

GENERAL ASSEMBLY OF NORTH CAROLINA
1987 SESSION

CHAPTER 201
SENATE BILL 408

AN ACT TO ANNEX CERTAIN PROPERTY INTO THE CITY OF CHARLOTTE
AND TO RATIFY CERTAIN ACTIONS OF THE CITY OF CHARLOTTE.

The General Assembly of North Carolina enacts:

Section 1. Action is hereby fully ratified of the City of Charlotte in approving and executing the agreement with the University Research Park, Inc., and others as set forth in the minutes of the April 6, 1987, meeting of the City Council of Charlotte. Said agreement is fully effective and binding on all parties, their heirs, successors and assigns and shall continue in full force and effect until fully and finally implemented.

Sec. 2. As of June 30, 1994, the corporate limits of the City of Charlotte shall be extended to include therein the following described area:

Beginning at a point on the Charlotte City Limit line as established in Ordinance 1964-X of the City of Charlotte (as amended), the northeasterly corner of the lot described in Deed Book 2260, page 381, also the northwesterly corner of the lot described in Deed Book 4086, page 602, said point having a North Carolina Grid coordinate of approximately, X 1,469,648 Y 570,870, and being in or near a branch, said branch being a tributary to Doby Creek; thence, in a northeasterly direction with the proposed Charlotte City limit line meandering with the centerline of said branch a distance of approximately 375 feet to a point, said point being in the centerline of a Railroad Spur Track, thence with the proposed Charlotte City limit line along the centerline of said Railroad Spur Track N. 54-00-00 W. approximately 650 feet to a point; thence along the centerline of said Railroad Spur Track N. 54-00-00 W. 445.44 feet to a point; thence along a circular curve to the left having a radius of 955.37 feet, a chord bearing of N. 84-17-15 W. and a chord distance of 963.66 feet, an arc length of 1,010.05 feet to a point; thence S. 65-25-30 W. 1,008.71 feet to a point; thence along a circular curve to the left having a radius of 1,432.69 feet, a chord bearing of S. 45-59-45 W. and a chord distance of 953.14 feet, an arc length of 971.66 feet to a point; thence S. 26-34-00 W. 705.04 feet to a point; thence along a curve to the right having a radius of 1,910.08 feet, a chord bearing of S. 28-23-18 W. and a chord distance of 121.41 feet, an arc length of 121.41 feet to a point in the centerline of said Railroad Spur Track; thence N. 33-31-45 W. 749.75 feet to a point, said point being the southeasterly corner of that tract described in that deed to Walter & Edgar Stevenson in Deed Book 1110, Page 455; thence along the easterly and northerly lines of Walter & Edgar Stevenson in two (2) courses: N. 33-31-45 W. 763.00 feet to a point; and N. 60-21-54 W 706.33 feet to a point in the easterly right of way line of Mallard Creek Road, said point being on the

