

GENERAL ASSEMBLY OF NORTH CAROLINA
1997 SESSION

S.L. 1997-187
HOUSE BILL 772

AN ACT TO AMEND THE CHARTER OF THE TOWN OF SHALLOTTE TO AUTHORIZE THE TOWN TO ENFORCE ORDINANCES AS PROVIDED IN THE GENERAL LAW, TO ANNEX PROPERTY TO THE TOWN OF SHALLOTTE, AND TO CORRECT AN ERROR IN THE DESCRIPTION OF DISTRICTS IN THE WHITEVILLE CITY SCHOOL ADMINISTRATIVE UNIT.

The General Assembly of North Carolina enacts:

Section 1. Section 9 of the Charter of Shallotte, being Chapter 339 of the Public Laws of 1899, reads as rewritten:

"Sec. 9. Violations.

~~Any person violating any ordinance of said town shall be deemed guilty of a misdemeanor, but the punishment thereof upon conviction shall not exceed a fine of \$50 or imprisonment for 30 days. The provisions of G.S. 160A-175 govern violations and enforcement of ordinances adopted by the Board of Aldermen."~~

Section 2. The corporate limits of the Town of Shallotte are extended to include the following described area:

Being all of that tract of land containing 35.30 acres, more or less, lying adjacent to Town of Shallotte, Shallotte and Waccamaw Townships, Brunswick County, N.C., and encompassing the 100 foot right-of-way of N.C. Highway 130; and, being more particularly described by courses based on N.C. Grid North per N.C. Department of Transportation highway plans project number 8.1310802 R-97E and distances according to a survey by Jimmy D. Etheridge, R.L.S. No. 3415 and Bobby M. Long and Associates, dated May 16, 1997.

Commencing at an existing N.C. Department of Transportation right-of-way monument located at station number 23+78 Ramp "B" 80 foot left as shown on N.C. Department of Transportation highway plans, project number 8.1310802 R 97-E, and having N.C. Grid coordinates: North = 83078.5066 feet, East = 2179691.659 feet; thence running north 48 degrees 14 minutes 03 seconds west 183.70 feet to a right-of-way monument, thence north 15 degrees 20 minutes 39 seconds west a chord distance of 65.48 feet to a right-of-way monument located on the southern right-of-way line of N.C. Highway 130, 100 foot right-of-way, thence running with the said right-of-way line north 61 degrees 53 minutes 17 seconds west 69.89 feet to an existing iron, thence north 61 degrees 06 minutes 48 seconds west 614.51 feet to an existing iron, thence north 61 degrees 11 minutes 37 seconds west 9233.92 feet to an existing iron pipe, thence north 59 degrees 49 minutes 31 seconds west 139.84 feet, thence north 58

