifty-nine One Hundredths (228.59) feet to the eastern line of the Atlantic Refining Company; thence North Fifteen (15) degrees Fifteen (15) minutes West, Five-hundred Fifty-five and Fifty One Hundredths (555.50) feet to a monument; thence North Eighty-eight (88) degrees Forty-six (46) minutes West, Fifty-eight (58.0) feet to a stone in the southeastern corner of the Phillips Petroleum Company Tract, and continuing on the same bearing Twenty-one and Ninety-four One Hundredths (21.94) feet to a point in the southern line of the said Phillips Tract; thence North Zero (0) degrees Twenty-four (24) minutes West parallel to and Fifty (50) feet west of the west line of Worth Drive extended, One-thousand Seven-hundred Eighty-four and Forty-one One Hundredths (1,784.41) feet to a point Fifty (50) feet south of the southern line of Shipyard Boulevard; thence parallel to and Fifty (50) feet south of Shipyard Boulevard, South Eighty-nine (89) degrees Thirty-six (36) minutes West, One-thousand One-hundred Forty and Thirteen One Hundredths (1,140.13) feet to the western right-of-way of Burnett Boulevard; thence Northwardly along the western line of Burnett Boulevard North Twenty-three (23) degrees Twenty-four (24) minutes East, Ninety-one and Sixty One Hundredths (91.60) feet to a point, said point also being the northeastern corner of the Texaco Terminal Property; running thence with the northern line of said Texaco Property, South Sixty (60) degrees Forty-two (42) minutes West, Three-hundred Seventy-three and Fifty-nine One Hundredths (373.59) feet; thence continuing with said northern line, North Seventy-six (76) degrees Thirty-two (32) minutes West, One-thousand Two-hundred Thirty-eight (1,238.0) feet to a concrete monument on the East bank of the Cape Fear River; thence continuing with said northern line North Eighty-five (85) degrees Fifty-five (55) minutes West, Six-hundred and Thirty (630.0) feet to a point in the eastern harbor line of the Cape Fear River; thence along said eastern Harbor Line North Four (4) degrees Five (05) minutes East, One-thousand Seven-hundred Forty-five and Eight Tenths (1,745.8) feet to a point H-(-2); thence continuing along said Harbor Line North Five (5) degrees Fifty-nine (59) minutes and Forty (40) seconds West, Two-thousand Eight-hundred Eighty-eight and Eight One Hundredths (2,888.08) feet to a point H-(-1); thence continuing along said Harbor Line, North Eleven (11) degrees Seventeen (17) minutes and Fifty (50) seconds East, Two-thousand Nine-hundred Seventy-one and Eighteen One Hundredths

(2,971.18) feet to point H-1; thence continuing along said Harbor Line North Eleven (11) degrees Seventeen (17) minutes and Fifty (50) seconds East, Five-thousand Three-hundred Twenty-four and Twenty-four One Hundredths (5,324.24) feet to point H-2; thence continuing along said Harbor Line, North Sixteen (16) degrees Fifty-two (52) minutes and Forty (40) seconds East, One-thousand Two-hundred Ninety-one and Sixty-four (64) One Hundredths (1,291.64) feet to point H-3; thence continuing along said Harbor Line North Fifteen (15) degrees Thirty-one (31) minutes and Thirty (30) seconds East, Two-hundred Twenty-four and Eighteen One Hundredths (224.18) feet to a point H-4; thence continuing along said Harbor Line North Three (3) degrees Fifteen (15) minutes and Thirty (30) seconds East, Two-hundred Twenty-eight and Thirty-seven One Hundredths (228.37) feet to point H-5; thence continuing along said Harbor Line North Zero (0) degrees Fifty-seven (57) minutes and Fifty (50) seconds West, Four-hundred Seventy-six and Six One Hundredths (476.06) feet to point H-6; thence continuing along said Harbor Line North Five (05) degrees Twenty-nine (29) minutes and Twenty (20) seconds West, Four-hundred Ninety-one and Twenty-five One Hundredths (491.25) feet to point H-7; thence continuing along said Harbor Line North Ten (10) degrees Forty (40) minutes and Fifty (50) seconds West, Four-hundred Ten and Ten One Hundredths (410.10) feet to point H-8, the point of BEGINNING. All references to Map Book and Page numbers in this description refer to the New Hanover County Registry. It is further noted that bearings used in this description are composites from several sources and the location of lines relative to street lines, property lines, etc., should take precedent over the bearings used where there is a conflict.

