



COMMITTEE ON BILLS ON SECOND READING

December 20, 2021 at 5:15 PM

Aldermanic Chambers, City Hall (3rd Floor)

Members: Aldermen Gamache, E. Sapienza, O'Neil, A. Sapienza, Sharonov

AGENDA

The Chairman calls the meeting to order.

The Clerk calls the roll.

1. Ordinance Amendment:

"Amending Section 12 City Ward Lines by revising the descriptions to create wards of equal population as practicable."

If the Committee so desires, a motion would be in order that the Ordinance Amendment ought to pass and be referred to the Committee on Accounts, Enrollment and Revenue Administration.

2. Ordinance Amendment:

"Amending Section 33.046 (Entrance Pay Rates) of the Code of Ordinances of the City of Manchester by changing the approval process for Steps 2-5."

If the Committee so desires, a motion would be in order that the Ordinance Amendment ought to pass and be referred to the Committee on Accounts, Enrollment and Revenue Administration.

If there is no further business, a motion is in order to adjourn.

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AN ORDINANCE

“Amending Section 12 City Ward Lines by revising the descriptions to create wards of equal population as practicable.”

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- I. Amend the Code of Ordinances by inserting new language as bolded (**bold**) and deleting existing language as stricken (-----). Portions of the following sections that remain unchanged appear in regular type.

§ 12.01 WARD 1.

Beginning at a point at the intersection of the centerline of Interstate 93 and Mammoth Road; thence southwesterly by the centerline of Mammoth Road to the centerline of Smyth Road; thence southwesterly by the centerline of Smyth Road to the centerline of Webster Street; thence westerly by the centerline of Webster Street to the centerline of River Road; thence northerly by the centerline of River Road to the centerline of West Clarke Street; thence westerly by the centerline of West Clarke Street extended westerly to the centerline of the Merrimack River; thence upstream along the centerline of the Merrimack River to the Manchester-Hooksett town line; thence northeasterly by the Manchester-Hooksett town line to the centerline of Interstate 93; thence northeasterly and southerly by the Manchester-Hooksett town line to the centerline of Interstate 93; thence continuing southerly and southeasterly by the Manchester-Hooksett town line to the centerline of Interstate 93; thence southeasterly by the centerline of Interstate 93 to the centerline of Mammoth Road, to the point of the beginning.

§ 12.02 WARD 2.

Beginning at a point at the intersection of the centerline of Interstate 93 and Mammoth Road; thence northwesterly by the centerline of Interstate 93 to the Manchester-Hooksett town line; thence southeasterly by the Manchester-Hooksett town line to the **intersection of the Manchester-Hooksett town line and the Londonderry Turnpike** ~~Manchester-Auburn town line~~; thence southerly **by the centerline of the Londonderry Turnpike** ~~by the Manchester-Auburn town line~~ to the centerline of Wellington Road; thence southwesterly by the centerline of Wellington Road to the intersection of the centerline of Mammoth Road and the centerline of Bridge Street; thence westerly by the centerline of Bridge Street to the centerline of ~~Belmont~~**Ashland** Street; thence northerly by the centerline of ~~Belmont~~**Ashland** Street to the centerline of Pearl Street; thence westerly by the centerline of Pearl Street to the centerline of ~~Beech Street~~; thence ~~northerly by the centerline of Beech Street to the centerline of Orange Street~~; thence ~~westerly by the centerline of Orange Street to the centerline of Union Street~~; thence northerly by the centerline of Union Street to the centerline of Webster Street; thence easterly by the centerline of Webster Street to the centerline of Smyth Road; thence northeasterly by the centerline of Smyth Road to the centerline of Mammoth Road; thence northerly by the centerline of Mammoth Road to the centerline of Interstate 93, to the point of the beginning.

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§ 12.03 WARD 3.

Beginning at a point at the intersection of the centerline of Webster Street and Union Street; thence southerly by the centerline of Union Street to the centerline of ~~Silver Valley~~ Street; thence westerly by the centerline of ~~Silver Valley~~ Street to the centerline of ~~Pine Willow~~ Street; thence southerly by the centerline of ~~Pine Willow~~ Street to the centerline of ~~Willow Street~~ **the northernmost onramp to Queen City Avenue**; thence southeasterly by the centerline of ~~Willow Street~~ to the centerline of the former Boston and Maine, Portsmouth Branch, Railroad right-of-way; thence northwesterly approximately 800 feet along the former Boston and Maine, Portsmouth Branch, Railroad right-of-way to the centerline of the former Boston and Maine, Lawrence Branch, Railroad right-of-way; thence southeasterly along the centerline of the former Boston and Maine, Lawrence Branch, Railroad right-of-way to the centerline of Queen City Avenue; **thence westerly by the centerline of the northernmost onramp to the centerline of Queen City Avenue**; thence westerly along the centerline of Queen City Avenue to the centerline of the Merrimack River; thence upstream by the centerline of the Merrimack River to its intersection with the centerline of West Clarke Street extended; thence easterly by the centerline of West Clarke Street to the centerline of River Road; thence southerly by the centerline of River Road to the centerline of Webster Street; thence easterly by the centerline of Webster Street to the centerline of Union Street, to the point of the beginning.

§ 12.04 WARD 4.

Beginning at a point at the intersection of the centerline of Merrimack Street and the centerline of Union Street; thence easterly by the centerline of Merrimack Street **to the centerline of Cass Street**; thence southerly by the centerline of **Cass Street to the centerline of Central Street**; thence easterly by the centerline of **Central Street to the centerline of Tarrytown Road**; thence southerly by the centerline of **Tarrytown Road to the centerline of Lake Avenue**; thence easterly by the centerline of **Lake Avenue** to the centerline of Hanover Street; thence easterly by the centerline of Hanover Street to the centerline of Interstate 93; thence northerly along the centerline of Interstate 93 to the centerline of the west-bound lane of N.H. Route 101; thence northeasterly along the centerline of the west-bound lane of N.H. Route 101 for approximately 1,500 feet to a point, said point representing the southerly point of a line which extends northerly to the centerline of Karatzas Avenue; thence northerly along a line which extends approximately 980 feet to the centerline of Karatzas Avenue, said line also being located 100 feet to the east and parallel to Lagrange Avenue; thence westerly by the centerline of Karatzas Avenue to the centerline of ~~Eastern Avenue~~ **Old Wellington Road**; thence southerly and northwesterly by the centerline of ~~Eastern Avenue~~ **Old Wellington Road to the centerline of Wellington Way**; thence northwesterly by the centerline of **Wellington Way** to the centerline of Wellington Road; thence southwesterly by the

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§ 12.04 WARD 4 *continued*.

centerline of Wellington Road to the intersection of the centerline of Mammoth Road and to the centerline of Bridge Street; thence westerly by the centerline of Bridge Street to the centerline of ~~Belmont~~**Ashland** Street; thence northerly by the centerline of ~~Belmont~~**Ashland** Street to the centerline of Pearl Street; thence westerly by the centerline of Pearl Street to the centerline of ~~Beech Street~~; thence northerly by the centerline of ~~Beech Street~~ to the centerline of Orange Street; thence westerly by the centerline of Orange Street to the centerline of Union Street; thence southerly by the centerline of Union Street to the centerline of Merrimack Street, to the point of the beginning.

§ 12.05 WARD 5.

