NORTH CAROLINA GENERAL ASSEMBLY
1967 SESSION

CHAPTER 803
SENATE BILL 500

AN ACT REDEFINING AND ESTABLISHING THE CORPORATE LIMITS AND BOUNDARIES OF THE CITY OF DURHAM, AND AMENDING SECTION 2 OF THE CHARTER OF THE CITY OF DURHAM.

The General Assembly of North Carolina do enact:

Section 1. Section 2 of the Charter of the City of Durham, it being Chapter 142, Private Laws 1921, as amended from time to time, is hereby amended by redefining and establishing the corporate limits and boundaries of the City of Durham as follows, to wit:

Beginning at the point of intersection of the West right of way of U. S. Highway 15-501 and a line 230 feet South of the center line of Cornwallis Road; thence in a westerly direction along a line perpendicular to the West right of way of U. S. Highway 15-501 a distance of 200 feet; thence in a southerly direction along a line 200 feet West of and parallel to the West right of way of U. S. Highway 15-501 about 5760 feet to the point of intersection with the East line of the property of City of Durham formerly property of L. G. Pickett recorded in Plat Book 1, page 260, Durham County Register of Deeds Office; thence in a southeasterly direction along said City of Durham property line and a projection thereof a distance of about 830 feet to the point of intersection with the South right of way line of the U. S. Highway 15-501; thence in a southerly direction along a straight line intersecting at a point 230 feet West of the center line of Shannon Road and 230 feet North of the center line of Chapel Hill Road a distance of about 4620 feet; thence westwardly and southwardly along a line 200 feet North and West of Chapel Hill Road a distance of approximately 1150 feet to a point; thence southwardly along a line perpendicular to Chapel Hill Road a distance of 260 feet to the southeast right of way line of Chapel Hill Road; thence southwardly along the West property line of "Van Trine Park" subdivision as recorded in Plat Book 42, page 3, a distance of approximately 2050 feet to a point; thence southwardly along the West property line of "L. W. Norton" subdivision as shown in Plat Book 24, page 61, a distance of approximately 1660 feet to a point; thence westwardly along the North property line of "Walter A. Biggs and Claude Currie" subdivision as recorded in Plat Book 49, page 11, a distance of approximately 850 feet to a point; thence along and with the West property line of aforesaid subdivision a distance of about 2605 feet to a point; thence eastwardly along the South property line of said subdivision a distance of approximately 75 feet to a point; thence southwardly along the West property line of "Claude Currie" subdivision as recorded in Plat Book 36, page 21, a distance of

approximately 610 feet to a point; thence westwardly along a line 200 feet North of the North right of way line of Swarthmore Road a distance of approximately 520 feet to a point; thence southwardly along a line 200 feet West of and parallel to the West property line of Garrett Road and a projection of said line a distance of 6240 feet to the point of intersection with a westwardly projection of a line 200 feet South of and parallel to the East right of way of the N. C. Highway 751; thence northeastwardly along a line 200 feet East of the East right of way line of N. C. Highway 751 (Hope Valley Road) a distance of approximately 8605 feet to the point of intersection with the South property line of "The Crescent of Hope Valley" subdivision recorded in Plat Book 47, page 63; thence eastwardly along the said South property line of "The Crescent of Hope Valley" subdivision and a projection of said line a distance of approximately 1030 feet to the center line of Third Fork Creek; thence northwardly along the center line of Third Fork Creek a distance of approximately 1700 feet to a point; thence westwardly along the North property line of the said "Crescent of Hope Valley" subdivision and an eastwardly projection of said line a distance of approximately 1410 feet to a point; thence northwardly along a line 200 feet East of and parallel to the East right of way line of Hope Valley Road a distance of approximately 4850 feet to a point of intersection with a line 200 feet South of and parallel to the South line of Brighton Road; thence eastwardly along a line 200 feet South of the South right of way line of Brighton Road a distance of approximately 240 feet to a point; thence southwardly along the West property line of "Sunset Valley" subdivision as recorded in Plat Book 31, page 10 and 11, a distance of approximately 2470 feet to a point; thence eastwardly along the South property line of "Sunset Valley" subdivision as recorded in Plat Book 31, page 10 and 11, a distance of approximately 500 feet to a point; thence northwardly along the East property line of "Sunset Valley" subdivision a distance of approximately 650 feet to a point; thence eastwardly along the South property line of lot 20, block "B" and lot 20, block "A" of "W. R. Hall" subdivision as recorded in Plat Book 35, page 4, a distance of approximately 500 feet to a point; thence southwardly along the West property line of "Lena E. Harris" subdivision recorded in Plat Book 28, page 99, a distance of approximately 450 feet to a point of intersection with the center line of Third Fork Creek; thence northwardly along the center line of Third Fork Creek a distance of approximately 660 feet to the point of intersection with the East property line of the said "Lena E. Harris" subdivision; thence northwardly along the East property line and a projection thereof of "Lena E. Harris" subdivision as recorded in Plat Book 28, page 99, a distance of approximately 2310 feet to a point; thence westwardly along a line 200 feet North of the North right of way line of Brighton Road a distance of approximately 1390 feet to a point; thence northwardly along a line 200 feet East of and parallel to the East right of way line of Hope Valley Road a distance of approximately 2110 feet to a point; thence eastwardly along a line 200 feet South of and parallel to the South right of way line of Archdale Drive a distance of approximately 2550 feet to a point; thence southwardly and eastwardly along a line 200 feet West of and parallel to the West property line of Oak Ridge Boulevard and a projection of a line 200 feet South of and parallel to the South right of way of Willowdale Drive a distance of approximately 2180 feet to a point; thence eastwardly along a line 200 feet South of and