AREA No. 2 - SATELLITE AREA

BEGINNING at a concrete monument in the western right-of-way line of U.S. Highway No. 421 (100-feet in width at this point), said point lying South Twenty-two (22) degrees Thirty-eight (38) minutes East, Six-thousand One-hundred Forty-five and Sixty-seven One Hundredths (6,145.67) feet from the point of intersection of said right-of-way line with the southern City Limits Line described in Area No. 1 above, running thence from said beginning point in an easterly direction and perpendicular with said right-of-way line One-hundred (100.0) feet to a point in the eastern right-of-way line of U.S. Highway 421; thence along said eastern line in a southerly direction (said right-of-way increasing in width to 160 feet at the end of the first curve to the left) Four-thousand Seven-hundred Fifty (4,750.0) feet, more or less, to a 3-inch iron pipe in the centerline of Barnard's Creek; thence with and along the centerline of Barnard's Creek and Doctor's Branch as they run generally in a Northeastwardly direction the following courses and distances: North Forty-two (42) degrees Forty-two (42) minutes East, Forty-one and Forty-nine One Hundredths (41.49) feet, North Sixty (60) degrees Twenty (20) minutes East, Eighty-five (85.00) feet, North Twenty-seven (27) degrees Forty-three (43) minutes East, Forty-four (44.00) feet, North Sixty (60) degrees Thirty-two (32) minutes East, Forty-one (41.00) feet, North Three (03) degrees Fifteen (15) minutes East Twenty-seven (27.00) feet, North Forty-two (42) degrees Thirty-four (34) minutes West, Thirty-five (35.00) feet, North Twenty-six (26) degrees Seventeen (17) minutes East, One-hundred and One (101.00) feet, North Eighty-eight (88) degrees Twenty-four (24) minutes East, Forty-five (45.00) feet, North Seven (07) degrees

Twenty-one (21) minutes West, Seventy-two (72.00) feet, North Eighteen (18) degrees Thirty-seven (37) minutes East, One-hundred Twenty-eight (128.00) feet, North Sixteen (16) degrees Forty-three (43) minutes West, One-hundred (100.00) feet, North Three (03) degrees Twenty-one (21) minutes East, Ninety (90.00) feet, North Twenty-three (23) degrees Fourteen (14) minutes West, Ninety (90.00) feet, North Two (02) degrees Forty-eight (48) minutes West One-hundred Sixty-seven (167.00) feet, North Nineteen (19) degrees Twenty-six (26) minutes East One-hundred Eighty-three (183.00) feet, North Seven (07) degrees Fourteen (14) minutes East Two-hundred and One (201.00) feet North Sixty-one (61) degrees Thirty-four (34) minutes East One-hundred and Eight (108.00) feet, North Twelve (12) degrees Six (06) minutes East, Ninety-four (94.00) feet, North Sixty-seven (67) degrees Thirteen (13) minutes East, One-hundred Eleven (111.00) feet, North Forty-three (43) degrees Forty-nine (49) minutes East, Three-hundred Twenty-three (323.00) feet, North Sixty-six (66) degrees Zero (00) minutes East, One-hundred and Twenty-six (126.00) feet, North Twenty-four (24) degrees Seven (07) minutes West, One-hundred and Ninety-eight (198.00) feet, North Sixty-three (63) degrees Forty-eight (48) minutes West Sixty-four (64) feet, North One (01) degree Thirty-four (34) minutes West, Ninety (90.00) feet, North Forty-one (41) degrees Fifty-four (54) minutes West, Eighty-four (84.00) feet, North Seven (07) degrees Seven (07) minutes East, Two-hundred Three and Ninety-seven One Hundredths (203.97) feet, North Forty (40) degrees Thirty (30) minutes East, One-hundred Forty-five (145.00) feet, North Twelve (12) degrees Forty-six (46) minutes West, One-hundred Fifty-one (151.00) feet, North Fourteen (14) degrees Five (05) minutes East, One-hundred Fifty-eight (158.00) feet, North Eight (08) degrees Zero (00) minutes West, Two-hundred (200.00) feet, North Twenty-six (26) degrees Forty-three (43) minutes West, Three-hundred and Four (304.00) feet, North Fifteen (15) degrees Fifty-two (52) minutes East Three-hundred Twenty-six (326.00) feet, North Seventy-nine (79) degrees Five (05) minutes East, Four-hundred Forty-one (441.00) feet, South sixty-seven (67) degrees Six (06) minutes East, One-hundred and Seventeen (117.00) feet, North Eighty-four (84) degrees Six (06) minutes East, Fifty-six (56.00) feet, South Forty-two (42) degrees Fifty-two (52) minutes East, Sixty-nine (69.00) feet, North Seventy-four (74) degrees Forty-six (46) minutes East, Two-hundred Forty-two (242.00) feet, South Sixty (60) degrees Thirty-three (33) minutes East, Thirty-five (35.00) feet, North Forty-six (46) degrees Fifty-three (53) minutes East, One-hundred Thirty-five (135.00) feet, North Six (06) degrees Ten (10) minutes West, Three-hundred and Ten (310.00) feet, North Eighteen (18) degrees Fifty-two (52) minutes East, One-hundred and Eighteen (118.00) feet, North Thirty-six (36) degrees Fifty-two (52) minutes East, One-hundred Thirty-three (133.00) feet, North Fifty-seven (57) degrees Thirty-four (34) minutes East, Two-hundred (200.00) feet, South Seventy-three (73) degrees Forty-four (44) minutes East, One-hundred Eighty-four (184.00) feet, North Fifty-six (56) degrees Forty-eight (48) minutes East, One-hundred Sixty-seven (167.00) feet, South Eighty-nine (89) degrees Thirty-eight (38) minutes East, One-hundred Forty-eight (148.00) feet, North Sixty-eight (68) degrees Sixteen (16) minutes East, One-hundred and Fifty-five (155.00) feet, North Eighty-nine (89) degrees Forty-nine (49) minutes East, Two-hundred and Seven (207.00) feet, North Fifty-nine (59) degrees, Seven (07) minutes East, One-hundred

