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Contents Approved:

By: *[Signature]*
Office of the City Attorney

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DEPT. Elections

NORFOLK, VIRGINIA

R-14 ORDINANCE NO. 48,763

AN ORDINANCE TO AMEND AND REORDAIN SECTIONS 14.1-4, 14.1-5, 14.1-7, 14.1-8, 14.1-9 AND 14.1-10 OF THE NORFOLK CITY CODE, 1979, AS AMENDED, SO AS TO ESTABLISH NEW BOUNDARIES FOR THE FIVE WARDS AND TWO SUPERWARDS IN THE CITY OF NORFOLK.

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WHEREAS, the U.S. decennial census of 2020 resulted in the redrawing of the City's electoral maps, which requires an adjustment of some of the ward boundaries; and

WHEREAS, pursuant to Virginia Code section 24.2-304.1 the City Council must reapportion the representation among the wards to give representation on the basis of population; and

WHEREAS, the boundaries of the various wards and superwards are set forth in sections 14.1-4 through 14.1-10 of the Norfolk City Code, 1979, as amended; now therefore,

BE IT ORDAINED by the Council of the City of Norfolk:

Section 1:- That section 14.1-4 of the Norfolk City Code, 1979, titled "Ward 1" is hereby amended and reordained, by establishing new boundaries, such section reading as follows:

Sec. 14.1-4. Ward 1.

Ward No. 1 shall consist of that part of the City of Norfolk which is bounded as follows:

Beginning at the intersection of Granby Street and Kingsley Lane; thence westerly along Kingsley Lane to the western right-of-way line of a forty-foot private road as shown on that certain plat entitled "Riverpoint Apartments," dated May, 1949, and recorded in the City of Norfolk Clerk's Office of the Circuit Court in Map Book 13 at Page 71; thence northerly and westerly along the western and southern right-of-way lines of said forty-foot private road to the centerline of the Lafayette River; thence westerly along the centerline of the Lafayette River to the Elizabeth River; thence northerly and northeasterly along the corporate limits line of the city to the intersection of the corporate limits line of the city and Interstate Highway Route 64 and the shore line of the Chesapeake Bay; thence meandering easterly and southeasterly along the shore line of the Chesapeake Bay to its intersection with the extension of the eastern right-of-way line of 3rd View Street extended to the shoreline of the Chesapeake Bay; thence southwesterly along the said extension of the eastern right-of-way line extended to its intersection with Ocean View Avenue; thence southeasterly along Ocean View Avenue to its intersection with Tidewater Drive; thence southeasterly along Tidewater Drive to its intersection with Mason Creek Road; thence southwesterly along Mason Creek Road to its intersection with W. Government Avenue; thence northwesterly along W. Government Avenue to its intersection with Interstate Highway Route 64; thence southerly along Interstate Highway Route 64 to its intersection with the northern line of Block 2 as shown on that certain plat entitled, "Corrected Replat of Subdivision of Lots 6, 7 & 8, Block 2, Willoughby Bay Corp.," dated November, 1926, and recorded in the City of Norfolk Clerk's Office of the Circuit Court in Map Book 6 at Pages 54A & 54B; thence northwesterly along said northern line of Block 2 to the west line of Lot 10, in said Block 2;

thence southwesterly along the west line of Lot 10 in said Block 2 to its intersection with Orange Avenue; thence southeasterly along Orange Avenue to its intersection with Rippard Avenue; thence southwesterly along Rippard Avenue to its intersection with Ridgewell Avenue; thence southeasterly along Ridgewell Avenue to its intersection with West Patrol Road; thence southwesterly along West Patrol Road to its intersection with 1st View Street; thence southwesterly along 1st View Street to its intersection with Bay Avenue; thence easterly along Bay Avenue to the intersection of Hammett Avenue; thence northerly along Hammett Avenue to the intersection of Tidewater Drive; thence southeasterly along Tidewater Drive to its intersection with Interstate Highway Route 64; thence northwesterly along Interstate Highway Route 64 to its intersection with E. Little Creek Road; thence southwesterly along E. Little Creek Road to its intersection with the Norfolk and Southern Railway; thence northwesterly along the Norfolk and Southern Railway to its intersection with Granby Street thence southwesterly along Granby Street to the point of beginning.

Section 2:- That section 14.1-5 of the Norfolk City Code, 1979, titled "Ward 2" is hereby amended and reordained, by establishing new boundaries, such section reading as follows:

Sec. 14.1-5. Ward 2.