parallel to the South right of way line of Willowdale Drive and a westwardly projection thereof a distance of approximately 2230 feet to a point parallel to and 230 feet South of Tripoli Drive; thence in an easterly and southerly direction along said line parallel to and 230 feet South and West of Tripoli Drive to a point of intersection with a line 230 feet South of and parallel to the center line of Cook Road a distance of about 1160 feet; thence in an easterly direction along the said line parallel to and 230 feet South of the center line of Cook Road to the point of intersection with a line 230 feet West of and parallel to the center line of Cornwallis Road a distance of about 1490 feet; thence in a southeasterly direction along the said line parallel to and 230 feet West of the center line of Cornwallis Road to the point of intersection with a line 230 feet South of and parallel to the center line of Stuart Drive a distance of about 1130 feet; thence in an easterly direction along said line parallel to and 230 feet South of Stuart Drive to the point of intersection with a line parallel to and 230 feet South of Riddle Road a distance of about 600 feet; thence in a northeasterly direction along the said line parallel to and 230 feet South of the center line of Riddle Road to the point of intersection with the East right of way of the Norfolk and Southern Railroad a distance of about 150 feet; thence eastwardly along a line 200 feet South of and parallel to the South right of way line of Riddle Road a distance of approximately 7400 feet to a point; thence northwardly along a line 200 feet East of and parallel to the East right of way line of Chicago Street and a projection thereof a distance of approximately 1790 feet to a point; thence eastwardly along the South property line of Max W. Bryant property and a projection thereof a distance of approximately 930 feet to a point; thence northwardly along the East property line of Green Acres Subdivision as shown in Plat Book 47, page 51, as recorded in the Durham County Register of Deeds Office, a distance of approximately 440 feet to a point; thence westwardly along the North property line of aforesaid Green Acres Subdivision a distance of approximately 2120 feet to a point; thence northwardly along the West property line of Durham Investment Corporation, as found in Plat Book 28, page 90, a distance of 779.60 feet; thence northwardly along said line a distance of 1283.1 feet to the center of Rocky Creek; thence in a northeasterly direction along the center line of Rocky Creek about 3700 feet to a point; thence North 89 degrees 55 minutes East, 62.19 feet to a point; thence North 55 degrees 45 minutes 31 seconds East, a distance of 202.78 feet to a point; thence North 55 degrees 53 minutes 59 seconds East, a distance of 120.63 feet to a point; thence North 83 degrees 03 minutes 08 seconds East, a distance of 2236.28 feet to a point on a line parallel to and 50 feet North of the center line of the main line track of the North Carolina Railroad Company; thence in a southerly and southeasterly direction a distance of approximately 5205 feet along the said line parallel to and at all points 50 feet North of the center line of the main line track of the North Carolina Railroad Company to its intersection with the projection of a line 200 feet South of and parallel to Pleasant Drive; thence eastwardly along said line a distance of approximately 2075 feet to its intersection with the projection of a line parallel to and 200 feet East of the East right of way line of Lynn Road; thence in a northwardly direction along a line parallel to and 200 feet East of the East right of way line of Lynn Road, a distance of approximately 4550 feet to its intersection with the projection of a line 200 feet East of and parallel to O'Briant Road;