northeasterly line of that tract described in that deed to Walter & Edgar Stevenson in Deed Book 1110 at Page 455; thence along the said right of way line of Mallard Creek Road N. 36-14-03 E. 757.65 feet to a point, said point being on the westerly line of that tract of land described in that deed to Madeline H. Garrison in deed book 1026 at page 383; thence along the westerly line of Madeline H. Garrison S. 33-00-43 E. 165.92 feet to a point; thence S. 16-10-43 E. 829.63 feet to a point in or near the centerline of a creek, said point being the southwesterly corner of Madeline H. Garrison; thence along the centerline of said creek in an easterly direction along the southerly lines of Madeline H. Garrison aforementioned above, Beatrice Penninger as described in Deed Book 2080 at Page 10, Harold L. Frazier as described in deed book 3697 at page 583 and Charles W. Wilson as described in Deed Book 3609 at Page 773 the following 48 courses: (1) N. 69-28-20 E. 80.22 feet to a point; (2) S. 30-15-23 E. 13.89 feet to a point; (3) N. 85-36-05 E. 65.19 feet to a point; (4) N. 25-01-01 E. 16.55 feet to a point; (5) N. 88-10-54 E. 63.03 feet to a point; (6) S. 88-43-37 E. 45.01 feet to a point; (7) N. 36-45-13-E. 98.60 feet to a point; (8) N. 83-20-44 E. 60.41 feet to a point; (9) N. 48-25-00 E. 94.92 feet to a point; (10) N. 19-43-20 E. 112.61 feet to a point; (11) S. 88-55-09 E. 53.01 feet to a point; (12) N. 11-32-05 E 100.02 feet to a point; (13) N. 34-49-28 E 84.05 feet to a point; (14) N. 54-07-49 E. 80.21 feet to a point; (15) N. 33-41-24 E. 57.69 feet to a point; (16) S. 38-39-35 E. 32.02 feet to a point; (17) N. 67-37-12 E. 55.15 feet to a point; (18) N. 88-27-07 E. 74.03 feet to a point; (19) S. 67-50-01 E. 29.15 feet to a point; (20) N. 39-28-21 E. 66.07 feet to a point; (21) N. 85-50-25 E. 55.15 feet to a point; (22) N. 23-57-45 E. 29.55 feet to a point; (23) S. 57-48-15 E. 31.91 feet to a point; (24) N. 79-55-10 E. 91.41 feet to a point; (25) S. 72-04-19 E. 35.74 feet to a point; (26) S. 11-46-06 E. 24.52 feet to a point; (27) S. 82-52-30 E. 96.75 feet to a point; (28) S. 15-22-35 E. 41.48 feet to a point; (29) S. 63-00-15 E. 59.48 feet to a point; (30) N. 42-09-57 E. 71.51 feet to a point; (31) S. 79-30-31 E. 27.46 feet to a point, (32) S. 20-51-16 E. 22.47 feet to a point; (33) N. 41-29-47 E. 34.71 feet to a point; (34) S. 85-01-49 E. 23.09 feet to a point; (35) S. 14-30-01 E. 59.91 feet to a point; (36) S. 34-02-45 E. 44.65 feet to a point; (37) N. 52-07-30 E. 34.21 feet to a point; (38) N. 87-16-25 E. 63.07 feet to a point; (39) S. 42-36-51 E. 33.97 feet to a point; (40) S. 15-46-51 W. 47.80 feet to a point; (41) S. 71-48-21 E. 150.53 feet to a point; (42) N. 46-50-51 E. 21.93 feet to a point; (43) S. 75-57-50 E 24.74 feet to a point; (44) N. 54-02-22 E. 63.01 feet to a point; (45) S. 77-33-38 E. 69.63 feet to a point; (46) S. 17-06-10 E 40.80 feet to a point; (47) N. 83-33-30 E. 62.39 feet to a point; (48) N. 54-28-16 E. 55.62 feet to a point in or near the centerline of said creek, said point being the southeasterly corner of Charles W. Wilson aforementioned above; thence along the easterly line of Charles W. Wilson N. 1-31-30 W. 886.54 feet to a point; thence N. 83-43-08 E. 644.35 feet to a point, said point being the southeasterly corner of that tract described in deeds to Charles E. Tyler in Deed Book 3057 at Page 114 and Deed Book 3746 at Page 540; thence along the east line of Charles E. Tyler N. 28-27-10 W. 713.76 feet to a point, said point being the southeasterly corner of Richard W. Caskey as described in Deed Book 4341 at Page 064; thence along the easterly line of Richard W. Caskey N. 1-27-50 W. 430.05 feet to a point on the easterly right of way line of Mallard Creek Road; thence along the said easterly right of way line of Mallard Creek Road N. 66-24-15 E.

274.31 feet to a point; thence along a circular curve to the left having a radius of 1,568.38 feet, a chord bearing of N. 57-18-10 E. and a chord distance of 496.18 feet, an arc distance of 498.26 feet to a point; thence N. 48-12-05 E. 207.79 feet to a point, said point being on the westerly line of that tract described in that deed to Elizabeth Mason in Deed Book 1295 at Page 594; thence along the westerly line of Elizabeth Mason S. 6-47-57 W. 600.44 feet to a point; thence S. 8-52-30 E. 279.77 feet to a point; thence S. 19-07-41 E. 544.37 feet to a point, said point being the southwesterly corner of Elizabeth Mason; thence along the southerly lines of Elizabeth Mason aforementioned above, Newkirk Street, and Richard A. Houser, Jr., as described in Deed Book 4317 at Page 137, S. 84-14-11 E. 637.64 feet to a point, said point being the southeasterly corner of Richard A. Houser, Jr.; thence along the southerly lines of Charles W. Robinson as described in Deed Book 2166 at Page 355 and Deed Book 2437 at Page 175, S. 84-13-08 E. 266.79 feet to a point, said point being the southeasterly corner of Charles W. Robinson; thence S. 7-08-32 W. 1062.41 feet to a point; said point being on a line 200 feet from and parallel with the centerline of the aforementioned Railroad Spur Track; thence with the proposed Charlotte City limit line along said parallel line S. 54-00-00 E. approximately 720 feet to a point, said point being in or near the centerline a branch, said branch being described above as a tributary of Doby Creek; thence, in a northeasterly direction with the proposed Charlotte City limit line meandering with the centerline of said branch a distance of approximately 5375 feet to a point, said point being located 110 feet south of and normal to the centerline of W. T. Harris Boulevard West; thence, in a westerly direction with the proposed Charlotte City limit line following along a line 110 feet south of and parallel with the centerline of W. T. Harris Boulevard West approximately 1,200 feet to a point, said point being located where a line 110 feet south of and parallel with the center line of W. T. Harris Boulevard West intersects with the westerly lot line of Lot as described in Deed Book 4383, page 920 (if extended); thence, in a northerly direction with the proposed Charlotte City limit line crossing W. T. Harris Boulevard West and following along the westerly lot line of Lot as described in said Deed Book 4383, page 920 as having a bearing and distance of N 19-22-22 E, approximately 860 feet to a point; thence, in a southeasterly direction with the proposed Charlotte City limit line following along the northerly line of Lot as described in said Deed Book 4383, page 920, S 70-37-43 E, 630 feet to a point in the westerly line of Lot as described in Deed Book 4389, page 5; thence, in a northeasterly direction with the proposed Charlotte City limit line following along a portion of the westerly lot line of Lot as described in said Deed Book 4389, page 5, as having a bearing and distance as follows: N 19-22-22 E, 199.4 feet to a point; thence, N 38-33-25 E, 817.57 feet to a point, said point being the southwesterly corner of Lot as described in Deed Book 4770, page 677; thence, continuing in a northeasterly direction with the proposed Charlotte City limit line following along the westerly lot line of Lot as described in said Deed Book 4770, page 677 as having a bearing and distance of N 36-11-55 E, 719.20 feet to a point, said point being the southwesterly corner of tract C as described in Deed Book 4880, page 252; thence, continuing in a northeasterly direction with the proposed Charlotte City limit line following along the westerly lot line of tract C as described in said Deed Book 4880, page 252 as having a bearing and distance of N

