

ORDINANCE 2011-09

AN ORDINANCE TO REDISTRIBUTE THE WARDS OF THE CITY OF MARTINSBURG

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MARTINSBURG, WEST VIRGINIA:

WHEREAS, the City is required to review and redistrict as needed the wards of the City of Martinsburg, and

WHEREAS, as a result of the 2010 census, it was determined that the five wards needed to be redraw to reflect the growth within the City.

NOW THEREFORE, be it ORDAINED by the City Council of the City of Martinsburg that the wards of the City of Martinsburg shall be:

WARD ONE

Beginning at the center of the intersection of West King Street and South Rosemont, thence South following the centerline of South Rosemont Avenue to its intersection with West John Street, thence East along the centerline of West John Street to its intersection with South Kentucky Avenue, thence South along the centerline of South Kentucky Avenue to its intersection with Porter Avenue, thence in a Southwesterly direction along the centerline of Porter Avenue to its intersection with West Addition Street, thence along the centerline of West Addition Street to the centerline of the Winchester and Western railroad track, thence Southwest along the centerline of the said Winchester and Western railroad tracks to its intersection with Mall Drive, thence East along the centerline of Mall Drive to its intersection with Winchester Avenue, thence in a Southwest direction along the centerline of Winchester Avenue until it reaches the Southern boundary line of the corporate limits of the City of Martinsburg, thence following the said boundary line in a Westerly direction to a point, thence Southward following the municipal limits until it intersects with Apple Harvest Drive, thence following the right of way of Apple Harvest Drive West to the intersection of Apple Harvest Drive and Interstate 81, thence North following the corporate limits of the City of Martinsburg to a point along the right of way of Interstate 81, thence following the corporate limits Southward along the Interstate 81 right of way to Apple Harvest Drive, thence Westward following the right of way of Apple Harvest Drive to a point on the City of Martinsburg corporate limits, thence following said corporate limits in a Northeasterly direction to a point, thence a Northwesterly direction to a point thence a Southwesterly direction to a point, (removed redundant section) thence Northwesterly to a point, thence

Southwesterly to a point, thence Southeasterly to a point located on the right of way of Apple Harvest Drive, thence following Apple Harvest Drive in the corporate limits of the City of Martinsburg to its intersection with Klee Drive, thence Northwest with the right of way of Klee Drive to a point on the boundary of the corporate limits of the City of Martinsburg, thence following the corporate limits of the City of Martinsburg Southwest to a point Northwest to a point Southeast to a point East thence Northwest to a point, , thence Southwest to a point on the right of way of Apple Harvest Drive, thence following Apple Harvest Drive in the corporate limits of the City of Martinsburg to a point, thence following the corporate limits of the City of Martinsburg North to a point, thence Northwest to a point, thence Northeast to a point, thence Northwest to a point on Cody Court and with the right of way of Cody Court Southwest to a point on the corporate limits of the City of Martinsburg, thence leaving Cody Court and following the corporate limits of the City of Martinsburg Northwest to a point, Northeast to a point, thence Northwest to a point, thence Northeast to a point, thence Southeast to a point, thence Northeast to a point, thence Southeast, thence Southeast to a point, thence Northeast to a point, thence Southeast to a point, thence Southwest to a point on Cody Court, thence following Cody Court in a Northeasterly direction to a point being the boundaries of the corporate limits of the City of Martinsburg, thence leaving Cody Court in a Southern direction and along with the corporate limits of the City of Martinsburg to a point, thence Southeast to a point, thence North to a point located on Delmar Orchard Road, thence following Delmar Orchard Road Northerly to a point, thence leaving Delmar Orchard Road and following the corporate limits of the City of Martinsburg East to a point, thence North to a point, thence West to a point located on Delmar Orchard Road, thence following Delmar Orchard Road to a point being the boundary of the corporate limits of the City of Martinsburg, thence leaving Delmar Orchard Road and following the corporate limits of the City of Martinsburg East to a point, thence North to a point, thence East to a point, thence North to a point, thence Northwest to a point on Delmar Orchard Road, thence following Delmar Orchard Road to a point on the boundary of the City of Martinsburg corporate limits, thence West to a point, thence North to a point, thence West to a point, thence North to a point on the right of way of Tuscarora Pike, thence following Tuscarora Pike in a generally Eastern way and continuing on West King Street to the point of the beginning, excluding that portion of property not currently located within the corporate limits of the City of Martinsburg located East of Viking Way.