thence in a northwardly direction along a line 200 feet East of and parallel to O'Briant Road a distance of approximately 4830 feet to the intersection of a line 200 feet South of the South right of way line of North Carolina Highway No. 98; thence eastwardly along a line 200 feet South of and parallel to the South right of way line of North Carolina Highway No. 98, a distance of approximately 1330 feet to a point; thence northwardly along a line perpendicular to North Carolina No. 98 a distance of approximately 460 feet to a point; thence westwardly along a line 200 feet North of and parallel to the North right of way line of North Carolina Highway No. 98, a distance of approximately 390 feet to a point; thence northwardly along a line parallel to and 200 feet East of the East right of way line of Chandler Road a distance of approximately 2955 feet to the point of intersection with a projection in a southerly direction of the East line of Twin Lakes Subdivision recorded in Plat Book 34, page 106; thence northwardly along the East property line projected of the said Twin Lakes Estate Subdivision a distance of approximately 460 feet to a point; thence westwardly and southwardly along a line 200 feet North of and parallel to the North property line of Chandler Road a distance of approximately 1160 feet to a point; thence westwardly along a line 200 feet North of and parallel to the North property line of Ross Road a distance of approximately 860 feet to a point; thence northwardly along a line 200 feet East of and parallel to the East property line of Broomfield Avenue a distance of approximately 1460 feet to a point; thence westwardly along a line 200 feet North of and parallel to the North right of way line of Independence Avenue a distance of approximately 1540 feet to a point; thence northwardly along a line 200 feet East of and parallel to the East property line of Center Avenue a distance of approximately 1030 feet to a point; thence westwardly a distance of approximately 980 feet along the northern property line of a subdivision of land known as resubdivision of lots 210 and 221, Joyland Heights as recorded in Plat Book 20, page 13; thence in a southerly direction along the West line of said subdivision, resubdivision of lots 210 and 221, Joyland Heights, a distance of 51 feet to a point; thence westwardly along the northern property line of a subdivision of land known as resubdivision of lots 210 and 221, Joyland Heights as recorded in Plat Book 20, page 13, and a projection of said line a distance of approximately 220 feet to its intersection with a line 20 feet East of and parallel to the center line of the Southern Railway, Keysville Branch track, being also the easternmost tract at this point; thence southwardly along said line 20 feet East of and parallel at all points to the center line of said Southern Railway Company, Keysville Branch railroad track, a distance of approximately 3050 feet to its intersection with a line 200 feet North of and parallel to Ross Road, if projected; thence westwardly along a line 200 feet North of and parallel to the North right of way line of Ross Road and a projection thereof, a distance of approximately 1920 feet to its intersection with the eastern right of way line of U. S. Highway No. 70; thence running in a northerly direction along said U. S. No. 70 right of way line, approximately 3600 feet to a point, 200 feet distant from the South right of way line of Cheek Road; thence eastwardly along a line parallel to and 200 feet distant from the South right of way line of Cheek Road a distance of approximately 790 feet to a point; thence northwardly along a line, and a projection thereof, located 200 feet East of the East right of way line of Midland