36-11-55 E approximately 410 feet to a point, said point being the centerline of Research Drive; thence, leaving Research Drive and continuing in a northeasterly direction with the proposed Charlotte City limit line following along the easterly lot line of the lot described in Deed Book 3421, page 396 N 36-11-55 E, 992.91 feet to a point, said point being in the Mallard Creek Channel, also being in the southerly line of Lot 8 as shown on recorded Map Book 20, page 510; thence, in a southeasterly direction with the proposed Charlotte City limit line following along the southerly lot lines of Lot 8 and Lot 7 as shown on recorded Map Book 20, page 510, said lines also being the Mallard Creek Channel for nineteen (19) courses as follows: (1) S 88-21-40 E, 250.00 feet to a point; thence, (2) S 83-13 E, 63.29 feet to a point; thence, (3) S 61-40-15 E, 53.00 feet to a point; thence, (4) S 68-19 E, 104.51 feet to a point; thence, (5) S 56-32-40 E, 133.22 feet to a point; thence, (6) S 31-55-20 E, 119.26 feet to a point; thence, (7) S 49-55 E, 119.34 feet to a point; thence, (8) S 30-35-20 E, 114.30 feet to a point; thence, (9) S 26-30-10 E, 450 feet to a point; thence, (10) S 51-55-15 E, 75.00 feet to a point; thence (11) N 72-14-45 E, 25.86 feet to a point on the western right-of-way line of David Taylor Drive; thence, (12) N 72-14-45 E, 63.07 feet to a point on the eastern right-of-way line of David Taylor Drive; thence, (13) N 72-14-45 E, 21.07 feet to a point; thence, (14) N 84-44-45 E, 235.00 feet to a point; thence, (15) S 66-15-15 E, 100.00 feet to a point; thence, (16) S 24-40-15 E, 550.00 feet to a point; thence (17) S 35-40-15 E, 100.00 feet to a point; thence, (18) S 63-40-15 E, 100.00 feet to a point; thence, (19) S 75-56-50 E, 75.33 feet to a point where the Mallard Creek Channel intersects the westerly margin of the Controlled Access Line of Interstate Highway 85 said point being located 171 feet left and normal to Station 173+05.2 Line "L" Interstate 85 as shown on a map recorded in the North Carolina State Highway Plans File Book 1, page 186 at the Mecklenburg County Public Registrar; thence, in a southeasterly direction with the proposed Charlotte City limit line following a line perpendicular to and crossing Line "L" Interstate 85 at Station 173+05.2, 342 feet to a point on the easterly margin of the Controlled Access Line of Interstate 85, said point being located 171 feet right of and normal to Station 173+05.2 Line "L" as shown on said map recorded in said Book 1, page 186; thence, with the proposed Charlotte City limit line following along the easterly Controlled Access Line, of Interstate Highway 85 as shown on said map recorded in said Book 1, page 186, for seven (7) courses as follows (1) running in a southwesterly direction approximately 155.50 feet to a point, 171 feet right of and normal to Station 171+50 Line "L", (2) running in a southeasterly direction 39 feet to a point, 210 feet right of and normal to Station 171+50 Line "L" (3) running in a southwesterly direction approximately 300 feet to a point, 210 feet right of and normal to Station 168+50 Line "L" (4) running to a northwesterly direction 39 feet to a point, 171 feet right of and normal to Station 168+50 Line "L" (5) running in a southwesterly direction approximately 750 feet to a point, 171 feet right of and normal to Station 161+00 Line "L" (6) running in a southeasterly direction 18 feet to a point, 189 feet right of and normal to Station 161+00 Line "L" (7) running in a southwesterly direction approximately 604 feet to a point on the easterly margin of the Controlled Access Line of Interstate Highway 85, said point being located 155 feet right of and normal to Station 154+81.6 North Bound Lane Line as shown on a map recorded in the North