Beginning at a point at the intersection of the centerline of Merrimack Street and the centerline of Union Street; thence easterly by the centerline of Merrimack Street **to the centerline of Cass Street; thence southerly by the centerline of Cass Street to the centerline of Central Street; thence easterly by the centerline of Central Street to the centerline of Tarrytown Road; thence southerly by the centerline of Tarrytown Road to the centerline of Lake Avenue; thence easterly by the centerline of Lake Avenue to the centerline of Hanover Street; thence easterly by the centerline of Hanover Street to the centerline of Page Street; thence southerly by the centerline of Page Street to the centerline of Laydon Street; thence westerly by the centerline of Laydon Street to the centerline of Cody Street; thence southerly by the centerline of Cody Street to the centerline of Oakland Avenue; thence westerly by the centerline of Oakland Avenue to the centerline of Woodbine Avenue; thence southerly by the centerline of Woodbine Avenue to the centerline of Longwood Avenue; thence westerly by the centerline of Longwood Avenue to the centerline of Revere Avenue; thence southerly by the centerline of Revere Avenue to the centerline of Wayland Avenue; thence westerly by the centerline of Wayland Avenue** ~~the former Boston and Maine, Portsmouth Branch, Railroad right of way; thence westerly by the centerline of the former Boston and Maine, Portsmouth Branch, Railroad right of way to a point representing Woodland Avenue extended; thence southerly by the centerline of Woodland Avenue extended and the centerline of Woodland Avenue to the centerline of Oakland Avenue; thence westerly by the centerline of Oakland Avenue to the centerline of Mammoth Road; thence northerly by the centerline of Mammoth Road to the centerline of Porter Street; thence westerly and southerly by the centerline of Porter Street to the centerline of Massabesic Street; thence westerly by the centerline of Massabesic Street to the centerline of Valley Street; thence westerly by the centerline of Valley Street to the centerline of Union Street; thence northerly by the centerline of Union Street to the centerline of Merrimack Street, to the point of the beginning.~~

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§ 12.06 WARD 6.

Beginning at a point at the intersection of the Manchester, Auburn, **and Hooksett** town lines ~~and the centerline of Wellington Road~~; thence southerly by the Manchester-Auburn town line to the Manchester-Londonderry town line; thence southerly and westerly by the Manchester- Londonderry town line to the centerline of Interstate 93 North; thence northwesterly by the centerline of Interstate 93 North to its intersection with the centerline of **Interstate 293 North; thence westerly and northwesterly by the centerline of Interstate 293 North Bodwell Road; thence northwesterly to Interstate 93 North Mile Marker 19.0; thence northwesterly to the intersection of Aurora Avenue and Jack Lovering Drive; thence northeasterly to Interstate 93 South Mile Marker 19.4; thence northerly to the intersection of Cohas Avenue and Interstate 93 North; thence westerly and northwesterly by the centerline of Cohas Avenue to the centerline of South Mammoth Road; thence northwesterly by the centerline of South Mammoth Road to the centerline of Island Pond Road; thence easterly by the centerline of Island Pond Road to the centerline of Benjamin Street; thence northerly by the centerline of Benjamin Street to the centerline of Renard Street; thence northeasterly, northerly and northwesterly by the centerline of Renard Street to the centerline of Benjamin Street; thence northerly by the centerline of Benjamin Street extended; thence northerly by the centerline of Benjamin Street extended** to the centerline of Medford Street; thence easterly by the centerline of Medford Street to the centerline of Normand Street; thence northerly by the centerline of Normand Street to the centerline of Holt Avenue; thence ~~westerly~~**easterly** by the centerline of Holt Avenue to the centerline of ~~Cushing Avenue~~**Cody Street**; thence northerly by the centerline of ~~Cushing Avenue~~**Cody Street** to the centerline of **Laydon Street; thence easterly by the centerline of Laydon Street** to the centerline of Page Street; thence northerly by the centerline of Page Street to the centerline of Hanover Street; thence easterly along the centerline of Hanover Street to the centerline of Interstate 93; thence northerly along the centerline of Interstate 93 to the centerline of the west-bound lane of N.H. Route 101; then northeasterly along the centerline of the west-bound lane of N.H. Route 101 for approximately 1,500 feet to a point, said point representing the southerly point of a line which extends northerly to the centerline of Karatzas Avenue; thence northerly along a line which extends approximately 980 feet to the centerline of Karatzas Avenue, said line also being located 100 feet to the east and parallel to Lagrange Avenue; thence westerly by the centerline of Karatzas Avenue to the centerline of ~~Eastern Avenue~~**Old Wellington Road**; thence southerly and northwesterly by the centerline of ~~Eastern Avenue~~**Old Wellington Road to the centerline of Wellington Way; thence northwesterly by the centerline of Wellington Way** to the centerline of Wellington Road; thence easterly by the centerline of Wellington Road to the centerline of the Londonderry Turnpike; thence northerly by the centerline of the Londonderry Turnpike to the Manchester-Auburn town line; thence southeasterly by the Manchester-Auburn town line, to the point of the beginning.

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§ 12.07 WARD 7.

Beginning at a point at the intersection of the centerline of Mammoth Road, the centerline of South Mammoth Road and the centerline of Cilley Road; thence southerly by the centerline of South Mammoth Road to the centerline of Island Pond Road; thence easterly by the centerline of Island Pond Road to the centerline of Benjamin Street; thence northerly by the centerline of Benjamin Street to the centerline of ~~Renard Street~~; ~~thence northeasterly, northerly and northwesterly by the centerline of Renard Street to the centerline of Benjamin Street~~; thence northerly by the centerline of Benjamin Street extended; **thence northerly by the centerline of Benjamin Street extended** to the centerline of Medford Street; thence easterly by the centerline of Medford Street to the centerline of Normand Street; thence northerly by the centerline of Normand Street to the centerline of Holt Avenue; thence ~~westerly~~ **easterly by the centerline of Holt Avenue to the centerline of Cody Street**; thence northerly by the centerline of Cody Street ~~Cushing Avenue~~; thence northerly by the centerline of Cushing Avenue to the centerline of Oakland Avenue; thence westerly by the centerline of Oakland Avenue to the centerline of **Woodbine Avenue**; thence southerly by the centerline of **Woodbine Avenue to the centerline of Longwood Avenue**; thence westerly by the centerline of **Longwood Avenue to the centerline of Revere Avenue**; thence southerly by the centerline of **Revere Avenue to the centerline Wayland Avenue**; thence westerly by the centerline of ~~Wayland Avenue to the centerline of Mammoth Road~~; thence northerly by the centerline of ~~Mammoth Road to the centerline of Porter Street~~; thence southwesterly by the centerline of ~~Porter Street to the centerline of Massabesic Street~~; thence westerly by the centerline of Massabesic Street to the centerline of Valley Street; thence westerly by the centerline of Valley Street to the centerline of **Willow Street**; thence southerly by the centerline of **Willow Street to the centerline of Silver Street**; thence easterly by the centerline of **Silver Street the centerline of Union Beech Street**; thence southerly by the centerline of ~~Union Beech Street~~ to the centerline of Shasta Street; thence easterly by the centerline of Shasta Street to the centerline of Hall Street; thence southerly by the centerline of Hall Street to the centerline of South Hall Street; thence southerly by the centerline of South Hall Street to the centerline of Vinton Street; thence easterly by the centerline of Vinton Street to the centerline of South Jewett Street; thence northerly by the centerline of South Jewett Street to the centerline of Cilley Road; thence easterly by the centerline of Cilley Road to the intersection of the centerline of Mammoth Road and the centerline of South Mammoth Road, to the point of the beginning.

§ 12.08 WARD 8.