degrees 07 minutes 51 seconds west 101.41 feet, thence north 55 degrees 55 minutes 20 seconds west 101.74 feet, thence north 53 degrees 20 minutes 34 seconds west 102.04 feet, thence north 50 degrees 16 minutes 48 seconds west 102.22 feet, thence north 47 degrees 11 minutes 49 seconds west 102.07 feet, thence north 44 degrees 38 minutes 56 seconds west 101.91 feet, thence north 41 degrees 50 minutes 55 seconds west 101.82 feet, thence north 39 degrees 43 minutes 43 seconds west 101.34 feet, thence north 38 degrees 04 minutes 37 seconds west 100.92 feet, thence north 37 degrees 13 minutes 04 seconds west 100.61 feet, thence north 36 degrees 48 minutes 43 seconds west 667.13 feet, thence north 37 degrees 19 minutes 48 seconds west 98.95 feet, thence north 38 degrees 19 minutes 12 seconds west 98.93 feet, thence north 39 degrees 42 minutes 23 seconds west 98.18 feet, thence north 41 degrees 46 minutes 42 seconds west 97.92 feet, thence north 43 degrees 49 minutes 52 seconds west 98.42 feet, thence north 45 degrees 55 minutes 02 seconds west 96.61 feet, thence north 49 degrees 00 minutes 41 seconds west 97.30 feet, thence north 51 degrees 42 minutes 11 seconds west 97.13 feet, thence north 54 degrees 29 minutes 46 seconds west 97.19 feet, thence north 57 degrees 05 minutes 12 seconds west 97.63 feet, thence north 59 degrees 05 minutes 18 seconds west 97.83 feet, thence north 61 degrees 17 minutes 53 seconds west 97.52 feet, thence north 63 degrees 58 minutes 54 seconds west 97.28 feet, thence north 66 degrees 36 minutes 45 seconds west 97.21 feet, thence north 69 degrees 20 minutes 20 seconds west 97.63 feet, thence north 72 degrees 19 minutes 20 seconds west 131.62 feet, thence north 74 degrees 37 minutes 15 seconds west 127.95 feet, thence north 79 degrees 28 minutes 37 seconds west 209.37 feet, thence north 84 degrees 06 minutes 41 seconds west 146.43 feet, thence north 87 degrees 41 minutes 46 seconds west 144.65 feet, thence north 89 degrees 56 minutes 01 seconds west 129.38 feet, thence south 88 degrees 29 minutes 50 seconds west 95.35 feet, thence south 88 degrees 36 minutes 59 seconds west 174.91 feet, thence south 88 degrees 06 minutes 13 seconds west 602.36 feet, thence north 01 degrees 51 minutes 25 seconds west 100.00 feet crossing N.C. Highway 130 to an existing iron located on the northern right-of-way line of said highway, thence running along the northern right-of-way line of said highway north 88 degrees 08 minutes 35 seconds east 336.71 feet to an existing iron the southwest corner of Tract A as shown on Map Cabinet W, Page 257, thence north 88 degrees 03 minutes 23 seconds east 265.50 feet to an existing iron, thence north 88 degrees 36 minutes 59 seconds east 175.79 feet to an existing iron, thence north 88 degrees 29 minutes 50 seconds east 96.61 feet to an existing iron, thence south 89 degrees 56 minutes 01 seconds east 132.71 feet to an existing iron, thence south 87 degrees 41 minutes 46 seconds east 149.73 feet, thence south 84 degrees 06 minutes 41 seconds east 153.60 feet, thence south 79 degrees 28 minutes 37 seconds east 217.65 feet, thence south 74 degrees 37 minutes 15 seconds east 134.89 feet, thence south 72 degrees 19 minutes 20 seconds east 136.43 feet, thence south 69 degrees 20 minutes 20 seconds east 101.71 feet, thence south 66 degrees 36 minutes 45 seconds east 101.88 feet, thence south 63 degrees 58 minutes 54 seconds east 101.92 feet, thence south 61 degrees 17 minutes 53 seconds east 101.79 feet, thence south 59 degrees 05 minutes 18 seconds east 101.50 feet, thence south 57 degrees 05 minutes 12 seconds east 101.64 feet, thence south 54 degrees 29 minutes 46 seconds east 101.89 feet, thence south 51 degrees 42 minutes 11

seconds east 102.01 feet, thence south 49 degrees 00 minutes 41 seconds east 101.91 feet, thence south 45 degrees 55 minutes 22 seconds east 102.36 feet, thence south 43 degrees 49 minutes 52 seconds east 101.18 feet, thence south 41 degrees 46 minutes 42 seconds east 101.48 feet, thence south 39 degrees 42 minutes 23 seconds east 101.22 feet, thence south 38 degrees 19 minutes 12 seconds east 100.91 feet, thence south 37 degrees 19 minutes 48 seconds east 100.72 feet, thence south 36 degrees 48 minutes 43 seconds east 667.13 feet, thence south 37 degrees 13 minutes 04 seconds east 99.16 feet, thence south 38 degrees 04 minutes 37 seconds east 98.72 feet, thence south 39 degrees 43 minutes 43 seconds east 98.05 feet, thence south 41 degrees 50 minutes 55 seconds east 97.52 feet, thence south 44 degrees 38 minutes 56 seconds east 97.24 feet, thence south 47 degrees 11 minutes 49 seconds east 97.15 feet, thence south 50 degrees 16 minutes 49 seconds east 96.86 feet, thence south 53 degrees 20 minutes 34 seconds east 97.11 feet, thence south 55 degrees 55 minutes 20 seconds east 97.57 feet, thence south 58 degrees 07 minutes 51 seconds east 98.00 feet, thence south 59 degrees 49 minutes 31 seconds east 135.98 feet, thence south 61 degrees 10 minutes 52 seconds east 2138.36 feet to an existing iron, thence south 60 degrees 59 minutes 12 seconds east 121.33 feet to an existing iron, thence south 61 degrees 12 minutes 13 seconds east 4259.60 feet to an existing iron, thence south 61 degrees 11 minutes 42 seconds east 209.99 feet to an existing iron pipe, thence south 61 degrees 13 minutes 00 seconds east 1054.37 feet to an existing iron pipe, thence south 61 degrees 11 minutes 52 seconds east 2408.88 feet to an existing N.C. Department of Transportation right-of-way monument, thence south 43 degrees 32 minutes 08 seconds west 195.04 feet to an existing right-of-way monument, the point and place of beginning. Said survey having an error of closure of 1 to 7500+.