Carolina State Highway Plans File Book 1, page 147A at the Mecklenburg County Public Registrar; thence, with the proposed Charlotte City limit line following along the easterly Controlled Access Line of Interstate Highway 85 as shown on said map recorded in said Book 1, page 147A for five (5) courses as follows (1) running in a southwesterly direction approximately 606 feet to a point, 120 feet left of and normal to Station 5+90.50 Ramp "D" line (2) running in a southerly direction approximately 194 feet to a point, 105 feet left of and normal to Station 7+90.50 Ramp "D" line (3) running in a southerly direction approximately 217 feet to a point, 105 feet left of and normal to Station 10+13.39 Ramp "D" line (4) running in a southerly direction approximately 220 feet to a point, 110 feet left of and normal to Station 12+13.39 Ramp "D" line (5) running in a southerly direction approximately 217 feet to a point on the northerly margin of the Controlled Access Line of W. T. Harris Boulevard, said point being located 100 feet left of and normal to Station 223+56.66 Line "L" W. T. Harris Boulevard; thence, in a southwesterly direction with the proposed Charlotte City limit line following a line normal to and crossing Line "L" W. T. Harris Boulevard at Station 223+56.66, 200 feet to a point on the southerly margin of the Controlled Access Line of W. T. Harris Boulevard, said point being located 100 feet right of and normal to Station 223+56.66 Line "L" W. T. Harris Boulevard and also on the easterly margin of the Controlled Access Line of Interstate Highway 85; thence, with the proposed Charlotte City limit line following along the easterly Controlled Access Line of Interstate Highway 85 as shown on said map recorded in said Book 1, page 147A for seven (7) courses as follows: (1) running in a southwesterly direction approximately 160 feet to a point, 105 feet right and normal to Station 11+50 "Ramp C" line (2) running in a southwesterly direction approximately 444 feet to a point 105 feet right of and normal to Station 7+05.63 "Ramp C" line (3) running in a southwesterly direction approximately 194 feet to a point, 115 feet right of and normal to Station 5+05.63 "Ramp C" line (4) running in a southwesterly direction approximately 132 feet to a point, 152 feet right of and normal to Station 129+50+ North Bound Lane line (5) running in a southerly direction approximately 250 to a point, 152 feet right of and normal to Station 127+00 North Bound Lane line (6) running to a northwesterly direction approximately 15 feet to a point, 137 feet right of and normal to Station 127+00 North Bound Lane line (7) running in a southwesterly direction approximately 91.50 feet to a point on the easterly margin of the Controlled Access Line of Interstate Highway 85, said point being located 171 feet right of and normal to Station 126+08.55 Line "L" as shown on a map recorded in the North Carolina State Highway Plans File Book 1, page 185; thence, with the proposed Charlotte City limit line following along the easterly Controlled Access Line of Interstate Highway 85 as shown on maps recorded in said Book 1, pages 185, 184, and 183 for six (6) courses as follows (1) running in a southwesterly direction 171 feet right of and normal to Line "L" approximately 5465 feet to a point, 171 feet right of and normal to Station 72+00 Line "L" (2) running in a southeasterly direction 25 feet to a point, 196 feet right of and normal to Station 72+00 Line "L" (3) running in a southwesterly direction 300 feet to a point, 196 feet right of and normal to Station 69+00 Line "L" (4) running in a northwesterly direction 25 feet to a point 171 feet right of and normal to Station 69+00 Line "L" (5) running in a southwesterly direction