Sixty-one (161.00) feet, North Thirty-four (34) degrees Fifty-three (53) minutes East, One-hundred Eighty-three (183.00) feet, North Seventy-eight (78) degrees Eight (08) minutes East, Two-hundred Forty-eight (248.00) feet, North Sixty-one (61) degrees Fifteen (15) minutes East, Two-hundred and Forty-five (245.00) feet, North Seventy (70) degrees Thirty (30) minutes East, Two-hundred twenty-four and Forty-two One Hundredths (224.42) feet, North Forty-seven (47) degrees Ten (10) minutes East, Two-hundred Twenty and Eighty-seven One Hundredths (220.87) feet, North One (01) degree Twenty-eight (28) minutes East, Ninety-six and Fifty one Hundredths (96.50) feet, North Thirty-five (35) degrees Forty-eight (48) minutes East, One-hundred Twenty-one and Forty-five One Hundredths (121.45) feet to an iron pipe in the centerline of the Old Federal Point Road, thence with and along the centerline of the Old Federal Point Road in generally a Southeastwardly direction the following courses and distances: South Forty-two (42) degrees Two (02) minutes East, One-hundred Thirty-two and Thirteen One Hundredths (132.13) feet to an old pipe, South Thirty-eight (38) degrees Eighteen (18) minutes East, Two-hundred Twenty-nine and Eighty-two One Hundredths (229.82) feet to a pipe, South Forty-two (42) degrees Nineteen (19) minutes East, One-hundred Sixteen (116.00) feet to a pipe, South Thirty-seven (37) degrees Fifty-four (54) minutes East, One-hundred and Fifty (150.00) feet to a pipe, South Thirty-nine (39) degrees Forty-four (44) minutes East, Five-hundred Thirty-nine and Twenty-four One Hundredths (539.24) feet to an old concrete monument, thence leaving the centerline of said road and running thence South Twenty-six (26) degrees Forty-one (41) minutes West, One-thousand Nine-hundred Twenty-three and Seventy-two One Hundredths (1,923.72) feet to an old pipe in the centerline of the old Fergus Ditch, runs thence in a Northwestwardly direction with and along the centerline of said ditch, North Sixty (60) degrees Forty-three (43) minutes and Thirty (30) seconds West, Five hundred Twenty-five and Eighty-two One Hundredths (525.82) feet to an old pipe, continuing with said ditch North Sixty-seven (67) degrees Eighteen (18) minutes and Thirty (30) seconds West, Eight-hundred Sixty and Three One Hundredths (860.03) feet to an old pipe, thence in a southerly direction along the centerline of another ditch South Twelve (12) degrees Fifty-eight (58) minutes West, One-thousand Forty-five and Fifteen One Hundredths (1,045.15) feet to an old pipe (the intersection of the ditches), thence South Twenty-three (23) degrees Forty-one (41) minutes West, Nine-hundred Eighty-one and Sixty-five One Hundredths (981.65) feet to an old iron rod, thence South Twenty-two (22) degrees Forty-three (43) minutes West and running through an old axle at Three-hundred Twelve and Thirty-four One Hundredths (312.34) feet and a concrete monument at Four-hundred Five and Three One Hundredths (405.03) feet, a total distance of Four-hundred Fifteen and Three One Hundredths (415.03) feet to an iron pipe in the centerline of a canal; thence South Seventy-five (75) degrees Nine (09) minutes West, Forty-two and Forty-two one hundredths (42.42) feet to an iron pipe, thence South Fifty-six (56) degrees Two (02) minutes West, One thousand Two-hundred Seventy-two and Eighteen One Hundredths (1,272.18) feet to an iron pipe, thence North Nine (09) degrees Eight (08) minutes East, Three-hundred Ninety-eight and Seven Tenths (398.7) feet to an iron pipe, thence South Fifty-six (56) degrees Two (02) minutes West, Two-hundred Ninety-nine and Two Tenths (299.2) feet to an iron

