

CITY OF CONCORD

In the year of our Lord two thousand and seventeen

AN ORDINANCE amending the CODE OF ORDINANCES, Title 1, General Code, Chapter 1, Government Organization, Article 1-3, Miscellaneous Regulations.

The City of Concord ordains as follows:

SECTION I: Amend the CODE OF ORDINANCES, Title I, General Code, Chapter 1, Government Organization, Article 1-3, Miscellaneous Regulations, amending Section 1-3-9, Ward Lines.

1-3-9 Ward Lines

Ward 1 shall include the territory bounded and described as follows: Commencing at the northwesterly corner of the City at the intersection of the Concord-Webster town line and the Concord-Hopkinton town line; thence southeasterly along the Concord-Hopkinton town line and crossing Warner Road to the centerline of the Contoocook River; thence easterly, southerly, easterly, then northeasterly along the centerline of the Contoocook River to the centerline of the Horse Hill Bridge; thence southeasterly along the centerline of Horse Hill Road to its intersection with River Road; thence northerly and easterly along the centerline of River Road to its intersection with Borough Road; thence easterly along the centerline of Borough Road to its intersection with Village Street, Fisherville Road, and Manor Road; thence southerly along the centerline of Fisherville Road to its intersection with Mayflower Drive; thence easterly and northerly along the centerline of Mayflower Drive to its second and most northerly intersection with Woodbine Avenue; thence easterly along the centerline of Woodbine Avenue to its intersection with Sorrel Drive; thence northeasterly along the centerline of Sorrel Drive to its intersection with Manor Road; thence easterly along the centerline of Manor Road to its intersection with Sewalls Falls Road; thence northeasterly along the centerline of Sewalls Falls Road and crossing the Merrimack River to its intersection with the former B&M Railroad line (now State of New Hampshire); thence northerly along the centerline of the B&M Railroad tracks to its intersection with the Concord-Canterbury town line; thence westerly along the Concord-Canterbury town line to its intersection with the Merrimack River; thence northerly along the centerline of the Merrimack River and the Concord-Canterbury town line to the southeast corner of Boscawen at the Concord-Boscawen town line; thence continuing westerly along the Concord-Boscawen town line and the Concord-Webster town line to its intersection with the Concord-Hopkinton town line at the northwesterly corner of the City which is the point of beginning.

Ward 2 shall include the territory bounded and described as follows: Commencing at the intersection of the centerline of Borough Road with the centerline of River Road; thence

easterly along the centerline of Borough Road to its intersection with Village Street, Fisherville Road, and Manor Road; thence southerly along the centerline of Fisherville Road to its intersection with Mayflower Drive; thence easterly and northerly along the centerline of Mayflower Drive to its second and most northerly intersection with Woodbine Avenue; thence easterly along the centerline of Woodbine Avenue to its intersection with Sorrel Drive; thence northeasterly along the centerline of Sorrel Drive to its intersection with Manor Road; thence easterly along the centerline of Manor Road to its intersection with Abbott Road; thence southerly along the centerline of Abbott Road to its intersection with Beaver Meadow Brook; thence westerly, southerly, and westerly along the centerline of Beaver Meadow Brook to its intersection with Fisherville Road; thence southerly along the centerline of Fisherville Road to its intersection with North State Street and Sewalls Falls Road; thence southerly along the centerline of North State Street to its intersection with Knight Street; thence westerly along the centerline of Knight Street to its intersection with Hutchins Street; thence westerly along the centerline of Hutchins Street to its intersection with West Parish Road; thence northerly and westerly along the centerline of West Parish Road to its intersection with Carter Hill Road; thence northerly along the centerline of Carter Hill Road to its intersection with River Road; thence northerly and easterly along the centerline of River Road to its intersection with Borough Road and the point of beginning.