WARD TWO

Beginning at the intersection of the right of way of the Winchester and Western Railroad and West King Street; thence East following the centerline of West King Street to its intersection with Maple Street; thence South following the centerline of South Maple Street to its intersection with West John Street; thence East following the centerline of West John Street to its intersection with Oak Street; thence following the centerline of Oak Street to its intersection with Leonard Street; thence following the centerline of Leonard Street East to its intersection with Chestnut Street; thence South following the centerline of Chestnut Street to its intersection with Orchard Street; thence East following the centerline of Orchard Street to its intersection with Walnut Street; thence South following the centerline of Walnut Street to its intersection with Fairfax Street; thence following the centerline of Fairfax Street in a clockwise direction to a point on the corporate limits of the City of Martinsburg; thence a general Southward direction of the corporate limits to a point on State Circle; thence Northwest to a point; thence Southwest to a point; thence West to a point on the right of way with South Queen Street; thence following South Queen Street to a point on the boundary of the corporate limits of the City of Martinsburg; thence following said corporate limits West to a point Southwest to a point located on the right of way of Route 9; thence crossing the right of way in a South Westerly direction to a point located on South Queen Street; thence following South Queen Street to a point on the corporate limits of the City of Martinsburg; thence leaving Queen Street in a Westerly direction to a point on New York Avenue; thence following the right of way of New York Avenue North to a point on the corporate limits of the City of Martinsburg; thence leaving New York Avenue in an Easterly direction to a point; thence along the corporate limits of the City of Martinsburg Northeast to a point on the Northern right of way of Apple Harvest Drive; thence following the right of way of Apple Harvest Drive West to a point to its intersection with New York Avenue; thence following New York Avenue North leaving the right of way of New York Avenue and along the corporate limits of the City of Martinsburg Northwest to a point; thence Northeast to a point; thence East to a point thence North to a point on Thompson Street thence; following the right of way of Thompson Street to its intersection with Winchester Avenue; thence in a Northerly direction following the centerline of Winchester Avenue to its intersection with Mall Drive; thence following the centerline of Mall Drive West to its intersection with the right of way of Winchester and Western Railroad; thence

following said right of way to its intersection with West King Street; thence East down the centerline of West King Street to the place of beginning.

WARD THREE

Beginning at point, the intersection of West King Street and Kentucky Avenue; thence following the center line of West King Street to the right of way of Interstate 81; thence leaving West King Street (Tuscarora Pike) and following the corporate limits of the City of Martinsburg in a Northern direction to a point; thence continuing with the corporate limits of the City of Martinsburg to a point on Old Mill Road; thence following Old Mill Road in a Northerly direction to Tavern Road; thence following Tavern Road to a point on the right of way of Interstate 81; thence following Interstate 81 with the corporate limits of the City of Martinsburg in a North Easterly direction to a point; thence leaving the right of way of Interstate 81 and continuing with the corporate limits of the City of Martinsburg East to a point; thence North East to a point; thence Southeast to a point; thence South to a point on the Tuscarora Creek ; thence following the creek in a Southeasterly direction to a point; thence leaving the creek and following the corporate limits of the City of Martinsburg South to a point; thence Southeast to a point on Rock Cliff Drive; thence following the right of way of Rock Cliff Drive South to a point; thence leaving Rock Cliff Drive and following the corporate limits of the City of Martinsburg West to a point; thence Southwest to a point; thence Southeast to a point on the right of way of Rock Cliff Drive; thence following Rock Cliff Drive in a Southerly direction to its intersection with Tavern Road; thence following Tavern Road in a Southeasterly direction to a point being in corporate limits of the City of Martinsburg ; thence following the said corporate limits in a Southwesterly direction to a point on the Tuscarora Creek; thence following the Tuscarora Creek in a Westerly direction to its intersection with Baltimore Street; thence following the center line of Baltimore Street East to its intersection with Randolph Street; thence following the center line of Randolph Street to its intersection with Boston Street; thence following the center line of Boston Street West to a point; thence to the corner of North Kentucky Avenue; thence following the center line of Kentucky Avenue to its intersection with West Martin Street; thence

following the center line of West Martin Street to the Western intersection of North Kentucky Avenue; thence South along the center line of Kentucky Avenue to the place of beginning.

WARD FOUR

Beginning at the intersection of East Burke Street and North Water Street; thence following the centerline of South Water Street to its intersection of East John Street thence West along the center line of East John Street to the intersection of West John Street and South Maple, thence North on South Maple Street to its intersection with West King Street, thence West on West King Street to its intersection with the right of way of the Winchester Western Rail Road, thence following the centerline of the said right of way to a point adjacent to West Addition Street; thence West down the centerline of West Addition Street to its intersection with Porter Avenue; thence East along the centerline of Porter Avenue to its intersection with South Kentucky; thence following the centerline of South Kentucky to its intersection with West John Street; thence West along the centerline of West John Street to its intersection with South Rosemont; thence North following the centerline of South Rosemont to its intersection with West King Street; thence East on West King Street to its intersection with Kentucky Avenue; thence North following the centerline of Kentucky Avenue to its intersection with West Martin Street; thence East following the centerline to the Eastern intersection with South Kentucky Avenue; thence following the right of way North Kentucky Avenue North to its intersection with Boston Street; thence East along centerline of Boston Street to its intersection with Randolph Street; thence North following the centerline of Randolph Street to its intersection with Baltimore Street; thence West on Baltimore Street to its intersection with Tuscarora Creek; thence following the centerline of the Creek in an Easterly direction until it reaches rail right of way; thence following the corporate limits of the City of Martinsburg following in a Northeasterly direction to its intersection with the right of way of the Rail right of ways; thence following the rail right of way in a Northerly direction to a point being the Northern boundary of the corporate limits of the City of Martinsburg; thence West leaving the right of way in an Easterly direction to Lutz Avenue; thence following Lutz Avenue in a Southerly direction to a point on the