Beginning at a point at the intersection of the centerline of Vinton Street and South Hall Street; thence easterly by the centerline of Vinton Street to the centerline of South Jewett

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§ 12.08 WARD 8 *continued.*

Street; thence northerly by the centerline of South Jewett Street to the centerline of Cilley Road; thence easterly by the centerline of Cilley Road to the intersection of the centerline of Mammoth Road and the centerline of South Mammoth Road; thence southerly by the centerline of South Mammoth Road to the centerline of **Interstate 293 North; thence easterly and southeasterly by the centerline of Interstate 293 North to its intersection with the centerline of the Interstate 93 North; Cohas Avenue; thence easterly and southerly by the centerline of Cohas Avenue to the centerline of Interstate 93; thence southerly to Interstate 93 South Mile Marker 19.4; thence southwesterly to the intersection of Aurora Avenue and Jack Lovering Drive; thence southeasterly to Interstate 93 North Mile Marker 19.0; thence southeasterly to the intersection of Interstate 93 with the centerline of Bodwell Road; thence southeasterly by the centerline of Interstate 93 to the Manchester-Londonderry town line; thence westerly and southerly by the Manchester-Londonderry town line to the Manchester-Litchfield town line; thence northwesterly by the Manchester-Litchfield town line to the centerline of the Merrimack River; thence upstream by the centerline of the Merrimack River to the centerline of Winston Street extended; thence easterly by the centerline of Winston Street to the centerline of Brown Avenue; thence northerly by the centerline of Brown Avenue to the centerline of Connecting Road thence easterly by the centerline of Connecting Road to the centerline of Pepperidge Drive; thence southwesterly by the centerline of Pepperidge Drive to the centerline of Short Falls Brook; thence northeasterly by the centerline of Short Falls Brook to the centerline of the former Boston and Maine, Lawrence Branch, Railroad right of way; thence northwesterly by the centerline of the former Boston and Maine, Lawrence Branch, Railroad right of way to the centerline of Interstate 293; thence easterly by the centerline of Interstate 293 to the centerline of South Willow Street; thence northerly and northwesterly by the center line of South Willow Street to the centerline of **Parkview Street; thence easterly by the centerline of Parkview Street Doris Street; thence northeasterly by the centerline of Doris Street to the centerline of South Hall Street; thence northerly by the centerline of South Hall Street to the centerline of Vinton Street, to the point of the beginning.****

§ 12.09 WARD 9.

Beginning at a point at the intersection of the centerline of ~~Union~~ **Beech** Street and the centerline of Shasta Street; thence easterly by the centerline of Shasta Street to the centerline of Hall Street; thence southerly by the centerline of Hall Street to the centerline of South Hall Street; thence southerly by the centerline of South Hall Street to the centerline of ~~Doris~~ **Parkview** Street; thence westerly by the centerline of ~~Doris~~ **Parkview** Street to the centerline of South Willow Street; thence southeasterly and southerly by the centerline of South Willow Street to the centerline of Interstate 293; thence westerly by the centerline of Interstate 293 to the centerline of the former Boston and Maine, Lawrence Branch, Railroad right of way; thence southeasterly by the centerline of the

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§ 12.09 WARD 9 *continued*.

former Boston and Maine, Lawrence Branch, Railroad right-of-way to the centerline of Short Falls Brook; thence southwesterly by the centerline of Short Falls Brook to the centerline of Pepperidge Drive; thence northwesterly by the centerline of Pepperidge Drive to the centerline of Connecting Road; thence westerly by the centerline of Connecting Road to the centerline of Brown Avenue; thence southerly by the centerline of Brown Avenue to the centerline of Winston Street; thence westerly by the centerline of Winston Street extended to the centerline of the Merrimack River; thence upstream by the centerline of the Merrimack River to the centerline of Queen City Avenue; thence easterly by the centerline of Queen City Avenue to the centerline of the former Boston and Maine, Lawrence Branch, Railroad right-of-way; thence northwesterly approximately 1,000 feet to the centerline of the Boston and Maine, Portsmouth Branch, Railroad right-of-way; thence southeasterly along the centerline of the Boston and Maine, Portsmouth Branch, Railroad right-of-way to the centerline of the northernmost onramp to Queen City Avenue; thence westerly by the centerline of the northernmost onramp to Queen City Avenue to the centerline of Willow Street; thence northwesterly by the centerline of Willow Street to the centerline of Pine Street; thence northerly by the centerline of Pine Street to the centerline of Silver Street; thence easterly by the centerline of Silver Street to the centerline of Union Beech Street; then southerly by the centerline of Union Beech Street to the centerline of Shasta Street, to the point of the beginning.

§ 12.10 WARD 10.

Beginning at the intersection of the Manchester-Goffstown town line and the centerline of the Piscataquog River; thence downstream by the centerline of the Piscataquog River to the centerline of Winter Street extended; thence southnortheasterly by the centerline of Winter Street to the centerline of Granite Street; thence northeasterly by the centerline of Granite Street to the centerline of Quincy Street; thence northerly by the centerline of Quincy Street to the centerline of Douglas Conant Street; thence easterly by the centerline of Douglas Conant Street to the centerline of Dubuque Street; thence northerly by the centerline of Dubuque Street to the centerline of Gates Street; thence easterly by the centerline of Gates Street to the centerline of Cartier Street; thence southerly by the centerline of Cartier Street to the centerline of Walsh Avenue; thence easterly by the centerline of Walsh Avenue to the centerline of Notre Dame Avenue; thence southerly by the centerline of Notre Dame Avenue to the centerline of Conant Street; thence easterly by the centerline of Conant Street to the centerline of Main Street; thence northsoutherly by the centerline of Main Street to the centerline of Douglas Street North Back; thence easterly by the centerline of Douglas Street North Back to the centerline intersection of Douglas Street North Back, Douglas Street, and Allard Drive; thence northeasterly by the centerline of Allard Drive for

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§ 12.10 WARD 10 *continued*.

approximately 100 feet to a point on the centerline of **Allard Drive**, ~~south-bound lanes of Interstate 293~~; said point being approximately ~~250~~ **200** feet northwest of the intersection of the south-bound ~~off-ramp lanes~~ of Interstate 293 and Granite Street; thence southeasterly ~~by the centerline of south-bound lanes of Interstate 293~~ to the **intersection of the south-bound off-ramp of Interstate 293 and the centerline of Granite Street**; thence northeasterly along the centerline of Granite Street to the centerline of the Merrimack River; thence downstream by the centerline of the Merrimack River to the Manchester-Bedford town line; thence westerly, northerly and westerly by the Manchester- Bedford town line to the Manchester-Goffstown town line; thence northerly by the Manchester- Goffstown town line to the centerline of the Piscataquog River, to the point of the beginning.

§ 12.11 WARD 11.

Beginning at a point of the intersection of the centerline of the Piscataquog River and the centerline of Kelley Street; thence northerly and ~~northeawesterly~~ by the centerline of the Piscataquog River to the Manchester-Goffstown town line; thence northwesterly by the Manchester- Goffstown town line to the centerline of Upland Street; thence southeasterly by the centerline of Upland Street to the centerline of Kimball Street; thence generally easterly and southerly by the centerline of Kimball Street to the centerline of Bremer Street; thence easterly by the centerline of Bremer Street to the centerline of Boutwell Street; thence northerly by the centerline of Boutwell Street to the centerline of Mason Street; thence northeasterly and easterly by the centerline of Mason Street to the centerline of ~~Hevey~~ **Montgomery** Street; thence northerly by the centerline of ~~Hevey~~ **Montgomery** Street to the centerline of **Goffstown Road**; **thence easterly by the centerline of Goffstown Road to the centerline of Amoskeag Street**; **thence southeasterly by the centerline of Amoskeag Street to** ~~Coolidge Avenue West Back~~; ~~thence southeasterly by the centerline of Coolidge Avenue West Back to the centerline of Rimmon Street~~; ~~thence northeasterly by the centerline of Rimmon Street to the centerline of Coolidge Avenue~~; ~~thence southerly by the centerline of Coolidge Avenue to the centerline of Bremer Street~~; ~~thence southeasterly by the centerline of Bremer Street to the centerline of McGregor Street~~; ~~thence southerly by the centerline of McGregor Street to the centerline of West Bridge Street~~; ~~thence easterly by the centerline of West Bridge Street to the centerline of the Merrimack River~~; thence downstream by the centerline of the Merrimack River to the centerline of Granite Street; thence westerly by the centerline of Granite Street to the ~~centerline of the south-bound lanes of Interstate 293~~ **intersection of Granite Street and the south-bound off-ramp of Interstate 293**; thence northwesterly ~~by the centerline of the south-bound lanes of Interstate 293~~ approximately ~~250~~ **200** feet to a point **on the centerline of Allard Drive that is approximately 100 feet northeast from the intersection of Allard Drive, Douglas Street, and Douglas Street North Back**; thence, from that point, southwestly **approximately 100 feet** to the

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§ 12.11 WARD 11 *continued*.

