

AN ORDINANCE ANNEXING TERRITORY TO THE CORPORATE LIMITS (5300 HIGH POINT ROAD AND PORTIONS OF NCDOT/RAILROAD RIGHTS-OF-WAY – 146.4 ACRES)

Section 1. Pursuant to G.S. 160A-31, the hereinafter described territory is hereby annexed to City of Greensboro:

Beginning at a point in the existing Greensboro corporate limits (as of December 31, 2014), said point being the northeast corner of that 19.07-acre annexation effective June 30, 1998, and shown on City of Greensboro Annexation Drawing D-2417; THENCE PROCEEDING WITH THE EXISTING CITY LIMITS in a westerly direction across the northern terminus of Atwater Drive to the southeast corner of Crofton Springs Subdivision Phase II, as recorded in Plat Book 110, Page 114; thence with the southeast lines of said Phase II and of Phase I of Crofton Springs Subdivision, as recorded in Plat Book 106, Page 151, N 38° 58' 01" E 831.42 feet to the easternmost corner of said Phase I; thence with the projection of the southwest line of Lot 1 of Property of Guilford County Board of Education, as recorded in Plat Book 121, Page 101, S 49° 55' 15" E approximately 93.6 feet to a point on the former centerline of the Norfolk Southern track; thence in a northeasterly direction with said centerline approximately 2,210 feet to its intersection with the northwestwardly projection of the northeast line of KSL Sedgefield Pilot, LLC, as recorded in Deed Book 6920, Page 1579; THENCE DEPARTING FROM THE EXISTING CITY LIMITS with said projection and said northeast line S 45° 57' 15" E approximately 308 feet to an existing iron pin in the northwest right-of-way line of Norwood Drive (S.R.#1385); thence with said right-of-way line S 44° 08' 45" W approximately 370 feet to its intersection with the southwest right-of-way line of Alamance Road (S.R.#1385), a variable width right-of-way; thence in a southeasterly direction with said southwest right-of-way line approximately 650 feet to a new iron pin in the southeast right-of-way line for the newly relocated High Point Road; thence continuing with the southwest right-of-way line of Alamance Road the following seventeen (17) courses and distances: (1) S 37° 27' 45" E 22.60 feet to an existing iron pin, (2) S 33° 51' 11" E 183.41 feet to a monument, (3) S 37° 20' 13" E 459.05 feet to an existing iron pin, (4) S 52° 39' 08" W 4.98 feet to an existing iron pin, (5) along a curve to the right having a radius of 502.78 feet and a chord bearing and distance of S 31 20' 47" E 104.95 feet to an existing iron pin, (6) S 25° 17' 30" E 249.60 feet to an existing iron pin, (7) along a curve to the left having a radius of 1,318.27 feet and a chord bearing and distance of S 30° 17' 32" E 229.82 feet to a new iron pin, (8) S 35° 17' 57" E 36.26 feet to a new iron pin, (9) along a curve to the right having a radius of 464.99 feet and a chord bearing and distance of S 21° 36' 24" E 220.14 feet to an existing iron pin, (10) along a curve to the left having a radius of 321.14 feet and a chord bearing and distance of S 32° 32' 31" E 267.65 feet to an existing iron pin, (11) along a curve to the right having a radius of 1,192.05 feet and a chord bearing and distance of S 53° 35' 30" E 148.80 feet to an existing iron pin, (12) S 43° 21' 44" E 137.53 feet to an existing iron pin, (13) S 44° 19' 00" E 0.46 feet to an existing iron pin, (14) along a curve to the right having a radius of 133.70 feet and a chord bearing and distance of S 21° 17' 08" E 104.61 feet to an existing iron pin, (15) S 00° 35' 40" W 133.19 feet to an existing iron pin, (16) along a curve to the left having a radius of 351.76 feet and a chord bearing and distance of S 13° 11' 09" E 167.58 feet to an existing iron pin, and (17) S 26° 58' 00" E 12.16 feet to the intersection of the southwest right-of-way line of Alamance Road and the north right-of-way line of High Point Road, a 100-foot right-of-way (a/k/a U.S. Highway 29-70); thence running with the north right-of-way line of High Point Road the following eleven (11) courses and distances: (1) S 67° 46' 45" W 99.78 feet to an existing iron pin, (2) S 71° 57' 26" W 99.91 feet to an existing iron pin, (3) S 79° 11' 56" W 99.77 feet to an existing iron pin, (4) S 85° 42' 34" W 100.05 feet to an existing iron pin, (5) S 86° 39' 50" W 1,023.62 feet to an existing iron pin, (6) S 88° 39' 09" W 66.99 feet to an existing iron pin, (7) S 83° 43' 39" W 68.00 feet to an existing iron pin, (8) S 80° 48' 22" W 99.94 feet to an existing iron pin, (9) S 76° 40' 25" W 100.32 feet to an existing iron pin, (10) S 76° 25' 52" W 525.41 feet to an existing iron pin, and (11) S 77° 10' 20" W 99.99 feet to an existing iron pin in the southeast corner of the property of Henry R. Canipe, as recorded in Deed