Ward No. 2 shall consist of that part of the City of Norfolk which is bounded as follows:

Beginning at the intersection of Granby Street and Kingsley Lane; thence northeasterly along Granby Street to the intersection with the Norfolk and Southern Railway; thence southeasterly along the Norfolk and Southern Railway to its intersection with E. Little Creek Road; thence easterly along E. Little Creek Road to its intersection with Interstate Highway Route 64; thence southeasterly along Interstate Highway Route 64 to its intersection with Tidewater Drive; thence southerly along Tidewater Drive to the intersection of Lafayette Boulevard; thence westerly and southwesterly along Lafayette Boulevard to the intersection of Villa Circle; thence northwesterly along Villa Circle to the intersection of Rialto Place; thence southwesterly

along Rialto Place to the intersection of Druid Circle; thence westerly along Druid Circle to its intersection with Leo Street and 30th Street; thence southwesterly along 30th Street to the intersection of Gazel Street; thence southeasterly along Gazel Street to the intersection of 29th Street; thence southwesterly along 29th Street to the intersection of Church Street; thence southeasterly along Church Street to the intersection of Norfolk and Southern Railway property; thence westerly along the Norfolk and Southern Railway property to its intersection with Monticello Avenue; thence southerly and southeasterly along Monticello Avenue to the intersection of St. Pauls Boulevard; thence southeasterly and southwesterly along St. Pauls Boulevard to the intersection of Waterside Drive; thence easterly along Waterside Drive to the intersection of the Berkley Bridge; thence southerly along the Berkley Bridge to the centerline of the Eastern Branch of the Elizabeth River; thence westerly along the centerline of the Eastern Branch of the Elizabeth River to the centerline of the Elizabeth River; thence northwesterly and northerly along the centerline of the Elizabeth River to the centerline of the Lafayette River; thence northerly and easterly along the centerline of the Lafayette River to its intersection with the extension of the southern right-of-way line of a forty-foot private road as shown on that certain plat entitled "Riverpoint Apartments," dated May, 1949, and recorded in the City of Norfolk Clerk's Office of the Circuit Court in Map Book 13 at Page 71; thence easterly and southerly along the said extension and the southern and western right-of-way lines of the 40-foot private road to the intersection of Kingsley Lane; thence easterly along Kingsley Lane to the point of beginning.

Section 3:- That section 14.1-7 of the Norfolk City Code, 1979, titled "Ward 4" is hereby amended and reordained, by establishing new boundaries, such section reading as follows:

Sec. 14.1-7. Ward 4.

Ward No. 4 shall consist of that part of the City of Norfolk which is bounded as follows:

Beginning at the intersection of N. Military Highway and Longdale Drive; thence northeasterly to the intersection of Fordwick Drive; thence southeasterly along Fordwick Drive to the northwest corner of Parcel "A" (6610 Fordwick Drive) as shown on that certain plat entitled "Revised Plat of Part of Subdivision of Meadowbrook Terrace", dated May 02, 1961," and recorded in the City of Norfolk Clerk's Office of the Circuit Court in Map Book 18, at Page 85; thence northerly and easterly along the northern boundary line of said Parcel A to its intersection with the northern line of that certain subdivision plat entitled "Subdivision of 'Bromley' Incorp. Princess Anne County, Va.," dated February, 1955, and recorded in the City of Virginia Beach clerk's office of the circuit court in Map Book 38, at Page 40; thence northeasterly along the north boundary line of said "Bromley" subdivision plat to its eastern boundary line; thence north to the centerline of the southern branch of the western branch of Lake Whitehurst; thence northeasterly along the centerline of the southern branch of the western branch of Lake Whitehurst to its intersection with the centerline of the western branch and the centerline of the northern branch of the western branch of Lake Whitehurst; thence southeasterly along the centerline of the western branch of lake Whitehurst, across Azalea Garden Road to the centerline of Lake Whitehurst; thence northeasterly easterly and northeasterly along the centerline of Lake Whitehurst to a point opposite and southwest of the Lake Whitehurst spillway; thence northeasterly across the spillway to the intersection with Shore Drive; thence southeasterly along Shore Drive to the intersection of Shore Drive and the easterly corporate limits line of the City of Norfolk; thence meandering southerly along the easterly corporate limits line of the City of Norfolk and the westerly corporate limits line of the City of Virginia Beach to the intersection of the easterly corporate limits line of the city with Newtown Road; thence southwesterly along the easterly corporate limits line of the City of Norfolk as it follows Newtown Road to the intersection of the Eastern Branch of the Elizabeth River; thence westerly along the corporate limits lines of the cities of Norfolk, Virginia