Section 3. Section 4 of Chapter 661 of the 1995 Session Laws reads as rewritten:

"Sec. 4. District 1 consists of all of Whiteville City Council District #1 as it was bounded for the 1995 municipal election, but excluding any territory not in the city limits as of January 1, 1990.

District 2 consists of all of Whiteville City Council District #2 as it was bounded for the 1995 municipal election, but excluding any territory not in the city limits as of January 1, 1990, and in addition includes the following areas:

Beginning at the point where the centerline of US Highway 74 Business intersected the western corporate limits of the Town of Whiteville on January 1, 1990, thence following the centerline of US Highway 74 Business in a westerly direction to ~~the Whiteville/Chadbourn Township line, thence following the Whiteville/Chadbourn Township line in a southeasterly direction~~ the centerline of State Highway 1435, thence following the centerline of State Highway 1435 in a southerly direction across State Highway 1436 to the centerline of State Highway 1429, thence along State Highway 1429 in an easterly direction to the centerline of State Highway 1437, thence following the boundary between State House Districts 14 and 98 as they existed on June 1, 1996, along: State Highway 1437, Pinelog Swamp and Soules Swamp to the point where Soules Swamp intersected the corporate limits of the Town of Whiteville on January 1,

1990, thence following the corporate limits of the Town of Whiteville as they existed on January 1, 1990, in a generally northerly direction to the point and place of beginning.

Beginning at the point where the centerline of US Highway 701 Bypass intersected the southern corporate limits of the Town of Whiteville on January 1, 1990, thence following the boundary between State House Districts 14 and 98 as they existed on June 1, 1996, along: US Highway 701, State Highway 1166, State Highway ~~1174 (Prison Camp Road)~~, 1174, the corporate limits of the Town of Brunswick as they existed on January 1, 1990, the boundary of Census Blocks 121B/126C and 122B/126C of Census Tract 9910, the corporate limits of the Town of Brunswick as they existed on January 1, 1990, Main Street (State Highway 130), and the Whiteville/Lees Township line easterly to the eastern boundary of the Whiteville City School Administrative Unit; thence in a northerly direction along the boundary of the Whiteville City School Administrative Unit to the centerline of US Highway 74 Business, thence westerly along the centerline of US Highway 74 Business to the intersection with the boundary of District 1, thence following the southern boundary of District 1 to the intersection of the centerline of Maulsby Street and Virgil Street, thence following the eastern and southern boundary of Whiteville City Council District #2 as it was bounded for the 1995 municipal election, (said boundary line excluding any territory not in the city limits as of January 1, 1990) to the point and place of beginning.

District 3 consists of all of the Whiteville City School Administrative Unit located north of US Highway 74 Business not in District 1, and also includes the following described area:

Beginning at the point where the centerline of US Highway 74 Business intersects the ~~Whiteville/Chadbourn Township line~~, ~~thence following the Township line in a southeasterly direction to the centerline of State Highway 1437~~, ~~thence following the centerline of State Highway 1437 in a southwesterly direction~~ centerline of State Highway 1435, thence following the centerline of State Highway 1435 in a southerly direction across State Highway 1436 to the intersection with the centerline of State Highway 1429, thence following the centerline of State Highway 1429 westerly to the boundary of the Whiteville City School Administrative Unit, thence in a northerly direction along the boundary of the Whiteville City School Administrative Unit to the centerline of US Highway 74 Business, thence following the centerline of US Highway 74 Business in an easterly direction to the point and place of beginning.

District 4 consists of all the area of the Whiteville City School Administrative Unit South of US Highway 74 Business which is not in any other district."

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

In the General Assembly read three times and ratified this the 16th day of June, 1997.

s/ Dennis A. Wicker
President of the Senate

s/ Harold J. Brubaker
Speaker of the House of Representatives