approximately 688 feet to a point on the easterly margin of Interstate Highway 85, said point being 171 feet right of and normal to Station 62+12 Line "L" (6) running in a northwesterly direction following a line perpendicular to and crossing Line "L" Interstate Highway 85 at Station 62+12, 342 feet to a point of the westerly margin of Interstate Highway 85 being 171 feet left of and normal to Station 62+12 Line "L" also being the northeasterly corner of the lot described in Deed Book 4147, page 378 (first tract); thence, in a general northwesterly direction with the proposed Charlotte City limit line following along the northerly lot lines of the lot described in said Deed Book 4147, page 378 (first tract) for seven (7) courses as follows: (1) N 20-55-34 E, 262.71 feet to a point (2) N 11-04-26 W, 280.50 feet to a point (3) N 21-37-57 W, 809.08 feet to a point (4) N 60-23-09 W, 476.42 feet to a point (5) N 33-10-49 W, 230.34 feet to a point (6) S 34-59-13 W, 198.00 feet to a point (7) N 63-27-37 W, 1,462.73 feet to a point in the centerline of Neal Road (State Road 2498) the northwesterly corner of the lot described in said Deed Book 4147, page 378 (first tract) said point being on the Charlotte City Limit Line as established in Ordinance 1964-X of the City of Charlotte (as amended); thence, in a southwesterly direction with said Charlotte City limit line following along a westerly lot line of the lot described in said Deed Book 4147, page 378 (first tract) S 18-49-03 W, 4.43 feet with the centerline of Neal Road (State Road 2498) to a point in the centerline of said Road also the southeasterly corner of the lot described in Deed Book 4086, page 600; thence, in a northwesterly direction with said Charlotte City limit line following along the southerly lot lines of the lot described in said Deed Book 4086, page 600 for five (5) courses as follows: (1) N 49-27-51 W, 576.13 feet to a point (2) N 18-13-56 W, 573.24 feet to a point (3) N 42-52-23 W, 180.95 feet to a point (4) N 0-34-33 W, 354.09 feet to a point (5) N 21-13-07 W, 153.31 feet to a point, said point being the westerly most corner of the lot described in said Deed Book 4086, page 600; thence, in a northerly direction with said Charlotte City limit line following along the westerly lot lines of the lot described in said Deed Book 4086, page 600 for four (4) courses as follows: (1) N 33-21-07 E, 200.66 feet to a point (2) N 56-33-07 E, 90.12 feet to a point (3) N 10-07-50 W, 108.48 feet to a point (4) N 39-06-14 E, 173.37 feet to a point, said point being the southwesterly corner of the lot described in Deed Book 4086, page 602; thence, in a northerly direction with said Charlotte City limit line following along the westerly lot lines of the lot as described in said Deed Book 4086, page 602 for four (4) courses as follows: (1) N 39-06-14 E, 113.70 feet to a point (2) N 9-48-37 E, 264.05 feet to a point (3) N 21-23-37 E, 274.83 feet to a point (4) N 27-00-30 E, 113.28 feet to the point and place of beginning.

Sec. 3. From and after June 30, 1994, the area described in Section 2 of this act and its citizens and property shall be subject to all debts, laws, ordinances and regulations in force in the City of Charlotte and shall be entitled to the same privileges and benefits as other parts of the City of Charlotte. Real and personal property in said area shall be subject to such property taxes of the City of Charlotte as may be applicable and enforceable as to such property at any given time under G.S. 160A-58.10 as said statute may be amended. No portion of the area described in Section 2 of this act may be annexed by the City of Charlotte prior to June 30, 1994.

Sec. 4. The following described areas in Mecklenburg County are subject to annexation by the City of Charlotte only, and no portion thereof is subject to annexation by any other municipality:

Area I

Beginning at a point located where the southerly right-of-way margin of Albermarle Road (North Carolina Highway 27) intersects with a line 40 feet east of and parallel with the centerline of Wilgrove - Mint Hill Road (State Road 1004), said point being an intersection of the present Charlotte City limit and the Mint Hill Town Sphere of Influence Limit; thence, leaving the present Charlotte City Limit and running in an easterly direction following a line along the southerly right-of-way margin of Albermarle Road (North Carolina Highway 27), said line being the Charlotte City and Mint Hill Town Sphere of Influence Limits, crossing Pine Grove Road, Norfolk Southern Railroad, Blair Road (North Carolina Highway 51), Cabarrus Road (State Road 3102), Arlington Church Road (State Road 3110), and Cobel Road (State Road 3100) approximately 23,868 feet to a point where the southerly margin of Albemarle Road (North Carolina Highway 27) intersects with the Mecklenburg County-Cabarrus County line, said point being a common corner of the Charlotte City and Mint Hill Town Sphere of Influence Limits; thence, leaving the Mint Hill Town Sphere of Influence Limit and running in a northwesterly direction with the Mecklenburg County-Cabarrus County line crossing Rocky River Church Road (State Road 2810), Peach Orchard Road (State Road 2809) at three (3) points, John Bostar Lane (State Road 2951), Harrisburg Road (State Road 2805), Saddle View Court (State Road 4517), Gateway Lane (State Road 4516), Reedy Creek, and Plaza Road Extension (State Road 2830), to a point, said point being a common corner of Mecklenburg County and Cabarrus County; thence, running in a northwesterly direction and continuing with the Mecklenburg County-Cabarrus County line crossing Plaza Road Extension (State Road 2830), at four (4) points, Rocky River Road (State Road 2802), Caldwell Road (State Road 2804), Southern Railroad, University City Boulevard (North Carolina Highway 49) to a point, said point being a common corner of Mecklenburg County and Cabarrus County; thence, running in a northwesterly direction and continuing with the Mecklenburg County-Cabarrus County line crossing United States Highway 29, and Union School Road (State Road 2467) to a point, said point being a common corner of Mecklenburg County and Cabarrus County; thence, running in a northwesterly direction and continuing with the Mecklenburg County-Cabarrus County line crossing Quay Road (State Road 2465) Interstate Highway 85, Quay Road (State Road 2465), and Odell School Road (State Road 2464), to a point, said point being a common corner of Mecklenburg County and Cabarrus County; thence, running in a northwesterly direction and continuing with the Mecklenburg-Cabarrus line crossing Beard Road (State Road 2463), Christenbury Road to a point, said point being a common corner of Mecklenburg County and Cabarrus County; thence, running in a northwesterly direction and continuing with the Mecklenburg-Cabarrus line to a point; thence, continuing in a northwesterly direction with the Mecklenburg County-Cabarrus County line crossing Eastfield Road (State Road 2459) to a point where said county line intersects with the northerly right-of-way margin of Eastfield Road (State Road 2459), a common corner of