Beach and Chesapeake as it follows the eastern branch of the Elizabeth River to the intersection of the Norfolk and Southern Railway property; thence southwesterly along the corporate limits line of the city, as it follows the Norfolk and Southern Railway property to its intersection with Berkley Avenue Extended; thence northwesterly along the corporate limits line of the city as it follows Berkley Avenue Extended to the intersection of Berkley Avenue Extended and Obendorfer Road; thence meandering southwesterly and westerly along the corporate limit lines of the cities of Norfolk and Chesapeake to its intersection with the southern branch of the Elizabeth River; thence northerly along the southern branch of the Elizabeth River to the intersection of the southern and eastern branches of the Elizabeth River; thence easterly along the eastern branch of the Elizabeth River to its intersection with the line of the Berkley Bridge; thence northerly along the line of the Berkley Bridge to the intersection of Waterside Drive; thence westerly along Waterside Drive to the intersection of St. Pauls Boulevard; thence northerly along St. Pauls Boulevard to the intersection of Monticello Avenue; thence northerly along Monticello Avenue to the intersection of the Norfolk and Southern Railway property; thence easterly and southerly along the Norfolk and Southern Railway property to the intersection of Corprew Avenue; thence easterly along Corprew Avenue to the intersection of Oaklawn Avenue; thence northerly along Oaklawn Avenue to the intersection of Virginia Beach Boulevard; thence easterly along Virginia Beach Boulevard to the intersection of Azalea Garden Road; thence northerly and northeasterly along Azalea Garden Road to the intersection of Azalea Garden Road and N. Military Highway; thence northwesterly along N. Military Highway to the point of beginning at the intersection of Military Highway and Longdale Drive.

Section 4:- That section 14.1-8 of the Norfolk City Code, 1979, titled "Ward 5" is hereby amended and reordained, by establishing new boundaries, such section reading as follows:

Sec. 14.1-8. Ward 5.

Ward No. 5 shall consist of that part of the City of Norfolk which is bounded as follows:

Beginning at the intersection of N. Military Highway and Longdale Drive; thence northwesterly along N. Military Highway to the intersection of E. Little Creek Road thence westerly along E. Little Creek Road to the intersection of Tidewater Drive; thence northerly and northwesterly along Tidewater Drive to the intersection of Hammett Avenue; thence southerly along Hammett Avenue to the intersection of Bay Avenue; thence westwardly along Bay Avenue to its intersection with 1st View Street; thence northeasterly along 1st View Street to its intersection with West Patrol Road; thence northerly along West Patrol Road to its intersection with Ridgewell Avenue; thence northwesterly along Ridgewell Avenue to its intersection with Rippard Avenue; thence northeasterly along Rippard Avenue to its intersection with Orange Avenue; thence along Orange Avenue to the west line of Lot 10, Block 2, as shown on that certain plat entitled, "Corrected Replat of Subdivision of Lots 6, 7 & 8, Block 2, Willoughby Bay Corp.," dated November, 1926, and recorded in the City of Norfolk Clerk's Office of the Circuit Court in Map Book 6 at Pages 54A & 54B; thence northwardly along the west line of Lot 10 to the northern line of Block 2 on said plat; thence easterly along the northern line of Block 2 to its intersection with Interstate Highway Route 64; thence northerly along Interstate Highway Route 64 to its intersection with W. Government Avenue; thence southeasterly along W. Government Avenue to its intersection with Mason Creek Road; thence northeasterly along Mason Creek Road to its intersection with Tidewater Drive; thence northwesterly along Tidewater Drive to its intersection with W. Ocean View Avenue; thence northwesterly along W. Ocean View Avenue to its intersection with the extension of the eastern right-of-way line of 3rd View Street extended northerly; thence northerly along said extension of 3rd View Street to the shore line of the Chesapeake Bay; thence southeasterly along the shore line of the Chesapeake Bay to the eastern corporate limit line of the City of Norfolk at Little Creek Inlet;

thence southerly, westerly and southwesterly along the said eastern corporate limits lines of the cities of Norfolk and Virginia Beach to Shore Drive; thence continuing along the said eastern corporate limits line and Shore Drive to the intersection of the spillway at Lake Whitehurst; thence southwesterly across the spillway to the centerline of Lake Whitehurst; thence southwesterly, southerly and southwesterly to its intersection with the centerline of the western branch of Lake Whitehurst; thence northwesterly along the centerline of the western branch of Lake Whitehurst to its intersection with the centerlines of the northern and southern branches of the western branch of Lake Whitehurst; thence southwesterly along the centerline of the southern branch of the western branch of Lake Whitehurst to a point opposite and north of the northeast corner of property shown on that certain subdivision plat entitled "Subdivision of 'Bromley' Incorp. Princess Anne County, Va.," dated February, 1955, and recorded in the City of Virginia Beach clerk's office of the circuit court in Map Book 38, at Page 40; thence south to the said northeast corner; thence southwesterly along the north boundary line of said "Bromley" subdivision plat to the eastern boundary line of Parcel A as shown on that certain plat entitled "Revised Plat of Part of Subdivision of Meadowbrook Terrace", dated May 02, 1961 and recorded in the City of Norfolk Clerk's Office of the Circuit Court in Map Book 18, at Page 85; thence northerly and westerly along the northern boundary line of said Parcel A to its intersection with Fordwick Drive; to the intersection of Fordwick Drive; thence northwesterly along Fordwick Drive to the intersection of Longdale Drive; thence southwesterly along Longdale Drive to the point of beginning at N. Military Highway.