Ward 3 shall include the territory bounded and described as follows: Commencing in the centerline of the Contoocook River where it intersects with the Concord-Hopkinton town line; thence southeasterly along the Concord-Hopkinton town line and crossing West Parish Road to its intersection with an extension of the centerline of District No. 5 Road; thence easterly along the centerline of the extension of District No. 5 Road and the centerline of District No. 5 Road to its intersection with Lake View Drive; thence southerly along the centerline of Lake View Drive to its intersection with Little Pond Road; thence southeasterly along the centerline of Little Pond Road to its intersection with Penacook Street; thence southeasterly, northeasterly, then easterly along the centerline of Penacook Street to its intersection with ***Bradley Street; thence northerly along the centerline of Bradley Street to its intersection with the extension of the southerly line of Map 583Z, Block 70; thence northwesterly along the extension of the southerly line of Map 583Z, Block 70 and continuing along the southerly line of Map 583Z, Block 70 to the southwesterly corner Map 583Z, Block 70; thence northerly along the westerly line of Map 583Z, Block 70 to the northwesterly corner of Map 583Z, Block 70; thence easterly, southerly, and northeasterly along the northerly line of Map 583Z, Block 70 and the extension of the northerly line to its intersection with the centerline of Bradley Street; thence southerly along the centerline of Bradley Street to its intersection with Penacook Street; thence easterly along the centerline of Penacook Street to its intersection with North State Street and Horseshoe Pond Lane; thence easterly along the centerline of Horseshoe Pond Lane to its intersection with the B&M Railroad Line; thence northwesterly along the centerline of the B&M Railroad Line to its intersection with Horseshoe Pond; thence northwesterly, northerly, then northeasterly along the centerline of Horseshoe Pond to Wattanummon's Brook; thence easterly along the centerline of Wattanummon's Brook to its intersection with Commercial Street; thence northerly along the centerline of Commercial Street and a***

projection thereof to the centerline of the Merrimack River; thence westerly and northerly along the centerline of the Merrimack River to its intersection with the centerline of the Sewalls Falls Bridge; thence southwesterly along the centerline of Sewalls Falls Road to its intersection with Manor Road; thence westerly along the centerline of Manor Road to its intersection with Abbott Road; thence southerly along the centerline of Abbott Road to its intersection with Beaver Meadow Brook; thence westerly, southerly, and westerly along the centerline of Beaver Meadow Brook to its intersection with Fisherville Road; thence southerly along the centerline of Fisherville Road to its intersection with North State Street and Sewalls Falls Road; thence southerly along the centerline of North State Street to its intersection with Knight Street; thence westerly along the centerline of Knight Street to its intersection with Hutchins Street; thence westerly along the centerline of Hutchins Street to its intersection with West Parish Road; thence northerly and westerly along the centerline of West Parish Road to its intersection with Carter Hill Road; thence northerly along the centerline of Carter Hill Road to its intersection with River Road and Horse Hill Road; thence northwesterly along the centerline of Horse Hill Road to the centerline of the Horse Hill Bridge; thence southwesterly, westerly, northerly, then westerly along the centerline of the Contoocook River to its intersection with the Concord-Hopkinton town line and the point of beginning.