the Charlotte City Sphere of Influence Limit and the towns of Cornelius, Huntersville, and Davidson Sphere of Influence Limit; thence, with said Sphere of Influence Limit, running in a westerly direction following along the said northerly right-of-way margin of Eastfield Road (State Road 2459) approximately 21,195 feet crossing an unnamed street, (State Road 2460), Edward Street, Asbury Chapel Road (State Road 2442), Dogwood Lane (State Road 2616), and the Southern Railroad to a point in the northerly right-of-way margin of Alexanderana Road (State Road 2457); thence, continuing in a westerly direction following along the northerly right-of-way margin of Alexanderana Road (State Road 2457) approximately 13,563 feet, crossing Everette Keith Road (State Road 2458), Old Statesville Road (North Carolina Highway 115), Statesville Road (United States Highway 21), Interstate Highway 77, Mount Holly-Huntersville Road (State Road 2004) to a point in the northerly right-of-way margin of Mount Holly-Huntersville Road (State Road 2004); thence, continuing in a westerly direction following along the northerly right-of-way margin of Mount Holly-Huntersville Road (State Road 2004) approximately 14,861 feet, crossing Kerns Road (State Road 2119), Wedgewood Drive (State Road 2226), Westminster Drive (State Road 2198), Shields Drive (State Road 2199), Beatties Ford Road (State Road 2074) to a point in the easterly boundary line of the property as described in Deed Book 3545, page 276; thence, with the easterly boundary line of the property as described in said Deed Book 3545, page 276 as having a bearing of N 35-28-02 W, a distance of approximately 272.93 feet to a point; thence, with the northerly boundary line of the property as described in said Deed Book 3545, page 276, (tract II) and the northerly boundary lines of the properties as described in Deed Book 3664, page 883, Deed Book 2009, page 202, Deed Book 1215, page 481, as having a bearing and distance as follows: N 71-12-30 W, 58.97 feet, N 71-19-W, 332.80 feet, N 71-19 W, 455.08 feet, N 71-19- W, 1070.60 feet, S 32-45-10 E, 284.78 feet, N 62 W, approximately 450 feet to a point, said point being the northeasterly corner of Lot Number 1 in Block G as shown on recorded Map Book 8, page 323; thence, with the northerly boundary line of Lot Number 1 in Block G, the northerly boundary line of Lot Number 1 in Block F, and the northerly boundary line of Lot Number 1 in Block E as shown on said recorded Map Book 8, page 323 as having a bearing of N 60-14 W, a total distance of 918.45 feet to a point in or near the center line of Gar Creek, said point being the southeast corner of the property as described in Deed Book 4056, page 126; thence, with the southerly boundary line of the property as described in said Deed Book 4056, page 126 in seven (7) courses as follows: (1) N 63-45 W, 1947.60 feet to a point in the right-of-way of Sample Road (State Road 2125), (2) N 63-15 E, 544.7 feet to a point in the right-of-way of Sample road. (3) N 36-40 W, 1679.5 feet to a point, (4) N 71-29 E, 181.2 feet to a point, (5) N 71-50 W, 83.0 feet to a point, (6) S 80-44 W, 140.0 feet to a point, (7) N 36-40 W, 58.0 feet to a point, said point being the southwest corner of the property as described in said Deed Book 4056, page 126; thence, with a new line N 61-24 W, 2,680.0 feet to a point in the Mecklenburg - Gaston County line, said new line being a connecting line between the southeast corner of the property described in Deed Book 4056, page 126 and a point in the Mecklenburg - Gaston County line located in the Catawba River Channel, said point being a common corner of the Charlotte City Sphere of Influence Limit and the towns