Section 5:- That section 14.1-9 of the Norfolk City Code, 1979, titled "Superward 6" is hereby amended and reordained, by establishing new boundaries, such section reading as follows:

Sec. 14.1-9. Superward 6.

Ward No. 6 shall consist of that part of the City of Norfolk which is bounded as follows:

Beginning at the intersection of Shore Drive and E. Little Creek Road; thence, southeasterly along Shore Drive to the intersection of the easterly corporate limits line of the City of Norfolk; thence, meandering southerly along the easterly corporate limits line of the City of Norfolk, the westerly corporate limits line of the City of Virginia Beach, and along Shore Drive to its intersection with the outfall canal from Lake Whitehurst to the southern branch of Little Creek; thence, generally southwesterly across the Lake Whitehurst spillway and along the centerline of Lake Whitehurst to its intersection with the extension of the eastern line of Parcel "A" (6610 Fordwick Drive) as shown on that certain plat entitled "Revised Plat of Part of Subdivision of Meadowbrook Terrace", dated May 02, 1961 and recorded in the City of Norfolk Clerk's Office of the Circuit Court in Map Book 18, at Page 85; thence northerly and westerly along the northern boundary line of said Parcel A to its intersection with Fordwick Drive; thence northwesterly along Fordwick Drive to its intersection with Longdale Drive; thence, westerly along Longdale Drive to its intersection with N. Military Highway; thence, northwesterly along N. Military Highway to the intersection of E. Little Creek Road; thence, westerly along E. Little Creek Road to the intersection of Tidewater Drive; thence, northerly along Tidewater Drive to the intersection of the northern boundary line of Northside Park; thence, westerly along the northern boundary line of Northside Park to the centerline of Mason Creek; thence, northwesterly along the centerline of Mason Creek to the intersection of the line dividing Merrimac Park and the Norfolk Naval Base; thence, northerly along said dividing line between Merrimac Park and the Norfolk Naval Base to its intersection with Bay Avenue; thence, easterly along Bay Avenue to the intersection of First View Street; thence, northeasterly along First View Street to the intersection of Ridgewell Avenue; thence, northerly and northwesterly along Ridgewell Avenue to the intersection of Rippard Avenue; thence, northeasterly and northerly along Rippard Avenue to the intersection of O'Conner Crescent; thence, northeasterly and northerly along O'Conner Crescent to

the intersection of 4th View Street; thence, northeasterly along 4th View Street to the intersection of Interstate Highway Route 64; thence, northerly and northwesterly along Interstate Highway Route 64 to the intersection of the eastern shoreline of Willoughby Bay; thence, southerly, westerly and southerly along the eastern shoreline of Willoughby Bay to the intersection of said shoreline and Bellinger Boulevard; thence, westerly along Bellinger Boulevard to the intersection of Admiral Tausig Boulevard; thence, westerly along Admiral Tausig Boulevard to the intersection of Hampton Boulevard; thence, southerly along Hampton Boulevard to the westerly extension of the northern boundary line of Glenwood Annex as shown on that certain plat entitled "Amended Plat property of Glenwood Annex Corporation," dated October, 1909, and recorded in the City of Chesapeake Clerk's Office of the Circuit Court in Map Book 10, at Pages 71, 72 and 73; thence, easterly along said westerly extension of the northern boundary line and the said northern boundary line said of Glenwood Annex to the eastern boundary line of said Glenwood Annex in Boush Creek; thence, southerly along said eastern boundary line of Glenwood Annex along the meanders of Boush Creek to the northeast corner of Terminal Heights as shown on that certain plat entitled "Terminal Heights," dated July 9, 1913, and recorded in the City of Chesapeake Clerk's Office of the Circuit Court in Map Book 13, at Page 97; thence, southerly, westerly and northerly along the eastern, southern and western boundary lines of said Terminal Heights to the southeast corner of Glenwood Park as shown on that certain plat entitled "Glenwood Park," date of recordation being November 26, 1907, in the City of Chesapeake Clerk's Office of the Circuit Court in Map Book 8, at Page 1; thence, westerly along the said southern boundary line of Glenwood Park to the intersection of Hampton Boulevard; thence, southeasterly along Hampton Boulevard to the intersection of an extension of the northern boundary line of the property shown on that certain plat entitled "Subdivision of Property of Catherine I. Gilleland," dated October 3, 1985, and recorded in the City of Norfolk Clerk's Office of the Circuit Court in Map Book 42, at Page 17, said northern boundary line also being the southern boundary line of the Virginia Ports Authority; thence, easterly along the extension of the said northern boundary line and the said southern boundary line of the Virginia Ports Authority to the intersection with Harrison Road, shown as "Road" on plat entitled "White Town" dated August 26, 1918, and recorded in the City of Chesapeake