~~centerline intersection of Allard Drive, Douglas Street, and the centerline of Douglas Street North Back; thence westerly by the centerline of Douglas Street North Back to the centerline of Main Street; thence southerly by the centerline of Main Street to the centerline of Douglas Conant Street; thence westerly by the centerline of Douglas Conant Street to the centerline of Notre Dame Avenue; thence northerly by the centerline of Notre Dame Avenue to the centerline of Walsh Avenue; thence westerly by the centerline of Walsh Avenue to the centerline of Cartier Street; thence northerly by the centerline of Cartier Street to the centerline of Gates Street; thence westerly by the centerline of Gates Street to the centerline of Dubuque Street; thence southerly by the centerline of Dubuque Street to the centerline of Conant Street; thence westerly by the centerline of Conant Street to the centerline of Quincy Street; thence southerly by the centerline of Quincy Street to the centerline of Granite Street; thence southwesterly by the centerline of Granite Street to the centerline of Winter Street then northwesterly by the centerline of Winter Street extended to the centerline of the Piscataquog River; thence upstream by the centerline of the Piscataquog River to the centerline of Kelley Street, to the point of the beginning.~~

§ 12.12 WARD 12.

Beginning at the intersection of the Manchester-Goffstown town line and the centerline of Upland Street; thence southeasterly by the centerline of Upland Street to the centerline of Kimball Street; thence generally easterly and southerly by the centerline of Kimball Street to the centerline of Bremer Street; thence easterly by the centerline of Bremer Street to the centerline of Boutwell Street; thence northerly by the centerline of Boutwell Street to the centerline of Mason Street; thence northeasterly and easterly by the centerline of Mason Street to the centerline of ~~Hevey~~ **Montgomery** Street; thence northerly by the centerline of ~~Hevey~~ **Montgomery** Street to the centerline of **Goffstown Road**; thence easterly by the centerline of **Goffstown Road** to the centerline of **Amoskeag Street**; thence southeasterly by the centerline of **Amoskeag Street** to the centerline of **Coolidge Avenue West Back**; thence southeasterly by the centerline of **Coolidge Avenue West Back** to the centerline of **Rimmon Street**; thence northeasterly by the centerline of **Rimmon Street** to the centerline of **Coolidge Avenue**; thence southerly by the centerline of **Coolidge Avenue** to the centerline of **Bremer Street**; thence southeasterly by the centerline of **Bremer Street** to the centerline of **McGregor Street**; thence southerly by the centerline of **McGregor Street** to the centerline of **West Bridge Street**; thence easterly by the centerline of **West Bridge Street** to the centerline of the Merrimack River; thence upstream by the centerline of the Merrimack River to the Manchester-Hooksett town line; thence northerly, northwesterly and westerly by the Manchester-Hooksett town line to the Manchester-Goffstown town line; thence southerly by the Manchester-Goffstown town line to the centerline of Upland Street, to the point of the beginning.

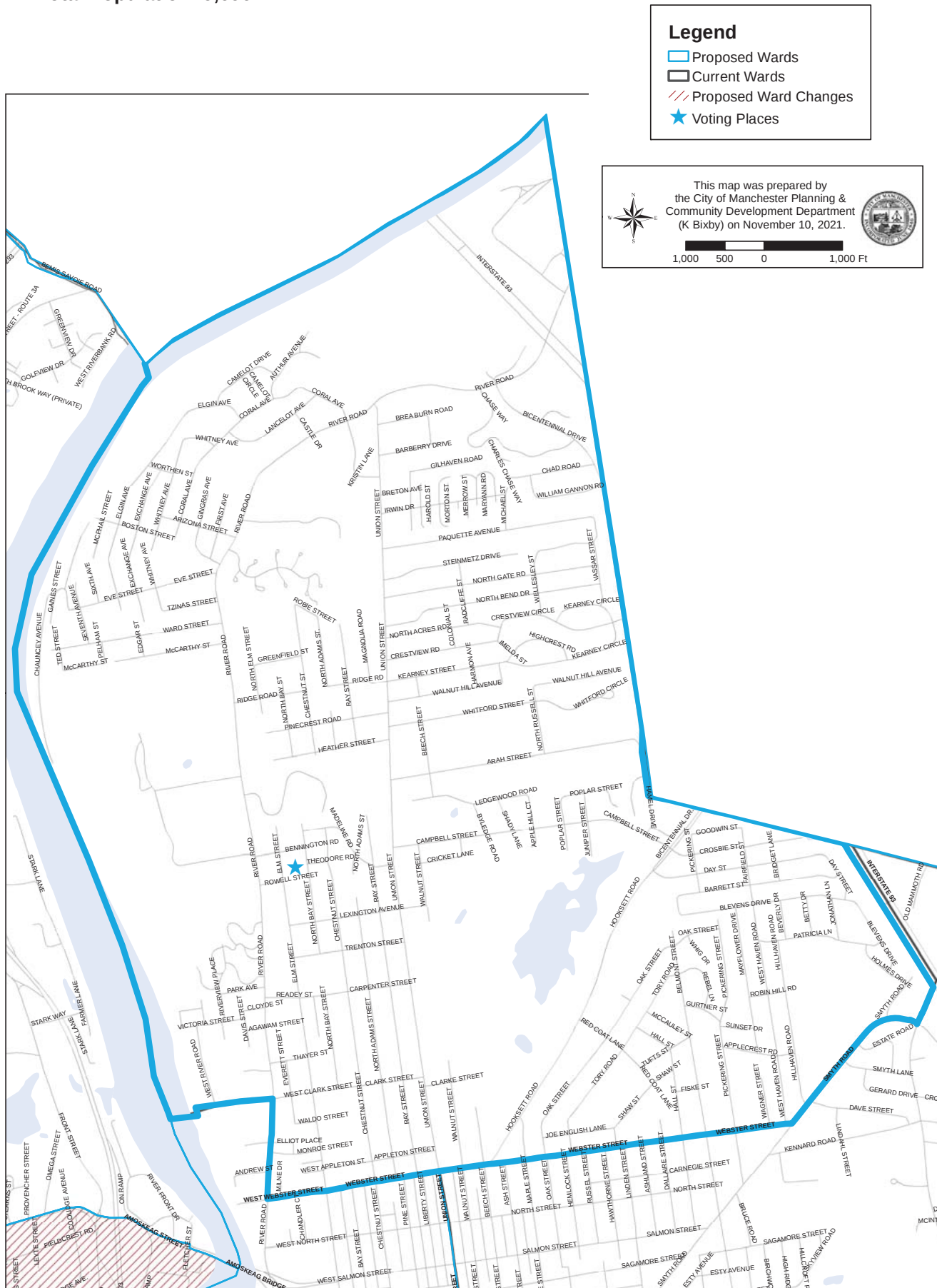
II. This ordinance shall take effect upon its passage.