pipe, thence South Nine (09) degrees Eight (08) minutes West, Three-hundred Ninety-eight and Seven Tenths (398.7) feet to an iron pipe, thence South Fifty-six (56) degrees Two (02) minutes West, Three-hundred Twenty-two and Six Tenths (322.6) feet to an iron pipe in the eastern right-of-way line of U.S. Highway 421 (160-foot right-of-way); thence continuing South Fifty-six (56) degrees Two (02) minutes West, One-hundred Sixty (160.0) feet to a point in the western right-of-way line of said highway; thence along said western right-of-way line North Thirty-three (33) degrees Fifty-nine (59) minutes West, Three-hundred Forty-three and Sixty-eight One Hundredths (343.68) feet to point in the centerline of Barnard's Creek; thence meandering down and with the centerline of Barnard's Creek in a generally westerly direction Ten-thousand Two-hundred (10,200) feet, more or less, to the point of intersection of said centerline with the eastern right-of-way line of River Road (SR 1100) (a 100-foot right-of-way); thence along said eastern right-of-way line as it curves to the left the following courses and chord distances: North Twenty-two (22) degrees Zero (00) minutes East, One-hundred Ninety and Seventy One Hundredths (190.70) feet; North Thirteen (13) degrees Forty-three (43) minutes East, One-hundred (100.0) feet, North One (1) degree Sixteen (16) minutes East, One-hundred (100.0) feet North Ten (10) degrees Twelve (12) minutes West, One-hundred (100.0) feet, North Seventeen (17) degrees Forty-nine (49) minutes West, One-hundred (100.0) feet, North Twenty-one (21) degrees Twenty-seven (27) minutes West, One-hundred (100.0) feet to a point of tangency; thence continuing along the eastern right-of-way line of River Road, North Twenty-three (23) degrees Twenty-one (21) minutes West, Two-hundred Seventy-one and Five One Hundredths (271.05) feet to a concrete monument; thence leaving said right-of-way line North Four (4) degrees Eleven (11) minutes East, Four and Ninety-one One Hundredths (4.91) feet to a concrete monument in the southern right-of-way line of SR 1186 (a 100 foot right-of-way); thence continuing North Four (4) degrees Eleven (11) minutes East, One-hundred Sixty-nine and Ninety-two One Hundredths (169.92) feet to a concrete monument in the northern right-of-way line of SR 1186; thence continuing North Four (4) degrees Eleven (11) minutes East, Seven-hundred Forty and Seventeen One Hundredths (740.17) feet to a concrete monument; thence North Nineteen (19) degrees Nineteen (19) minutes West, One-thousand Eight-hundred Twenty and Seventy-two One Hundredths (1,820.72) feet to an old iron pipe and concrete monument; thence North Seventy-eight (78) degrees Twenty-one (21) minutes East, One-hundred Ninety-nine and Ninety One Hundredths (199.90) feet to an iron pipe; thence continuing North Seventy-eight (78) degrees Twenty-one (21) minutes East, Four-hundred Sixty-four and Ten One Hundredths (464.10) feet to a concrete monument; thence continuing North Seventy-eight (78) degrees Twenty-one (21) minutes East, Three-hundred Seventy and Seven One Hundredths (370.07) feet to an old axle; thence North Seventy-eight (78) degrees Fourteen (14) minutes East, Five-hundred Eighty-two and Sixty-two One Hundredths (582.62) feet to an old axle and concrete monument in the run of Brickyard Branch; thence with and along the run of Brickyard Branch as it meanders in a generally easterly direction to Fork Branch and along the run of Fork Branch as it meanders in a generally northerly direction, the following courses and distances: South Sixty-seven (67) degrees Twenty-six (26) minutes East, Two-hundred Forty-one and Twenty-five One