Book 5917, Page 199; thence with Canipe's east line N 13° 47' 55" W 576.86 feet to an existing iron pin in concrete at Canipe's northeast corner; thence with Canipe's north line S 77° 16' 44" W 183.81 feet to an existing iron pin in the northeast corner of the property of Sedgefield Gate, recorded in Plat Book 72, Page 87; thence with the north line of Sedgefield Gate S 77° 09' 02" W 199.84 feet to a new iron pin in the southeast corner of Sedgefield Gate Phase II, recorded in Plat Book 123, Page 27; thence with the east lines of said Phase II the following two (2) courses and distances: (1) N 12° 03' 39" W 75.10 feet to an existing iron pin, and (2) N 33° 29' 32" W 149.92 feet to a monument at the northernmost corner of said Phase; thence with the east lines of Sedgefield Gate Phase 3, Map 1, recorded in Plat Book 134, Page 8, and Sedgefield Gate Phase 3, Map 2, recorded in Plat Book 134, Page 71, the following two (2) courses and distances: (1) N 38° 21' 20" W 359.51 feet to a new iron pin, and (2) N 43° 11' 56" W 112.57 feet to an existing iron pin in the east corner of the property of The John and Lou Ann Mothershead Family Trust – Trust B, recorded in Deed Book 7059, Page 317; thence with the northeast line of the Mothershead property N 43° 11' 56" W 119.61 feet to a monument in the southeast right-of-way line of Harnett Drive, a 40-foot right-of-way (a/k/a S.R. #1625), at its northeastern terminus; thence across said terminus N 45° 56' 51" W 27.35 feet to a new iron pin in the southeast right-of-way line for the newly relocated High Point Road; thence crossing said road N 45° 56' 51" W 200.43 feet to a new iron pin in the northwest right-of-way line of said road; thence with the northeast line of the Tucker/Siegal property the following two (2) courses and distances: (1) N 45° 56' 51" W 12.24 feet to an existing iron pin in the southeast right-of-way line of Norfolk Southern Railway, and (2) N 45° 56' 35" W 99.98 feet to an existing iron pin in the centerline of the right-of-way of Norfolk Southern Railway in the north corner of the Tucker/Siegal property; thence in a westerly direction approximately 130 feet to the POINT AND PLACE OF BEGINNING, containing approximately 146.4 acres.

All deeds referred to herein are recorded in the Guilford County Register of Deeds Office.

Section 2. The owner agrees to pay to the City of Greensboro an acreage fee of five hundred eighty dollars (\$580.00) per acre for water service and five hundred eighty dollars (\$580.00) per acre for sewer service immediately prior to the time of annexation, provided that each of these utilities are available at the time of annexation. Any utility line assessments which may have been levied by the County shall be collected either by voluntary payment or through foreclosure of same by the City. Following annexation, the property annexed shall receive the same status regarding charges and rates as any other property located inside the corporate limits of the City of Greensboro.

Section 3. The owner shall be fully responsible for extending water and sewer service to the property at said owner's expense.

Section 4. From and after the effective date of annexation, the above described territory and its citizens and property shall be subject to all debts, laws, ordinances and regulations in force within the City and shall be entitled to the same privileges and benefits thereof, subject to the provisions in Sections 2 and 3 above.

Section 5. From and after April 7, 2015, the liability for municipal taxes for the 2014-15 fiscal year shall be prorated on the basis of 2/12 of the total amount of taxes that would be due for the entire fiscal year. The due date for prorated municipal taxes shall be September 1, 2015. Municipal ad valorem taxes for the 2015-16 fiscal year and thereafter shall be due annually on the same basis as any other property within the city limits.

Section 6. That this ordinance shall become effective upon adoption.