City of Manchester, NH

Proposed Ward Redistricting, 2021

WARD 1 BOUNDARY

Total Population: 9,696



City of Manchester, NH

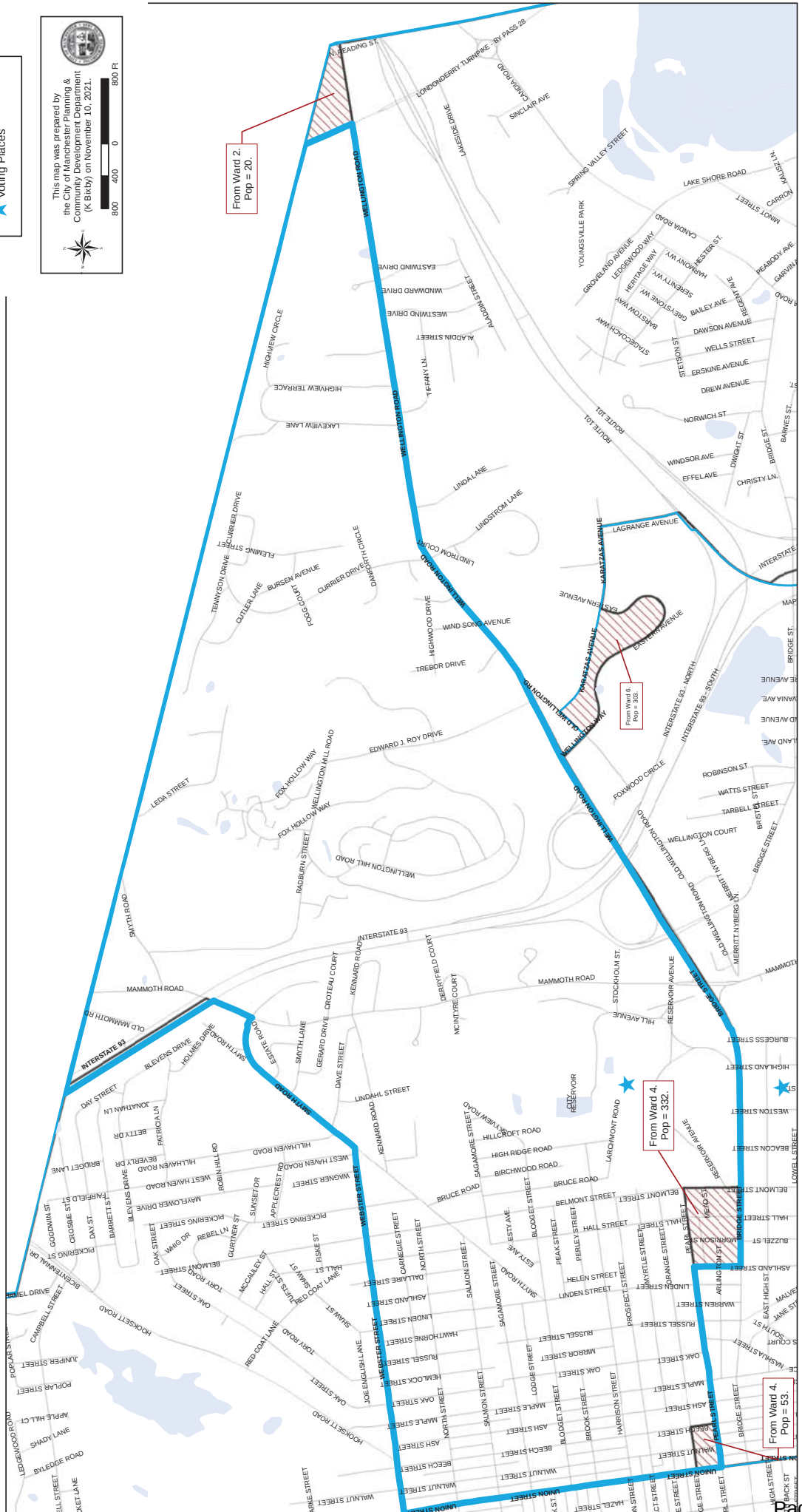
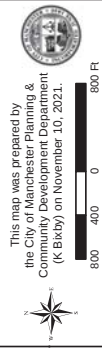
Proposed Ward Redistricting, 2021

WARD 2 BOUNDARY

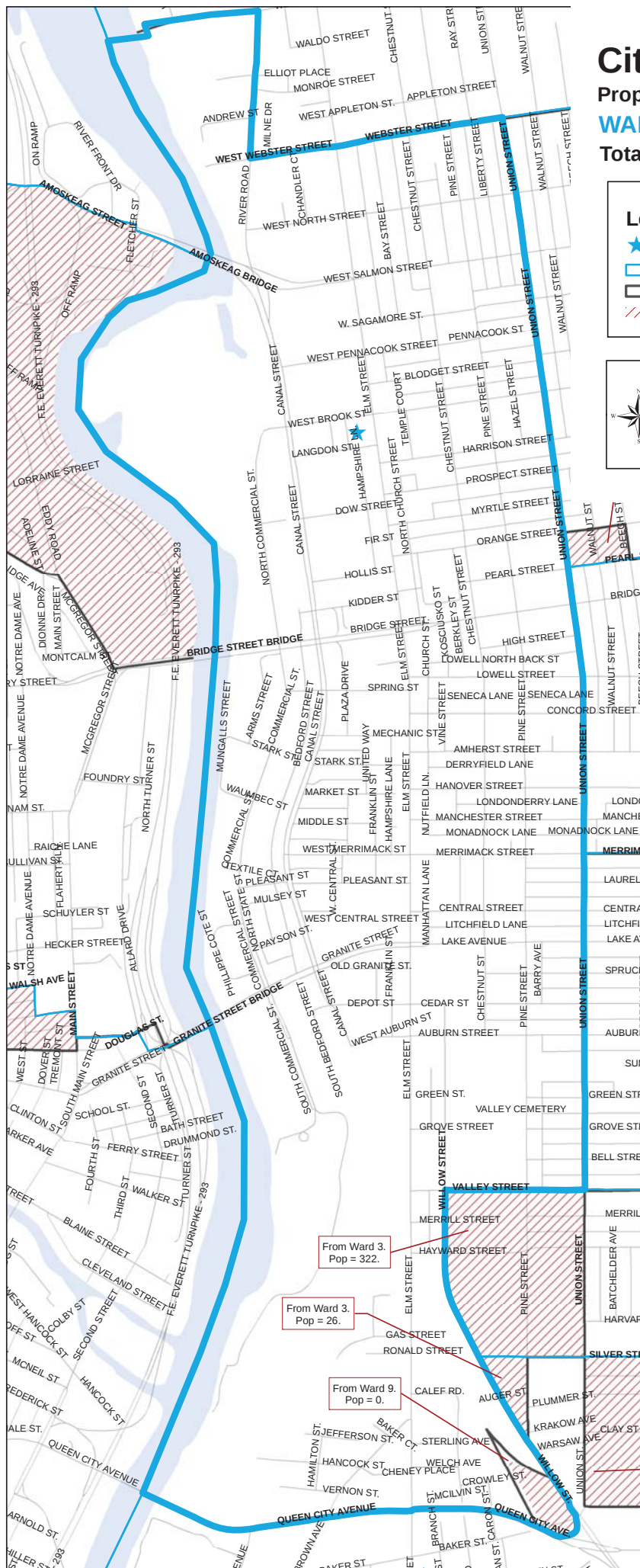
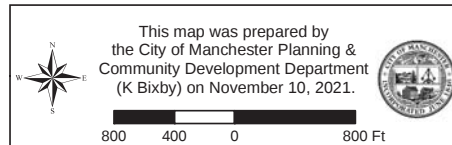
Total Population: 9,657