Clerk's Office of the Circuit Court in Map Book 16, at Page 31; thence eastward along Harrison Road to the intersection with Meads Road; thence along Meads Road to the intersection with the prolonged line between Lot 11 as shown on plat entitled "Boulevard Homes", dated November 1946 recorded in the City of Norfolk Clerk's Office of the Circuit Court in Map Book 12, at Page 88A and Lot 8 as shown on plat entitled "North Shore Gardens", dated May 1950 recorded in the City of Norfolk Clerk's Office of the Circuit Court in Map Book 13, at Page 110; thence northeastward along the line between said Lots 11 and 8 to the southern boundary line of the Virginia Ports Authority; thence easterly along said southern boundary line of the Virginia Ports Authority to the western boundary line of North Titustown as shown on that certain plat entitled "Subdivision of Lots 1 to 28 incl., Block 14 Amended Plat of North Titustown," dated September, 1962, and recorded in the City of Norfolk Clerk's Office of the Circuit Court in Map Book 19, at Page 61; thence, southerly along the said western boundary line of said North Titustown to the intersection of W. Little Creek Road; thence, westerly along W. Little Creek Road to the intersection of Tapley Avenue; thence, southerly along Tapley Avenue to the intersection of Milton Street; thence, easterly along Milton Street to the intersection of Milton Street and the westerly boundary of Logan Park as shown on that certain plat entitled "Logan Park," dated 1909 and recorded in the City of Chesapeake Clerk's Office of the Circuit Court in Map Book 9, at Pages 69 and 71; thence, southerly, southwesterly and easterly along the boundary lines of said Logan Park to the intersection of the easterly extension of the southern boundary line of said Logan Park and Diven Street; thence, southerly along Diven Street to the intersection of Diven Street and the westerly extension of the northern line of Lot 43A as shown that certain plat entitled "Plat of property of A. T. Stroud at Sewells Point Norfolk Co. Va. known as Titustown," dated April, 1901, and recorded in the City of Chesapeake Clerk's Office of the Circuit Court in Map Book 10, at Page 25; thence easterly along the northern line of Lot 43A to where it intersects with the western line of Lot 44B as shown on "Titustown" plat; thence southward along the back property lines of Lots 43A and 45 as shown on "Titustown" plat to the southern boundary of "Titustown"; thence easterly along the southern boundary line of said Titustown to the western boundary line of Colony Point as shown on that certain plat entitled "Colony Point," dated March, 1947, and recorded

in the City of Norfolk Clerk's Office of the Circuit Court in Map Book 13, at Page 9; thence, northerly along the western boundary line of said Colony Point to the southern boundary line of Colony Point Apartments as shown on that certain plat entitled "Resubdivision of Colony Point Apartments," dated June, 1964, and recorded in the City of Norfolk Clerk's Office of the Circuit Court in Map Book 21, at Page 23; thence, southwesterly, northwesterly and northerly along the southern and western boundary lines of said Colony Point Apartments and its western boundary line extended to the intersection with W. Little Creek Road; thence, easterly along W. Little Creek Road to the intersection with the southerly extension of the western line of Block 1, as shown on that certain plat entitled "Sussex at Norfolk," dated June 1, 1947, and duly recorded in the Clerk's Office of the Circuit Court of City of Norfolk, Virginia in Map Book 12, at Page 119; thence, northerly along the western line of Block 1, across Meads Road and long the western and northern lines of Block 9 of aforesaid plat to its intersection with Ruthven Road; thence, northerly along Ruthven Road to its intersection with Terminal Boulevard; thence, easterly along Terminal Boulevard to the intersection of Interstate Highway Route 564; thence, southeasterly along Interstate Highway Route 564 to the intersection of Interstate Highway Route 64; thence, southeasterly along Interstate Highway Route 64 to the intersection of Tidewater Drive; thence, southerly along Tidewater Drive to the intersection of Lafayette Boulevard; thence, westerly and southerly along Lafayette Boulevard to the intersection of Lafayette River; thence, northerly and northwesterly along the Lafayette River to the intersection of the Lafayette River and the easterly extension of La Valette Avenue; thence, westerly along said easterly extension of La Valette Avenue and La Valette Avenue to the intersection of Granby Street; thence, northerly along Granby Street to the intersection of Delaware Avenue; thence, westerly along Delaware Avenue to the intersection of Omohundro Avenue; thence, southerly along Omohundro Avenue to the intersection of 38th Street; thence, westerly along 38th Street to the intersection of Colley Avenue; thence, northerly along Colley Avenue to the intersection of 39th Street; thence, easterly along 39th Street to the intersection of Mayflower Road; thence, northerly along Mayflower Road to the intersection of the easterly extension of 47th Street; thence, westerly along the said easterly extension of 47th Street and 47th Street to the