Terrace a distance of approximately 6380 feet to the center line of Camden Avenue; thence northwardly along a line 200 feet East of and parallel to the East right of way line of proposed Incinerator Road a distance of approximately 3400 feet to its intersection with a line 200 feet East of and parallel to the East right of way line of Dearborn Drive; thence northwardly along said line 200 feet East of Dearborn Drive a distance of approximately 1820 feet to its intersection with a line 200 feet South of the South right of way line of Maplewood Drive; thence eastwardly along a line 200 feet from and parallel to Maplewood Drive as it loops back into Dearborn Drive a distance of approximately 2430 feet to a line 200 feet East of and parallel with Dearborn Drive; thence northwardly along a line 200 feet East of and parallel to the East right of way line of Dearborn Drive a distance of approximately 2740 feet to the East right of way line of the Norfolk and Western Railway; thence northwardly along the East right of way line of the Norfolk and Western Railway a distance of approximately 1760 feet to the intersection of a line projected which is located 200 feet North of and parallel to the North right of way line of Arlene Street; thence westwardly along said line a distance of approximately 1360 feet to the intersection of a line projected which is 200 feet West of the West right of way line of Usher Street and parallel thereto; thence southwardly along a line 200 feet West of and parallel to the West right of way line of Usher Street a distance of 630 feet to a point, said point being located 200 feet North of the North right of way line of Craven Street; thence westwardly along the North right of way line of Craven Street a distance of approximately 650 feet to a point; thence northwardly along a line 200 feet East of the East right of way line of Old Oxford Highway a distance of approximately 550 feet to a point; thence westwardly along a line 200 feet North of and parallel to the North right of way line of Arlene Street as projected a distance of approximately 580 feet to a point; thence southwardly along a line 200 feet West of and parallel to the West right of way line of Old Oxford Highway, a distance of approximately 2200 feet to a point on the western property line of Wiggins Street; thence North 3 degrees 22 minutes East along said western property line of Wiggins Street, a distance of about 860 feet to a stake; thence South 63 degrees 56 minutes West, a distance of 364.72 feet to a stake; thence South 68 degrees 19 minutes West, a distance of 249.52 feet to a stake; thence South 58 degrees 33 minutes West, a distance of 240.50 feet to a stake; thence South 82 degrees 42 minutes West, a distance of 234.30 feet to a stake on the eastern property line of Duke Lane; thence along the eastern property line of Duke Lane the following courses and distances: South 7 degrees 6 minutes East, a distance of 446.19 feet to a stake; thence in a southerly direction along an arc to the right, said arc having a radius of 254.61 feet, a distance of 39.03 feet to a stake; thence South 1 degree 42 minutes West, a distance of 243.89 feet to a point on the N. W. corner of Eno Primitive Baptist Church; thence South 85 degrees 47 minutes East along the northern property line of said church a distance of 346.63 feet to a stake; thence South 44 degrees 38 minutes East, a distance of about 107 feet to a point on a line 200 feet North of the right of way of Old Oxford Highway; thence in a southwesterly direction along said line parallel to and 200 feet North of the northern right of way line of Old Oxford Highway about 2500 feet to a point on a line 230 feet East of the center line of Roxboro Road; thence in a northerly direction along said line