Legend

- Proposed Wards
- Current Wards
- Proposed Ward Changes
- ★ Voting Places



Total Population: 9,611

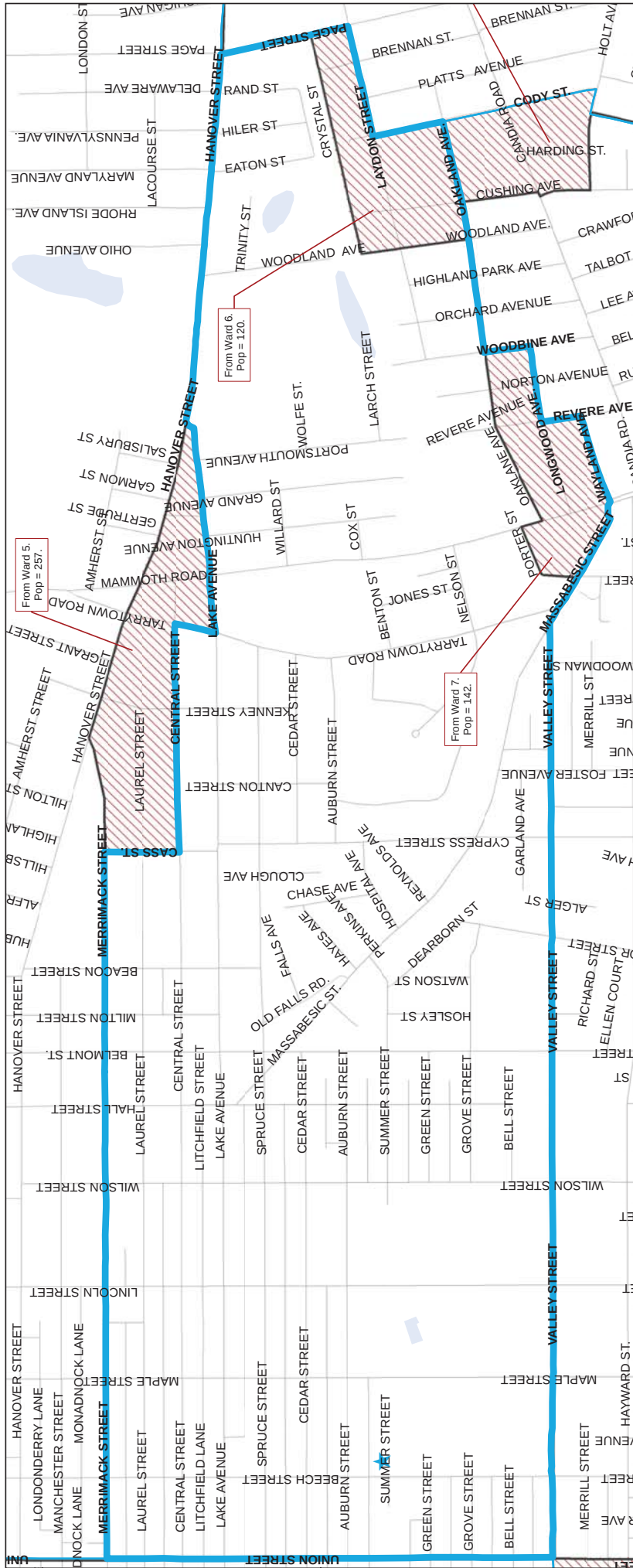
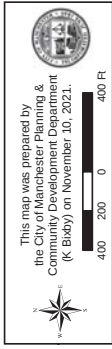


City of Manchester, NH

Proposed Ward Redistricting, 2021

WARD 5 BOUNDARY

Total Population: 9,631



City of Manchester, NH

Proposed Ward Redistricting, 2021

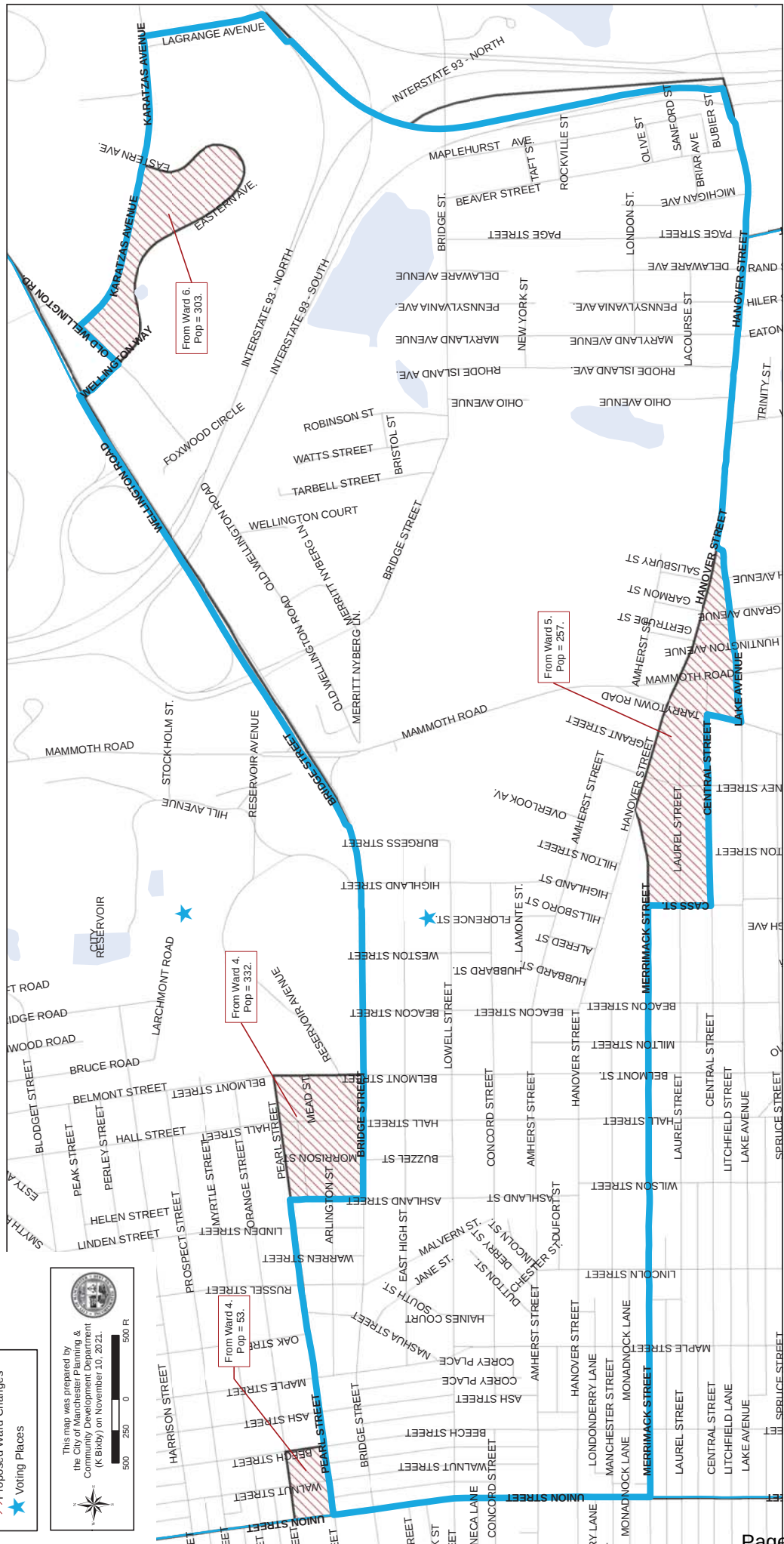
WARD 4 BOUNDARY

Total Population: 9,643

Legend

- Proposed Wards
- Current Wards
- Proposed Ward Changes
- Voting Places

This map was prepared by the City of Manchester Planning & Community Development Department (K Bixby) on November 10, 2021.