intersection of 47th Street and Hampton Boulevard; thence, southerly along Hampton Boulevard to the intersection of 43rd Street; thence, westerly along 43rd Street to the intersection of Powhatan Avenue; thence, southerly along Powhatan Avenue to the intersection of 38th Street; thence, easterly along 38th Street to the intersection of Parker Avenue; thence, southerly along Parker Avenue to the intersection of property of the Norfolk and Southern Railway; thence, southeasterly along the property of Norfolk and Southern Railway to the intersection of Monticello Avenue; thence, southwesterly along Monticello Avenue to the intersection of St. Pauls Boulevard; thence, southerly along St. Pauls Boulevard to the intersection of Waterside Drive; thence, easterly along Waterside Drive to the line of the Berkley Bridge; thence, southerly along the line of the Berkley Bridge to the Eastern Branch of the Elizabeth River; thence, westerly along the Eastern Branch of the Elizabeth River to its intersection with the corporate limits line of the city; thence, northerly and easterly along the corporate limits line as it follows the Elizabeth River to the Chesapeake Bay; thence, easterly and southeasterly along the corporate limits line of the city as it follows the southerly shoreline of the Chesapeake Bay to the easternmost corporate limits line of the city at Little Creek Inlet; thence, southerly, westerly and southwesterly along the corporate limits lines of the cities of Norfolk and Virginia Beach near the intersection of E. Little Creek Road and Shore Drive; thence, westerly to the point of beginning at the intersection of E. Little Creek Road and Shore Drive.

Section 6: That section 14.1-10 of the Norfolk City Code, 1979, titled "Superward 7" is hereby amended and reordained, by establishing new boundaries, such section reading as follows:

Sec. 14.1-10. Ward 7.

Ward No. 7 shall consist of that part of the city which is bounded as follows:

Beginning at the intersection of the eastern corporate limits line of the City of Norfolk, the western corporate limits line of the City of Virginia Beach, and Northampton Boulevard; thence, northwesterly, northeasterly and northwesterly along the said corporate limits line to the intersection of the

corporate limits line along Shore Drive with the outfall canal from Lake Whitehurst to the southern branch of Little Creek; thence, generally southwesterly across the Lake Whitehurst spillway and along the centerline of Lake Whitehurst to its intersection with the extension of the eastern line of Parcel "A" (6610 Fordwick Drive) as shown on that certain plat entitled "Revised Plat of Part of Subdivision of Meadowbrook Terrace", dated May 02, 1961 and recorded in the City of Norfolk Clerk's Office of the Circuit Court in Map Book 18, at Page 85; thence northerly and westerly along the northern boundary line of said Parcel A to its intersection with Fordwick Drive; thence northwesterly along Fordwick Drive to its intersection with Longdale Drive; thence, westerly along Longdale Drive to its intersection with N. Military Highway; thence, northwesterly along N. Military Highway to the intersection of E. Little Creek Road; thence, westerly along E. Little Creek Road to the intersection of Tidewater Drive; thence, northerly along Tidewater Drive to the intersection of the northern boundary line of Northside Park; thence, westerly along the northern boundary line of Northside Park to the centerline of Mason Creek; thence, northwesterly along the centerline of Mason Creek to the intersection of the line dividing Merrimac Park and the Norfolk Naval Base; thence, northerly along said dividing line between Merrimac Park and the Norfolk Naval Base to its intersection with Bay Avenue; thence, easterly along Bay Avenue to the intersection of First View Street; thence, northeasterly along First View Street to the intersection of Ridgewell Avenue; thence, northerly and northwesterly along Ridgewell Avenue to the intersection of Rippard Avenue; thence, northerly and northwesterly along Rippard Avenue to the intersection of Rippard Avenue; thence, northeasterly and northerly along Rippard Avenue to the intersection of O'Conner Crescent; thence, northeasterly and northerly along O'Conner Crescent to the intersection of 4th View Street; thence, northeasterly along 4th View Street to the intersection of Interstate 64; thence, northerly and northwesterly along Interstate Highway Route 64 to the intersection of the eastern shoreline of Willoughby Bay; thence, southerly, westerly and southerly along the eastern shoreline of Willoughby Bay to the intersection of said shoreline and Bellinger Boulevard; thence, westerly along Bellinger