Hundredths (241.25) feet, South Forty-six (46) degrees Thirty (30) minutes East, One-hundred Eighteen and Seventy-three One Hundredths (118.73) feet, South Sixty (60) degrees Fifty-five (55) minutes East, Two-hundred Nine and Fifty-three One Hundredths (209.53) feet, North Sixty-one (61) degrees Thirty-six (36) minutes East, Fifty-four and Fifty-four One Hundredths (54.54) feet, South Sixty-four (64) degrees Eleven (11) minutes East, One-hundred Sixteen and Ninety One Hundredths (116.90) feet, South Fifty-one (51) degrees Eleven (11) minutes East, One-hundred Twenty-six and Eighteen One Hundredths (126.18) feet, South Fifty-one (51) degrees Twenty-three (23) minutes East, Ninety-nine and Eleven One Hundredths (99.11) feet, North Eighty-two (82) degrees Thirteen (13) minutes East, Forty and Eighty-six One Hundredths (40.86) feet, South Forty-seven (47) degrees Six (06) minutes East, Sixty-seven and Thirty-nine One Hundredths (67.39) feet, South Forty-four (44) degrees Fifty-one (51) minutes East, Forty-nine and Seventy-seven One Hundredths (49.77) feet, South Forty-seven (47) degrees Fifty-eight (58) minutes East, Forty-nine and Fifty-two One Hundredths (49.52) feet, South Fifty-four (54) degrees Nineteen (19) minutes East, Fifty-one and Forty-five One Hundredths (51.45) feet, North Seventy (70) degrees Twelve (12) minutes East, Fifty-five and Thirty-four One Hundredths (55.34) feet, South Fifty-seven (57) degrees Thirty-seven (37) minutes East, Eighty-one and Fifty-four One Hundredths (81.54) feet, South Four (4) degrees Fifty-two (52) minutes East, Fifty-five and Twenty-five (55.25) feet, South Forty-one (41) degrees Seventeen (17) minutes East, Seventy-three and Twenty-five one Hundredths (73.25) feet, South Sixty-six (66) degrees Forty-five (45) minutes East, One-hundred Twenty-seven and Twenty-eight One Hundredths (127.28) feet, North Thirty-nine (39) degrees Forty-three (43) minutes East, Fifty-three and Forty One Hundredths (53.40) feet, North Fourteen (14) degrees Thirty-four (34) minutes East, Ninety-four and Fifty-four One Hundredths (94.54) feet, North Twenty-three (23) degrees Twenty-one (21) minutes East, Ninety and Ninety-two One Hundredths (90.92) feet, North Thirty-three (33) degrees Fifty-eight (58) minutes East, Ninety-one and Twenty-five One Hundredths (91.25) feet, North Four (4) degrees Seven (07) minutes West, Eighty-three and Eighty-seven One Hundredths (83.87) feet, North Forty-three (43) degrees Eight (08) minutes East, One hundred Twenty-three and Thirty-four One Hundredths (123.34) feet, North Seventeen (17) degrees Twenty (20) minutes West, Forty-eight and Ninety-eight One Hundredths (48.98) feet, North Sixteen (16) degrees Twenty-three (23) minutes East, Seventy-one and Twenty One Hundredths (71.20) feet, North Forty-five (45) degrees Fifty-eight (58) minutes East, Fifty-seven and Ninety-six One Hundredths (57.96) feet, North Eighteen (18) degrees Fifty (50) minutes East, One-hundred Five and Fifty One Hundredths (105.50) feet, North Twelve (12) degrees Forty-nine (49) minutes West, Sixty (60.00) feet, North Eight (8) degrees Twelve (12) minutes East, One-hundred Twenty-four and Thirteen One Hundredths (124.13) feet, North Fifty-nine (59) degrees Thirty-seven (37) minutes West, Forty-six and Eighty-three One Hundredths (46.83) feet, North Fifty-seven (57) degrees Thirty-six (36) minutes West, Forty-nine and Sixty-four One Hundredths (49.64) feet, North Fifty-nine (59) degrees Forty-two (42) minutes West, Fifty-one and Thirty-eight One Hundredths (51.38) feet, North Fifty-nine (59) degrees Thirteen (13) minutes West, Thirty-nine and Sixty One Hundredths (39.60) feet, North