Ward 4 shall include the territory bounded and described as follows: Commencing at the intersection of the centerline of Auburn Street and the centerline of Liberty Street; thence northerly and easterly along the centerline of Liberty Street to its intersection with Walker Street Ext.; thence easterly along the centerline of Walker Street Ext. to its intersection with Rumford Street; thence northerly along the centerline of Rumford Street to its intersection with Penacook Street; thence easterly along the centerline of Penacook Street to its intersection with ***Bradley Street; thence northerly along the centerline of Bradley Street to its intersection with the extension of the southerly line of Map 583Z, Block 70; thence northwesterly along the extension of the southerly line of Map 583Z, Block 70 and continuing along the southerly line of Map 583Z, Block 70 to the southwesterly corner Map 583Z, Block 70; thence northerly along the westerly line of Map 583Z, Block 70 to the northwesterly corner of Map 583Z, Block 70; thence easterly, southerly, and northeasterly along the northerly line of Map 583Z, Block 70 and the extension of the northerly line to its intersection with the centerline of Bradley Street; thence southerly along the centerline of Bradley Street to its intersection with Penacook Street; thence easterly along the centerline of Penacook Street to its intersection with*** North State Street and Horseshoe Pond Lane; thence easterly along the centerline of Horseshoe Pond Lane to its intersection with the B&M Railroad Line; thence northwesterly along the centerline of the B&M Railroad Line to its intersection with Horseshoe Pond; thence northwesterly, northerly, then northeasterly along the centerline of Horseshoe Pond to Wattanummon's Brook; thence easterly along the centerline of Wattanummon's Brook to its intersection with Commercial Street; thence northerly along the centerline of Commercial Street and a projection thereof to the centerline of the Merrimack River; thence southeasterly, southerly, then southwesterly along the centerline of the Merrimack River to its intersection with Loudon Road; thence westerly along the centerline of Loudon Road to its intersection with Storrs Street; thence southerly along the centerline of Storrs Street to its intersection with Dubois Avenue;

thence westerly along the centerline of Dubois Avenue and its extension to North Main Street; thence northerly along the centerline of North Main Street to its intersection with School Street; thence westerly along the centerline of School Street to its intersection with *Green Street; thence northerly along the centerline of Green Street to its intersection with Prince Street; thence westerly along the centerline of Prince Street to its intersection with North Spring Street; thence southerly along the centerline of North Spring Street to its intersection with School Street; thence westerly along the centerline of School Street to its intersection with* Rumford Street; thence northerly along the centerline of Rumford Street to its intersection with Centre Street; thence westerly along the centerline of Centre Street to its intersection with Liberty Street; thence northerly along the centerline of Liberty Street to its intersection with Auburn Street and the point of beginning.

Ward 5 shall include the territory bounded and described as follows: Commencing at the intersection of the centerline of District No. 5 Road and the centerline of Lake View Drive; thence southerly along the centerline of Lake View Drive to its intersection with Little Pond Road; thence southeasterly along the centerline of Little Pond Road to its intersection with Penacook Street; thence southeasterly, northeasterly, then easterly along the centerline of Penacook Street to its intersection with Rumford Street; thence southerly along the centerline of Rumford Street to its intersection with Walker Street Ext.; thence westerly along the centerline of Walker Street Ext. to its intersection with Liberty Street; thence westerly and southerly along the centerline of Liberty Street to its intersection with Centre Street; thence easterly along the centerline of Centre Street to its intersection with Rumford Street; thence southerly along the centerline of Rumford Street to its intersection with School Street; thence easterly along the centerline of School Street to its intersection with North Spring Street; *thence northerly along the centerline of North Spring Street to its intersection with Prince Street; thence easterly along the centerline of Prince Street to its intersection with Green Street; thence southerly along the centerline of Green Street to its intersection with School Street; thence westerly along the centerline of School Street to its intersection with North Spring Street;* thence southerly along the centerline of North Spring Street to its intersection with Pleasant Street; thence westerly along the centerline of Pleasant Street to its intersection with South Fruit Street; thence southerly along the centerline of South Fruit Street to its intersection with Redington Road; thence westerly and northerly along the centerline of Redington Road and its extension to its intersection with Pleasant Street; thence westerly along the centerline of Pleasant Street to its intersection with Langley Parkway; thence southerly along the centerline of Langley Parkway to its intersection with Clinton Street; thence westerly along the centerline of Clinton Street to its intersection with Birchdale Road; thence southeasterly along the centerline of Birchdale Road to its intersection with the Concord-Bow town line; thence westerly along the Concord-Bow town line crossing Hooksett Turnpike to the southwest corner of the City at the Concord-Bow town line; thence northerly along the Concord-Bow town line crossing Bela Brook, Clinton Street (NH Route 13), and Hooksett Turnpike to the southeast corner of Hopkinton and Concord-Hopkinton town line; thence northerly along the Concord-Hopkinton town line to its intersection with the extension of the centerline of District No. 5 Road; thence

easterly along the centerline of the extension of District No. 5 Road and the centerline of District No. 5 Road to its intersection with Lake View Drive and the point of beginning.