Boulevard to the intersection of Admiral Tausig Boulevard; thence, westerly along Admiral Tausig Boulevard to the intersection of Hampton Boulevard; thence, southerly along Hampton Boulevard to the westerly extension of the northern boundary line of Glenwood Annex as shown on that certain plat entitled "Amended Plat Property of Glenwood Annex Corporation," dated October, 1909, and recorded in the City of Chesapeake Clerk's Office of the Circuit Court in Map Book 10, at Pages 71, 72 and 73; thence, easterly along said westerly extension of the northern boundary line and the said northern boundary line of Glenwood Annex to the eastern boundary line of said Glenwood Annex in Boush Creek; thence, southerly along said eastern boundary line of Glenwood Annex, along the meanders of Boush Creek, to the northeast corner of Terminal Heights as shown on that certain plat entitled "Terminal Heights," dated July 9, 1913, and recorded in the City of Chesapeake Clerk's Office of the Circuit Court in Map Book 13, at Page 97; thence, southerly, westerly and northerly along the eastern, southern and western boundary lines of said Terminal Heights to the southeast corner of Glenwood Park as shown on that certain plat entitled "Glenwood Park," date of recordation being November 26, 1907, in the City of Chesapeake Clerk's Office of the Circuit Court in Map Book 8, at Page 1; thence, westerly along the said southern boundary line of Glenwood Park to the intersection of Hampton Boulevard; thence, southeasterly along Hampton Boulevard to the intersection of an extension of the northern boundary line of the property shown on that certain plat entitled "Subdivision of Property of Catherine I. Gilleland," dated October 3, 1985, and recorded in the City of Norfolk Clerk's Office of the Circuit Court in Map Book 42, at Page 17, said northern boundary line also being the southern boundary line of the Virginia Ports Authority; thence, easterly along the extension of the said northern boundary line and the said southern boundary line of the Virginia Ports Authority to the intersection with Harrison Road, shown as "Road" on plat entitled "White Town" dated August 26, 1918, and recorded in the City of Chesapeake Clerk's Office of the Circuit Court in Map Book 16, at Page 31; thence eastward along Harrison Road to the intersection with Meads Road; thence along Meads Road to the intersection with the prolonged line between Lot 11 as shown on plat entitled "Boulevard Homes", dated November 1946 recorded in the City of Norfolk Clerk's Office of the Circuit Court in Map Book 12, at Page 88A and Lot 8 as shown on

plat entitled "North Shore Gardens", dated May 1950 recorded in the City of Norfolk Clerk's Office of the Circuit Court in Map Book 13, at Page 110; thence northeastward along the line between said Lots and 8 to the southern boundary line of the Virginia Ports Authority; thence easterly along said southern boundary line of the Virginia Ports Authority to the western boundary line of North Titustown as shown on that certain plat entitled "Subdivision of Lots 1 to 28 incl., Block 14 Amended Plat of North Titustown," dated September, 1962, and recorded in the City of Norfolk Clerk's Office of the Circuit Court in Map Book 19, at Page 61; thence, southerly along the said western boundary line of said North Titustown to the intersection of W. Little Creek Road; thence, westerly along W. Little Creek Road to the intersection of Tapley Avenue; thence, southerly along Tapley Avenue to the intersection of Milton Street; thence, easterly along Milton Street to the intersection of Milton Street and the westerly boundary of Logan Park as shown on that certain plat entitled "Logan Park," dated 1909 and recorded in the City of Chesapeake Clerk's Office of the Circuit Court in Map Book 9, at Pages 69 and 71; thence, southerly, southwesterly and easterly along the boundary lines of said Logan Park to the intersection of the easterly extension of the southern boundary line of said Logan Park and Diven Street; thence, southerly along Diven Street to the intersection of Diven Street and the westerly extension of the northern line of Lot 43A as shown that certain plat entitled "Plat of property of A. T. Stroud at Sewells Point Norfolk Co. Va. known as Titustown," dated April, 1901, and recorded in the City of Chesapeake Clerk's Office of the Circuit Court in Map Book 10, at Page 25; thence easterly along the northern line of Lot 43A to where it intersects with the western line of Lot 44B as shown on "Titustown" plat; thence southward along the back property lines of Lots 43A and 45 as shown on "Titustown" plat to the southern boundary of "Titustown"; thence easterly along the southern boundary line of said Titustown to the western boundary line of Colony Point as shown on that certain plat entitled "Colony Point," dated March, 1947, and recorded in the City of Norfolk Clerk's Office of the Circuit Court in Map Book 13, at Page 9; thence, northerly along the western boundary line of said Colony Point to the southern boundary line of Colony Point Apartments as shown on that certain plat entitled "Resubdivision of Colony Point Apartments," dated June, 1964, and recorded in the City of Norfolk Clerk's Office of the Circuit