of Cornelius, Huntersville, and Davidson Sphere of Influence Limit; thence, running in a general southerly direction with the Mecklenburg County and the Gaston County line, said line being the Catawba River Channel, crossing Rozzelles Ferry Road (North Carolina Highway 16), Mount Holly Road (North Carolina Highway 27), Seabound Systems Railroad, Interstate Highway 85, Wilkinson Boulevard (United States Highway 74 and 29), and the Southern Railway to a point, said point being the common corner of Mecklenburg County, North Carolina, Gaston County, North Carolina, and York County, South Carolina, also being the Catawba River Channel; thence, continuing in a general southerly direction, with the Mecklenburg County, North Carolina and the York County, South Carolina line, said line being the Catawba River Channel, crossing York Road (North Carolina Highway 49) to a point, a common corner of Mecklenburg County, North Carolina and York County, South Carolina; thence, leaving the Catawba River Channel in a northeasterly direction with the Mecklenburg County, North Carolina and York County, South Carolina line crossing McKee Road (State Road 1100), Torrence Branch Road (State Road 1494), Zoar Road (State Road 1105), Steele Creek Road (North Carolina Highway 160), Hamilton Road (State Road 1106), Choate Road (State Road 1124), and Carowinds Boulevard (State Road 1441) to a point, a common corner of Mecklenburg County, North Carolina and York County, South Carolina; thence, in a southeasterly direction crossing Interstate Highway 77 with the Mecklenburg County, North Carolina and the York County, South Carolina line to a point on the westerly right-of-way margin of Nations Ford Road (State Road 1126), a common corner of the City of Charlotte, North Carolina Sphere of Influence and the Town of Pineville, North Carolina Sphere of Influence; thence, in a northerly direction with the westerly right-of-way margin of Nations Ford Road (State Road 1126) approximately 9,435 feet to a point in the centerline of the Southern Railroad; thence, in a southeasterly direction with the centerline of the Southern Railroad approximately 5213 feet crossing the centerline of Nations Ford Road to a point in the centerline of Sugar Creek; thence, in a southeasterly direction continuing with the centerline of the Southern Railroad approximately 3,100 feet crossing Industrial Drive to a point 40 feet south of and normal to the centerline of Industrial Drive, on the present Pineville Town Limit line; thence, leaving the centerline of the Southern Railroad and running in a northeasterly direction, following along a line 40 feet south of and parallel with the centerline of Industrial Drive with the present Pineville Town Limit line to a point, said point being 40 feet south of an normal to the centerline of Industrial Drive and 40 feet west of and normal to the centerline of Old Pineville Road and being a common corner of the present Charlotte City Limit line and the present Pineville Town Limit line; thence, leaving the present Pineville Town Limit line and running with the various courses and distances of the present Charlotte City Limit line beginning in a northerly direction and then in a clockwise direction to the point and place of beginning.

Area II

Beginning at a point in the southerly boundary line of the property as described in Deed Book 3873, page 653 where it intersects with the northeasterly right-of-way margin of Lancaster Highway (United States Highway 521), said point being a common corner of the present Charlotte City Limit and the Pineville Town Sphere of Influence Limit;

thence, leaving the present Charlotte City Limit and following a line along the northeasterly right-of-way margin of Lancaster Highway (United States Highway 521) the Charlotte City and Pineville Town Sphere of Influence Limit, approximately 8,076 feet, crossing Providence Road West (State Road 3626) to a point where said line intersects with the southerly right-of-way margin of Providence Road West (State Road 3626), said point being a common corner of Charlotte City and Pineville Town Sphere of Influence Limit; thence, continuing with the Charlotte City and Pineville Town Sphere of Influence Limit running in a southwesterly direction following a line along the southerly right-of-way margin of Providence Road West (State Road 3626) approximately 3,345 feet crossing the centerline of Lancaster Highway (United States Highway 521) to a point where said line intersects with the Mecklenburg County, North Carolina and Lancaster County, South Carolina line; thence, leaving the Pineville Town Sphere of Influence Limit and running in a southeasterly direction with the Mecklenburg County, North Carolina and the Lancaster County, South Carolina line crossing Clems Branch, Carolina Academy Road (State Road 3634) and Lancaster Highway (United States Highway 521) to a point, the common corner of Mecklenburg County, North Carolina, Union County, North Carolina, and Lancaster County, South Carolina located in the Six Mile Creek Channel; thence, running in a northeasterly direction with the Mecklenburg County - Union County line, said line being the Six Mile Creek Channel crossing Marvin Road (State Road 3635) and Providence Road to a point, said point being a common corner of Mecklenburg County and Union County; thence, leaving the Six Mile Creek Channel and continuing with the Mecklenburg County and Union County line and running in a northeasterly direction crossing Tilley Morris Road (State Road 3445), Rocking Chair Road (State Road 4344), Weddington Road (State Road 3468), Simfield Church Road (State Road 3447), and Pleasant Plains Road (State Road 3448) to a point where the northerly right-of-way margin of Pleasant Plains Road (State Road 3448) intersects with said county line, said point being a common corner of Charlotte City and Matthews Town Sphere of Influence Limit; thence, continuing with Charlotte City and Matthews Town Sphere of Influence Limit and running in a northwesterly direction with the northerly right-of-way margin of Pleasant Plains Road (State Road 3448), approximately 2022 feet to a point, where said right-of-way margin intersects with the northerly right-of-way of McKee Road (State Road 3440) if extended northeasterly across Pleasant Plains Road (State Road 3448); thence, continuing with Charlotte City and Matthews Town Sphere of Influence Limit and running in a southwesterly direction across Pleasant Plains Road and following along the northerly margin of McKee Road (State Road 3440), approximately 6110 feet to a point in the easterly right-of-way margin of Weddington Road (State Road 3468); thence, continuing with Charlotte City and Matthews Town Sphere of Influence Limit and running in a northeasterly direction following along the easterly right-of-way margin of Weddington Road (State Road 3468) to a point, a common corner of the present Charlotte City Limit and Matthews Town Sphere of Influence Limit; thence, leaving the Charlotte City and Matthews Town Sphere of Influence Limit and running with the various courses and distances of the present Charlotte City Limit line beginning in a westerly direction and then in a counterclockwise direction to the point and place of