Ward 6 shall include the territory bounded and described as follows: Commencing at the intersection of the centerline of Interstate 93 and the centerline of Loudon Road; thence westerly along the centerline of Loudon Road to its intersection with Storrs Street; thence southerly along the centerline of Storrs Street to its intersection with Dubois Avenue; thence westerly along the centerline of Dubois Avenue and its extension to North Main Street; thence northerly along the centerline of North Main Street to its intersection with School Street; thence westerly along the centerline of School Street to its intersection with North Spring Street; thence southerly along the centerline of North Spring Street to its intersection with Pleasant Street; thence westerly along the centerline of Pleasant Street to its intersection with South Fruit Street; thence southerly along the centerline of South Fruit Street to its intersection with Redington Road; thence westerly and northerly along the centerline of Redington Road and its extension to its intersection with Pleasant Street; thence westerly along the centerline of Pleasant Street to its intersection with Langley Parkway; thence southerly along the centerline of Langley Parkway to its intersection with Clinton Street; thence easterly along the centerline of Clinton Street to its intersection with Broadway; thence southerly along the centerline of Broadway to its intersection with West Street; thence easterly along the centerline of West Street to its intersection with South State Street; thence southerly along the centerline of South State Street to its intersection with South Main Street; thence southerly along the centerline of South Main Street and crossing Interstate 93 to its intersection with the Concord-Bow town line; thence easterly along the Concord-Bow town line to its intersection with the Merrimack River; thence southeasterly and northerly along the centerline of the Merrimack River to its intersection with Loudon Road; thence westerly along the centerline of Loudon Road to its intersection with Interstate 93 and the point of beginning.

Ward 7 shall include the territory bounded and described as follows: Commencing at the intersection of the centerline of South Main Street and the centerline of Allison Street; thence northerly along the centerline of South Main Street to its intersection with South State Street; thence northerly along the centerline of South State Street to its intersection with West Street; thence westerly along the centerline of West Street to its intersection with Broadway; thence northerly along the centerline of Broadway to its intersection with Clinton Street; thence westerly along the centerline of Clinton Street to its intersection with Birchdale Road; thence southeasterly along the centerline of Birchdale Road to its intersection with the Concord-Bow town line; thence easterly along the Concord-Bow town line and crossing South Street and Interstate 93 to its intersection with South Main Street; thence northerly along the centerline of South Main Street and crossing Interstate 93 to its intersection with Allison Street and the point of beginning.

Ward 8 shall include the territory bounded and described as follows: Commencing at the intersection of the centerline of Loudon Road and the centerline of the Merrimack River; thence easterly and northerly along the centerline of the Merrimack River to its intersection with Interstate 393; thence easterly along the centerline of Interstate 393 to

its intersection with East Side Drive; thence southerly along the centerline of East Side Drive to its intersection with Hazen Drive; thence southwesterly and southerly along the centerline of Hazen Drive to its intersection with the northerly projection of the centerline of Ormond Street; thence southerly along the northerly projection of the centerline of Ormond Street and continuing southerly along the centerline of Ormond Street to its intersection with Loudon Road; thence easterly along the centerline of Loudon Road to its intersection with the Soucook River; thence southerly, westerly, then southerly along the centerline of the Soucook River to its intersection with the Merrimack River; thence northwesterly, northerly, southeasterly, then northerly along the centerline of the Merrimack River to its intersection with Loudon Road and the point of beginning.