Court in Map Book 21, at Page 23; thence, southwesterly, northwesterly and northerly along the southern and western boundary lines of said Colony Point Apartments and its western boundary line extended to the intersection with W. Little Creek Road; thence, easterly along W. Little Creek Road to the intersection with the southerly extension of the western line of Block 1, as shown on that certain plat entitled "Sussex at Norfolk," dated June 1, 1947, and duly recorded in the Clerk's Office of the Circuit Court of City of Norfolk, Virginia in Map Book 12, at Page 119; thence, northerly along the western line of Block 1, across Meads Road and long the western and northern lines of Block 9 of aforesaid plat to its intersection with Ruthven Road; thence, northerly along Ruthven Road to its intersection with Terminal Boulevard; thence, easterly along Terminal Boulevard to the intersection of Interstate Highway Route 564; thence, southeasterly along Interstate Highway Route 564 to the intersection of Interstate Highway Route 64; thence, southeasterly along Interstate Highway Route 64 to the intersection of Tidewater Drive; thence, southerly along Tidewater Drive to the intersection of Lafayette Boulevard; thence, westerly and southerly along Lafayette Boulevard to the intersection of Lafayette River; thence, northerly and northwesterly along the Lafayette River to the intersection of the Lafayette River and the easterly extension of La Valette Avenue; thence, westerly along said easterly extension of La Valette Avenue and La Valette Avenue to the intersection of Granby Street; thence, northerly along Granby Street to the intersection of Delaware Avenue; thence, westerly along Delaware Avenue to the intersection of Omohundro Avenue; thence, southerly along Omohundro Avenue to the intersection of 38th Street; thence, westerly along 38th Street to the intersection of Colley Avenue; thence, northerly along Colley Avenue to the intersection of 39th Street; thence, easterly along 39th Street to the intersection of Mayflower Road; thence, northerly along Mayflower Road to the intersection of the easterly extension of 47th Street; thence, westerly along the said easterly extension of 47th Street and 47th Street to the intersection of 47th Street and Hampton Boulevard; thence, southerly along Hampton Boulevard to the intersection of 43rd Street; thence, westerly along 43rd Street to the intersection of Powhatan Avenue; thence, southerly along Powhatan Avenue to the intersection of 38th Street; thence, easterly along 38th Street to the intersection of Parker Avenue; thence, southerly along Parker Avenue to the intersection of

property of the Norfolk and Southern Railway; thence, southeasterly along the property of Norfolk and Southern Railway to the intersection of Monticello Avenue; thence, southwesterly along Monticello Avenue to the intersection of St. Pauls Boulevard; thence, southerly along St. Pauls Boulevard to the intersection of Waterside Drive; thence, easterly along Waterside Drive to the line of the Berkley Bridge; thence, southerly along the line of the Berkley Bridge to the eastern branch of the Elizabeth River; thence, westerly along the eastern branch of the Elizabeth River to its intersection with the corporate limits line of the city; thence, southerly along the corporate limits line of the city as it follows the southern branch of the Elizabeth River; thence, meandering easterly and northeasterly along the corporate limits lines of the cities of Norfolk and Chesapeake to the intersection of Obendorfer Road and Berkley Avenue Extended; thence, southeasterly along of the corporate limits line of the city as it follows Berkley Avenue Extended to its intersection with the property of Norfolk and Southern Railway; thence, northeasterly along the corporate limits line of the city as it follows the property of Norfolk and Southern Railway to its intersection with the eastern branch of the Elizabeth River; thence, easterly along the corporate limits lines of the cities of Norfolk, Chesapeake and Virginia Beach as it follows the eastern branch of the Elizabeth River to its intersection with Newtown Road extended; thence, northeasterly along the corporate limits line of the City of Norfolk as it follows the extension of said Newtown Road and Newtown Road to the extension of the northern boundary line of property as shown on that certain plat entitled "Subdivision #3 of property of H.H.B. Inc.," dated September 26, 1963, and recorded in the City of Norfolk Clerk's Office of the Circuit Court in Map Book 20, at Page 63; thence, northwesterly along said northern boundary line and continuing along the eastern corporate limits line of the City of Norfolk, meandering northwesterly and northerly to the point of beginning at the intersection of the eastern corporate limits line of the City of Norfolk with Northampton Boulevard.

Section 7:- Except for sections 1 and 2 which become effective **July 1**, this ordinance becomes effective thirty days after its adoption.

ADOPTED BY COUNCIL MAY 10, 2022
EFFECTIVE JULY 1, 2022