Fifty (50) degrees Ten (10) minutes West, Eighty and Twelve One Hundredths (80.12) feet, North Fifty-one (51) degrees Six (06) minutes West, One-hundred Eighteen (118.00) feet, South Sixty-nine (69) degrees Forty-four (44) minutes West, Sixty-nine and Fifteen One Hundredths (69.15) feet, North Thirty-two (32) degrees Fifteen (15) minutes West, Fifty and Seventy-one One Hundredths (50.71) feet, North Twenty-three (23) degrees Forty (40) minutes East, Fifty-two and Forty-three One Hundredths (52.43) feet, North Sixty-eight (68) degrees Twenty-two (22) minutes West, Seventy-six and Fifty-six One Hundredths (76.56) feet, North Fourteen (14) degrees Fifty-three (53) minutes East, Eighty-three and Fifty-eight One Hundredths (83.58) feet, North Forty-seven (47) degrees Sixteen (16) minutes East, Sixty-two and Twenty-five One Hundredths (62.25) feet, North Five (5) degrees Fifty-seven (57) minutes East, One-hundred Forty-eight and Twenty-three One Hundredths (148.23) feet, North Fifty-eight (58) degrees Twenty-three (23) minutes East, Ninety-eight and Twenty One Hundredths (98.20) feet, North One (1) degree Twenty-two (22) minutes West, Eighty-seven and Thirty One Hundredths (87.30) feet to a stone marked "J.C.P."; thence South Sixty-one (61) degrees Three (03) minutes East, Five-hundred Fifty-eight and Forty-four One Hundredths (558.44) feet to an iron pipe in the northern line of SR 1186; thence South Sixty-one (61) degrees Four (04) minutes East, One-hundred and Eighty-eight One Hundredths (100.88) feet to an iron pipe in the southern line of said SR 1186; thence continuing South Sixty-one (61) degrees Four (04) minutes East, Two-hundred Fifty-three and One One Hundredths (253.01) feet to a stone; thence South Sixty (60) degrees Fifty-nine (59) minutes East, Three-hundred Sixty-four and Sixty One Hundredths (364.60) feet to an old axle; thence South Sixty (60) degrees Fifty-eight (58) minutes East, Eight hundred Twelve and Twenty-nine One Hundredths (812.29) feet to a concrete monument; thence South Fifty-four (54) degrees Twenty-nine (29) minutes East, Five-hundred Thirty-nine and Thirty-nine One Hundredths (539.39) feet to a concrete monument; thence North Eighty-eight (88) degrees One (01) minute East, Five-hundred Fifty and Thirteen One Hundredths (550.13) feet to the point of BEGINNING, the above description includes Echo Farms as shown on the annexation map recorded in Map Book 15, page 1, and Echo East as shown on the annexation map recorded in Map Book 15, page 2 of the New Hanover County Registry.

Sec. 2. All laws and clauses of laws in conflict with this act are hereby repealed.

Sec. 3. This act shall become effective upon ratification.

In the General Assembly read three times and ratified, this the 30th day of May, 1977.