City of Manchester, NH

Proposed Ward Redistricting, 2021

WARD 6 BOUNDARY

Total Population: 9,603

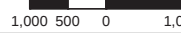
Legend

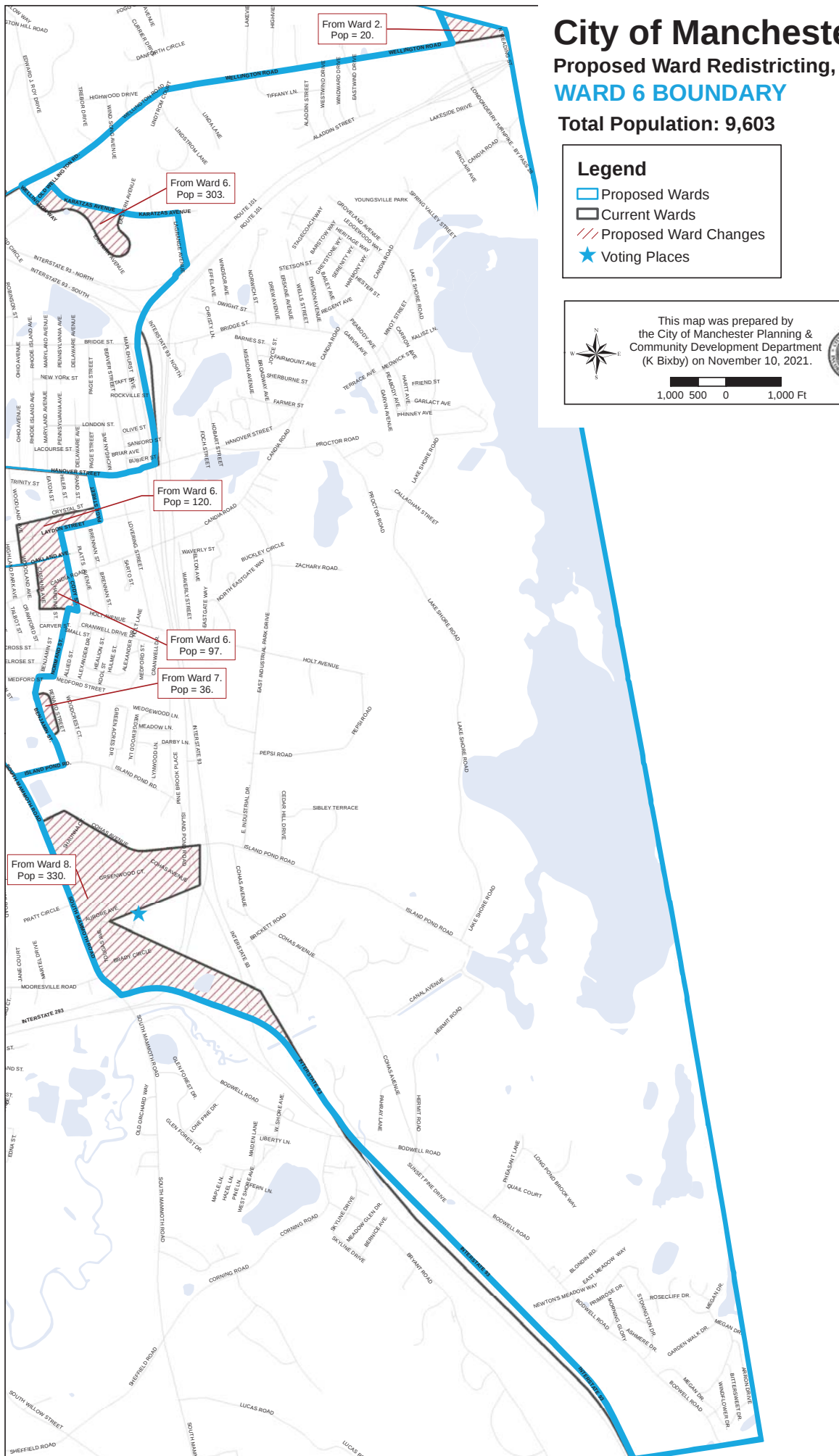
- Proposed Wards
- Current Wards
- Proposed Ward Changes
- ★ Voting Places



This map was prepared by
the City of Manchester Planning &
Community Development Department
(K Bixby) on November 10, 2021.





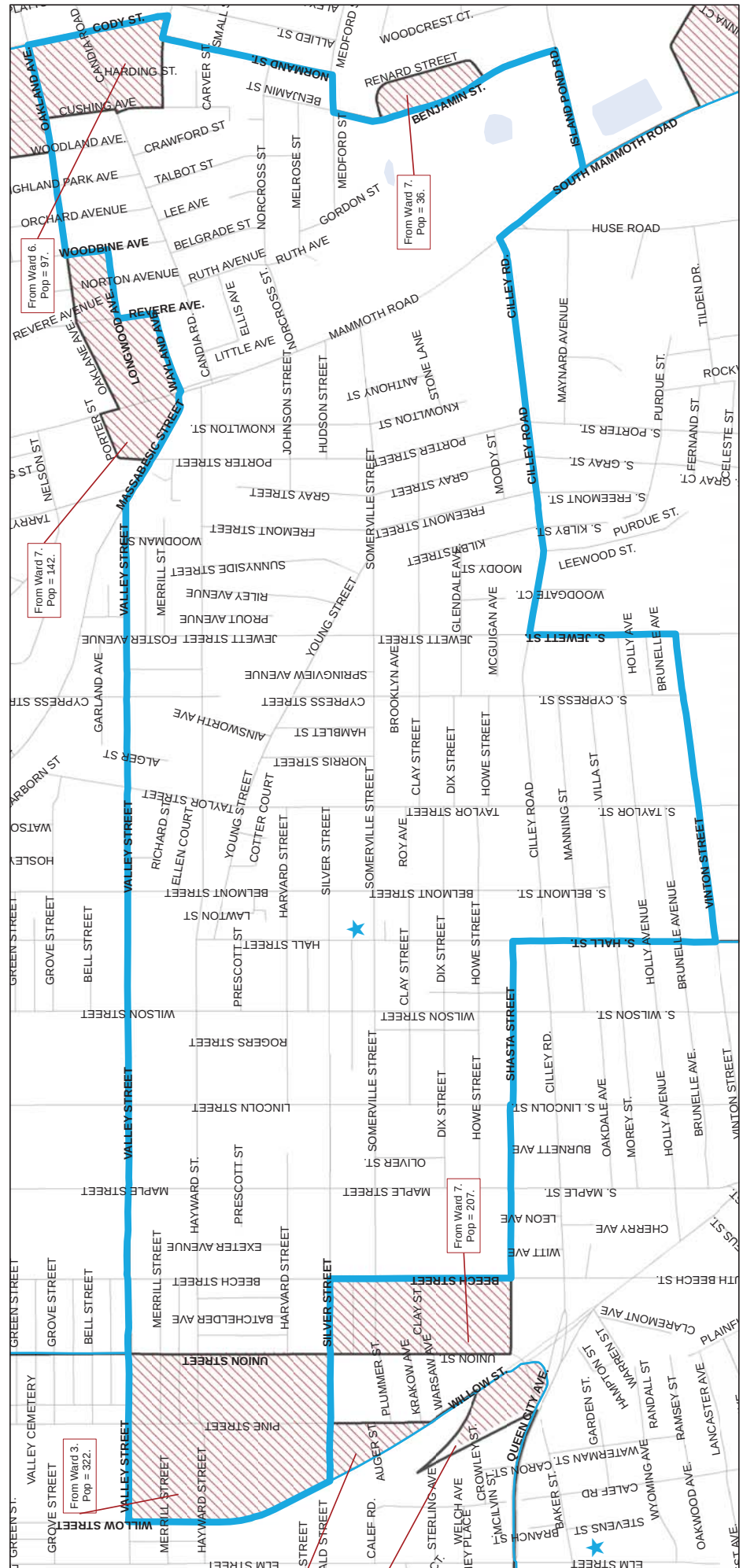
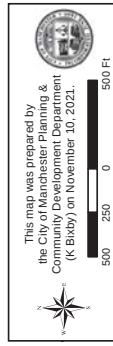