parallel to and 230 feet East of the center line of Roxboro Road, a distance of about 1400 feet to a point; thence North 9 degrees 0 minutes East, a distance of 559.72 feet to a point; thence North 0 degrees 20 minutes East, a distance of 109.55 feet to a point; thence North 81 degrees 00 minutes West, a distance of 399.75 feet to a point; thence South 42 degrees 56 minutes West, a distance of 242.38 feet to a point on a line 230 feet from and parallel to the center line of Roxboro Road; thence in a northerly direction along said line parallel to and 230 feet East of the center line of Roxboro Road, a distance of about 4200 feet to the southern property line of Pacific Avenue; thence North 82 degrees 38 minutes East along said southern property line of Pacific Street, a distance of 512.95 feet to a point; thence South 6 degrees 51 minutes East, a distance of 223.27 feet to a point; thence North 82 degrees 49 minutes East, a distance of 424.12 feet to a point; thence North 5 degrees 0 minutes East, a distance of 1392.86 feet to a point; thence North 85 degrees 41 minutes West, a distance of 717.67 feet; thence North 84 degrees 52 minutes West, a distance of 200 feet to a point; thence North 85 degrees 05 minutes West, a distance of 335.42 feet to a point on a line 230 feet East of the center line of Roxboro Road; thence in a northerly direction along said line parallel to and 230 feet East of the center line of Roxboro Road, a distance of about 5400 feet to its intersection with the North property line and a projection thereof of "Argonne Hills" subdivision as recorded in Plat Book 36, page 45; thence along said North property line and a projection thereof westwardly a distance of approximately 1320 feet to a point; thence southwestwardly along the creek line which is also the property line of aforesaid "Argonne Hills" subdivision, a distance of approximately 670 feet to a point; thence westwardly along the North line of aforesaid "Argonne Hills" subdivision a distance of approximately 680 feet to a point being also the northwest corner of "Argonne Hills" subdivision; thence southwardly along the western property line and an extension thereof of "Argonne Hills" subdivision, a distance of approximately 2100 feet to its intersection with the North property line of a subdivision of land known as Property of P. M. Bussell as shown in Plat Book 18, page 97; thence westwardly along said northern property line a distance of approximately 2290 feet to its intersection with a line 200 feet North of and parallel to the North right of way line of Horton Road; thence westwardly, a distance of approximately 2895 feet along a line 200 feet North of and parallel to the North right of way line of Horton Road to a point 200 feet West of Guess Road; thence southwardly along a line 200 feet West of and parallel to the West right of way line of Guess Road, a distance of approximately 4990 feet to a point 200 feet North of the North right of way line of Chamblee Street; thence westwardly along a line 200 feet North of and parallel to Chamblee Street, a distance of approximately 1790 feet to a point 200 feet West of the West right of way line of Hillandale Road; thence southwardly along a line 200 feet West of and parallel to Hillandale Road approximately 2390 feet to a point located 200 feet North of Carver Street; thence along a line 200 feet North of and parallel to the North right of way line of Carver Street, a distance of approximately 550 feet to its intersection with the projection of a line being the West property line of Hillandale School; thence South 1 degree 50 minutes West, a distance of 205.52 feet to a point on the northern right of way line of Carver Street; thence in a westerly direction along the northern right of way line of Carver Street, a

distance of 4485.17 feet to a point; thence South 67 degrees 33 minutes 38 seconds West, a distance of 456.10 feet to a point; thence South 0 degrees 29 minutes 13 seconds West, a distance of 939.66 feet to a point; thence South 68 degrees 38 minutes 09 seconds West, a distance of 492.02 feet to a point on the western right of way line of Cole Mill Road; thence in a southerly direction along said western right of way line of Cole Mill Road, a distance of about 4461 feet to a point 200 feet North of the Northern right of way line of U. S. Highway I-85; thence northwesterly along a line 200 feet North of and parallel to the North right of way line of U. S. I-85, a distance of approximately 1227 feet to a point; thence in a southwesterly direction perpendicular to the westbound lane of U. S. Highway I-85, a distance of approximately 969 feet to a point on the West right of way line of the Southern Railway; thence southerly along and with the West right of way line of the Southern Railway, a distance of approximately 660 feet to a point on a projected line, which is 200 feet West of the West property line of Morreene Road; thence southerly along a line which is 200 feet West of the western property line of Morreene Road, a distance of approximately 2371 feet to a point; thence North 89 degrees 31 minutes 22 seconds West, a distance of 1149.20 feet to a point; thence South 8 degrees 48 minutes 00 seconds West, a distance of 1166.26 feet to a point; thence South 24 degrees 35 minutes 31 seconds West, a distance of 423.97 feet to a point; thence South 72 degrees 13 minutes 07 seconds East, a distance of 1323.3 feet to a point; thence South 38 degrees 51 minutes 20 seconds East, a distance of 1360.07 feet to a point on the western right of way line of U. S. 15 and 501; thence in a southerly direction along said western right of way line of U. S. 15 and 501, a distance of approximately 10,000 feet to a point of intersection on said western right of way line of U. S. 15 and 501 and a line 200 feet South of and parallel to the southern property line of Cornwallis Road, said point being the place and point of Beginning.

Sec. 2. All laws and clauses of laws in conflict herewith are hereby repealed.

Sec. 3. This Act shall be in full force and effect from and after its ratification.

In the General Assembly read three times and ratified, this the 16th day of June, 1967.