beginning less and excepting, however, from the above description, a portion of Mecklenburg County adjoining the Union County line previously annexed by the Town of Weddington, North Carolina described as follows: Beginning at a point in the Town limits of the Town of Weddington, North Carolina, said point being also located in the centerline of Tilley Morris Road (State Road Number 1345 in Union County, North Carolina, and State Road Number 3445 in Mecklenbrug County, North Carolina), said beginning point being located one call from the westernmost corner of Lot 5 of Hearthstone Subdivision as shown in Plat Cabinet A File Number 115-A, Union County Reigster of Deeds as follows: S 6-23 E, 30 feet; thence, from said beginning point continuing along and with the Town Limits of the Town of Weddington, North Carolina, and the centerline of Tilley Morris Road (State Road Number 1345 in Union County and State Road Number 3445 in Mecklenburg County), as follows: S 83-37 W, 63.19 feet; thence, continuing with the Town Limits and the centerline of Tilley Morris Road (State Road Number 1345 in Union county, and State Road Number 3445 in Mecklenburg County), N 6-23 W, 30 feet, to a point marking the northeastern intersection of Tilley Morris road (State Road Number 1345 in Union County, and State Road Number 3445 in Mecklenburg County) and Rocking Chair Road; thence, continuing with the Town Limits, with the arc of a circular curve to the right, said arc having a radius of 70.13 feet an arc distance of 49.52 feet to a point on the easterly right-of-way margin of Rocking Chair Road; thence, with said right-of-way line and the Town Limits N 34-04-40 E, 185.56 feet to a point on said right-of-way line; thence, with said right-of-way line and the Town Limits in a northeasterly direction along the arc of a circular curve to the left, said arc having radius of 1143.16 feet an arc distance of 165.45 feet to a point marking the southwestern property corner of Lot 7 of Hearthstone Subdivision as shown in Plat Book 18, page 213, Mecklenburg County Register of Deeds, and; thence with the southern property line of Lot 7 of Hearthstone Subdivision as shown in Plat Book 18, page 213, Mecklenburg County Register of Deeds and the Town Limits, S 62-34-40 E, 193.58 feet to a point marking the northeasternmost property corner of Lot 5 of Hearthstone Subdivision as shown in Plat Cabinet A File Number 115-A, Union County Register of Deeds, and running thence with the Town Limits S 51-05-30 W, 394.66 feet to a point on the northern right-of-way margin of Tilley Morris Road (State Road Number 1345 in Union County, North Carolina, and State Road Number 3445 in Mecklenburg County, North Carolina), the westernmost corner of Lot 5 of Hearthstone Subdivision as shown in Plat Cabinet A File Number, 115-A, Union County Register of Deeds; thence, with the Town Limits S 6-23 E, 30 feet to a point said point being located in the centerline of Tilley Morris Road (State Road Number 1345 in Union County, and State Road Number 3445, in Mecklenburg County), the point and place of beginning.

Section 5. It is hereby declared as a matter of State policy that:

(a) No municipality shall hereafter be incorporated within the areas described in Section 4 of this act; and

(b) No district, unit of government or other entity shall hereafter be incorporated, formed or otherwise created within the areas described in Section 4 above, or adjacent thereto, if the creation of such district, unit of government or other entity

would limit in any manner the City of Charlotte's authority to annex any portion of the areas described in Section 4 above.

Section 6. Any action taken by any municipality in violation of Section 4 shall be null and void.

Section 7. Nothing in Sections 4 and 5 of this act shall be construed to permit the annexation of any property by the City of Charlotte, except in accordance with applicable law.

Section 8. Any Superior Court Judge assigned to hold court in Mecklenburg County may enter any consent judgment in University Research Park, Inc., et al v. City of Charlotte (86-CVS-7304) which implements any portion of the settlement described in Section 1 of this act and is consistent with the terms of this act.

Section 9. The provisions of Sections 4 and 5 of this act shall expire automatically on July 1, 1994, and shall not be enforceable thereafter.

Section 10. This act is effective upon ratification.

In the General Assembly read three times and ratified this the 15th day of May, 1987.