corporate limits of the City of Martinsburg; thence following the boundary of the corporate limits of the City of Martinsburg Southeast to a point; thence Southwest to a point; thence Southeast to a point on Edwin Miller Boulevard, thence following Edwin Miller Boulevard in a Northerly direction to a point on the boundary of the corporate limits of the City of Martinsburg; thence East to a point; thence South to a point; thence Southeast to a point; thence Southwest to a point; thence Southeast to a point on the right of way of the Winchester Western Rail Road; thence following said right of way in a Southwesterly direction to a point; thence Southeast to a point on the centerline of North Queen Street; thence South following the centerline of North Queen Street to its intersection with Liberty Street; thence following the centerline of Liberty Street East to its intersection of North High Street; thence South on North High Street to its intersection with East Burke Street; thence West on East Burke Street to the point of beginning.

WARD FIVE

Beginning at a point at the intersection of East Burke Street and South Water Street, thence following the centerline of East Burke Street to its intersection with North High Street, thence North following the centerline of North High Street to its intersection with Liberty Street, thence following the centerline of Liberty Street West to its intersection with North Queen Street, thence following the centerline of North Queen Street North to a point on the corporate limits of the City of Martinsburg, thence North along the corporate limits of the City of Martinsburg to a point on Eagle School Road, thence following Eagle School Road North to a point on the corporate limits of the City of Martinsburg, thence Southwest to a point on the corporate limits of the City of Martinsburg, thence Southwest to a point on East Road, thence following East Road to a point on the corporate limits of the City of Martinsburg, thence following the corporate limits of the City of Martinsburg North to a point, thence West to a point on Echo Street, thence following Echo Street and continuing beyond Echo Street to a point on the corporate limits of the City of Martinsburg, thence following the corporate limits of the City of Martinsburg East to a point, thence South to a point, thence East to a point, thence South to a point, thence East to a point, thence Southwest to a point, thence Southeast to a point, thence Southwest to a point, thence Southeast to a point on the right of way of Woodbury Avenue, thence following Woodbury Avenue to its intersection

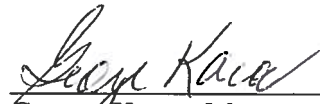
with East Molar Street and Rolling Meadows Drive, thence following the right of way of Rolling Meadows Street to its intersection with Lemir Drive, thence following the right of way of Lemir Drive to its intersection with Jerson Avenue, thence following Jerson Avenue to a point on the corporate limits of the City of Martinsburg, thence following the corporate limits of the City of Martinsburg South to a point, thence Northwest to a point, thence Southwest to a point, thence Northwest to a point, thence South to a point, thence Northeast to a point, thence South to a point crossing the railroad right of way, thence following the right of way of the rail line East to a point, thence following the corporate limits of the City of Martinsburg Southwest to a point, thence Southeast to a point along the right of way, thence following the right of way South to a point, thence leaving the right of way and along with the corporate limits of the City of Martinsburg West to a point, thence Southwest to a point on Aero Street, thence following the right of way of Aero Street to a point on the corporate limits of the City of Martinsburg, thence continuing along the right of way of Opequon Lane and the corporate limits of the City of Martinsburg to a point, thence with the corporate limits of the City of Martinsburg Southeast to a point, thence Northeast to a point, thence Northwest to a point, thence West to a point, thence Northwest to a point, thence continuing Northwest to a point, thence Northeast to a point, thence Northwest to a point on Spruce Avenue, thence following the corporate limits to a point on Fairfax Street, thence in a counterclockwise direction to its intersection with Walnut Street, thence following the centerline of Walnut Street to the intersection with Orchard Street, thence following the centerline of Orchard Street to its intersection with Chestnut Street, thence following the centerline of Chestnut Street North to intersection with Leonard Street, thence following the centerline of Leonard Street West, to intersection with Oak Street, thence following the centerline of Oak Street North to its intersection with East John Street, thence following the centerline of East John Street West to the place of beginning.

This Ordinance shall take effect with the municipal elections of 2012.

INTRODUCED: December 8, 2011

ADOPTED: December 20, 2011

THE CITY OF MARTINSBURG
WEST VIRGINIA, a municipal corporation

By: 
George Karos, Mayor

Attest;


Gena Long, City Recorder