Ward 9 shall include the territory bounded and described as follows: Commencing at the intersection of the centerline of East Side Drive with the centerline of Interstate 393; thence southerly along the centerline of East Side Drive to its intersection with Hazen Drive; thence southwesterly and southerly along the centerline of Hazen Drive to its intersection with the northerly projection of the centerline of Ormond Street; thence southerly along the northerly projection of the centerline of Ormond Street and continuing southerly along the centerline of Ormond Street to its intersection with Loudon Road; thence easterly along the centerline of Loudon Road to its intersection with Sheep Davis Road (N.H. Route 106); thence northeasterly along the centerline of Sheep Davis Road (N.H. Route 106) to its intersection with Interstate 393; thence westerly along the centerline of Interstate 393 to the bridge over Portsmouth Street; thence northwesterly along the centerline of Portsmouth Street to its intersection with the westerly edge of the Public Service Company of NH (PSNH) transmission line right-of-way; thence northerly along the PSNH transmission line right-of-way to its intersection with the easterly projection of Profile Avenue; thence southwesterly along the projection of Profile Avenue and continuing northwesterly along the centerline of Profile Avenue to its intersection with Hampshire Drive; thence southwesterly along the centerline of Hampshire Drive to its intersection with Portsmouth Street; thence southeasterly along the centerline of Portsmouth Street to its intersection with Broken Ground Drive; thence southwesterly along the centerline of Broken Ground Drive to its intersection with East Side Drive; thence southerly along the centerline of East Side Drive to its intersection with Interstate 393 and the point of beginning.

Ward 10 shall include the territory bounded and described as follows: Commencing at the intersection of the centerline of East Side Drive with the centerline of Interstate 393; thence westerly along the centerline of Interstate 393 to its intersection with the Merrimack River; thence northerly, northwesterly, then northerly along the centerline of the Merrimack River to its intersection with the centerline of the Sewalls Falls Bridge; thence northeasterly along the centerline of Sewalls Falls Road to its intersection with the former Boston and Maine Railroad (now State of New Hampshire); thence northerly along the centerline of the B&M Railroad tracks to its intersection with the Concord-Canterbury town line; thence easterly along the Concord-Canterbury town line and crossing Interstate 93, Mountain Road, and Tallant Road to the northeast corner of the City at the Concord-Canterbury town line; thence southerly along the Concord-Canterbury town line to the northwest corner of Loudon at the Concord-Loudon town

line; thence southerly along the Concord-Loudon town line and crossing Shaker Road, Hoit Road, and Hot Hole Pond Road to a point where the Concord-Loudon town line deflects to the left; thence southeasterly along the Concord-Loudon town line and crossing Oak Hill Road, Josiah Bartlett Road, and Sheep Davis Road (N.H. Route 106) to its intersection with the Soucook River; thence southwesterly along the centerline of the Soucook River to its intersection with Loudon Road (NH Route 9); thence westerly along the centerline of Loudon Road to its intersection with Sheep Davis Road (N.H. Route 106); thence northeasterly along the centerline of Sheep Davis Road (N.H. Route 106) to its intersection with Interstate 393; thence westerly along the centerline of Interstate 393 to the bridge over Portsmouth Street; thence northwesterly along the centerline of Portsmouth Street to its intersection with the westerly edge of the Public Service Company of NH (PSNH) transmission line right-of-way; thence northerly along the PSNH transmission line right-of-way to its intersection with the easterly projection of Profile Avenue; thence southwesterly along the projection of Profile Avenue and continuing northwesterly along the centerline of Profile Avenue to its intersection with Hampshire Drive; thence southwesterly along the centerline of Hampshire Drive to its intersection with Portsmouth Street; thence southeasterly along the centerline of Portsmouth Street to its intersection with Broken Ground Drive; thence southwesterly along the centerline of Broken Ground Drive to its intersection with East Side Drive; thence southerly along the centerline of East Side Drive to its intersection with Interstate 393 and the point of beginning.

Section II: This ordinance shall take effect immediately.

Explanation: Matters inserted into the current ordinance appear in *bold and italics*.