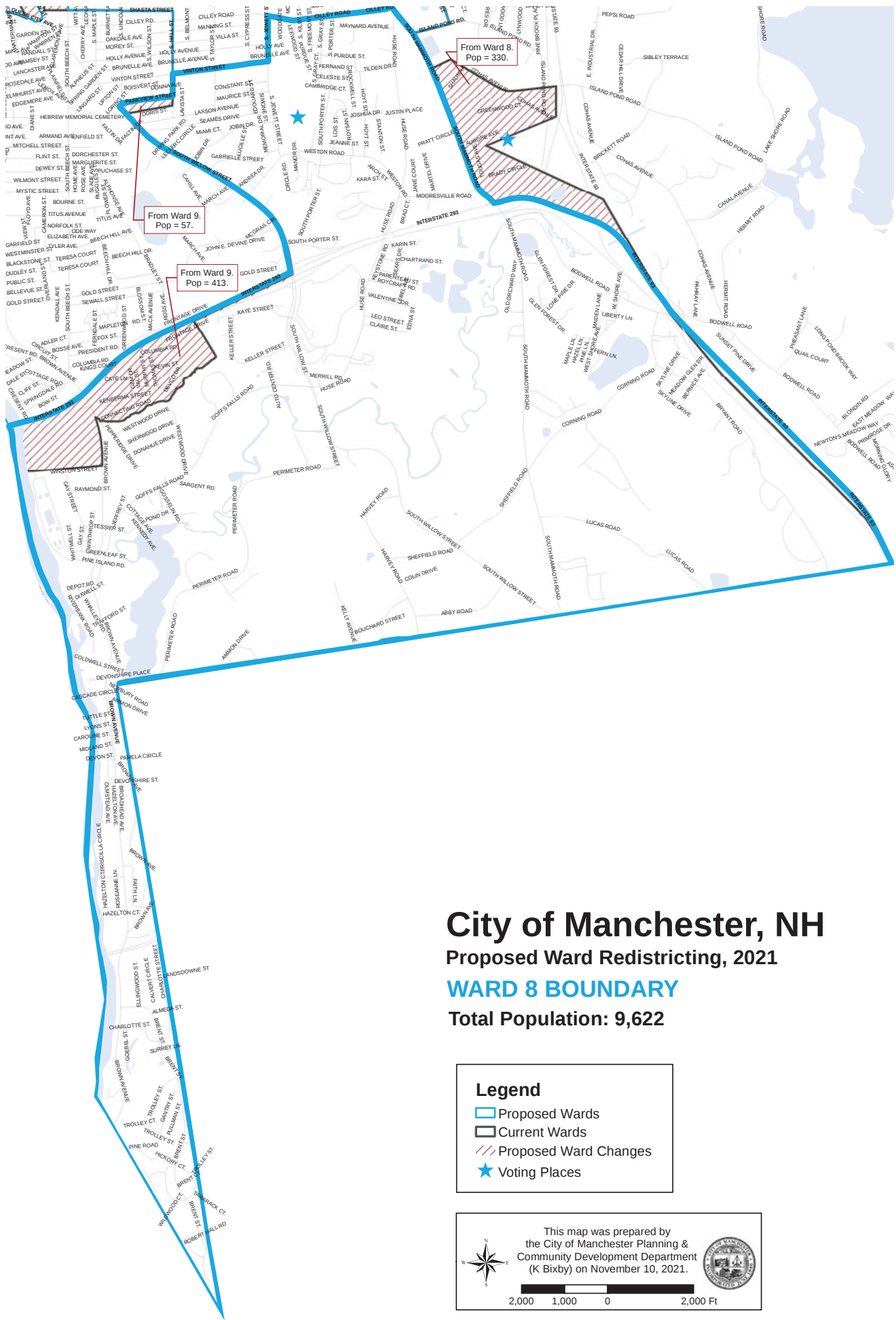
City of Manchester, NH

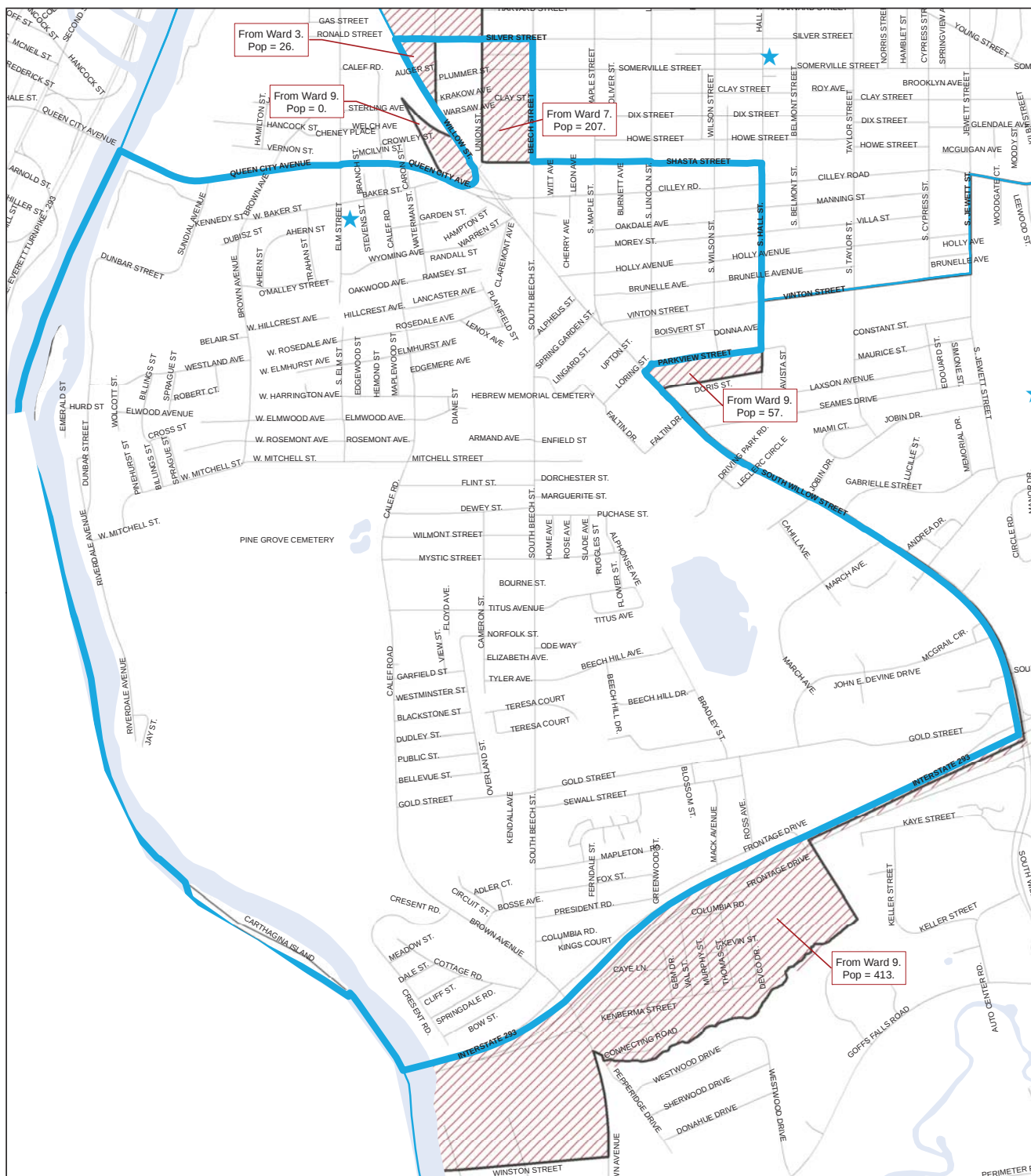
Proposed Ward Redistricting, 2021

WARD 7 BOUNDARY

Total Population: 9,644







City of Manchester, NH

Proposed Ward Redistricting, 2021

WARD 9 BOUNDARY

Total Population: 9,627

Legend

- Proposed Wards
- Current Wards
- Proposed Ward Changes
- ★ Voting Places

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Community Development Department
(K Bixby) on November 10, 2021.

City of Manchester, NH

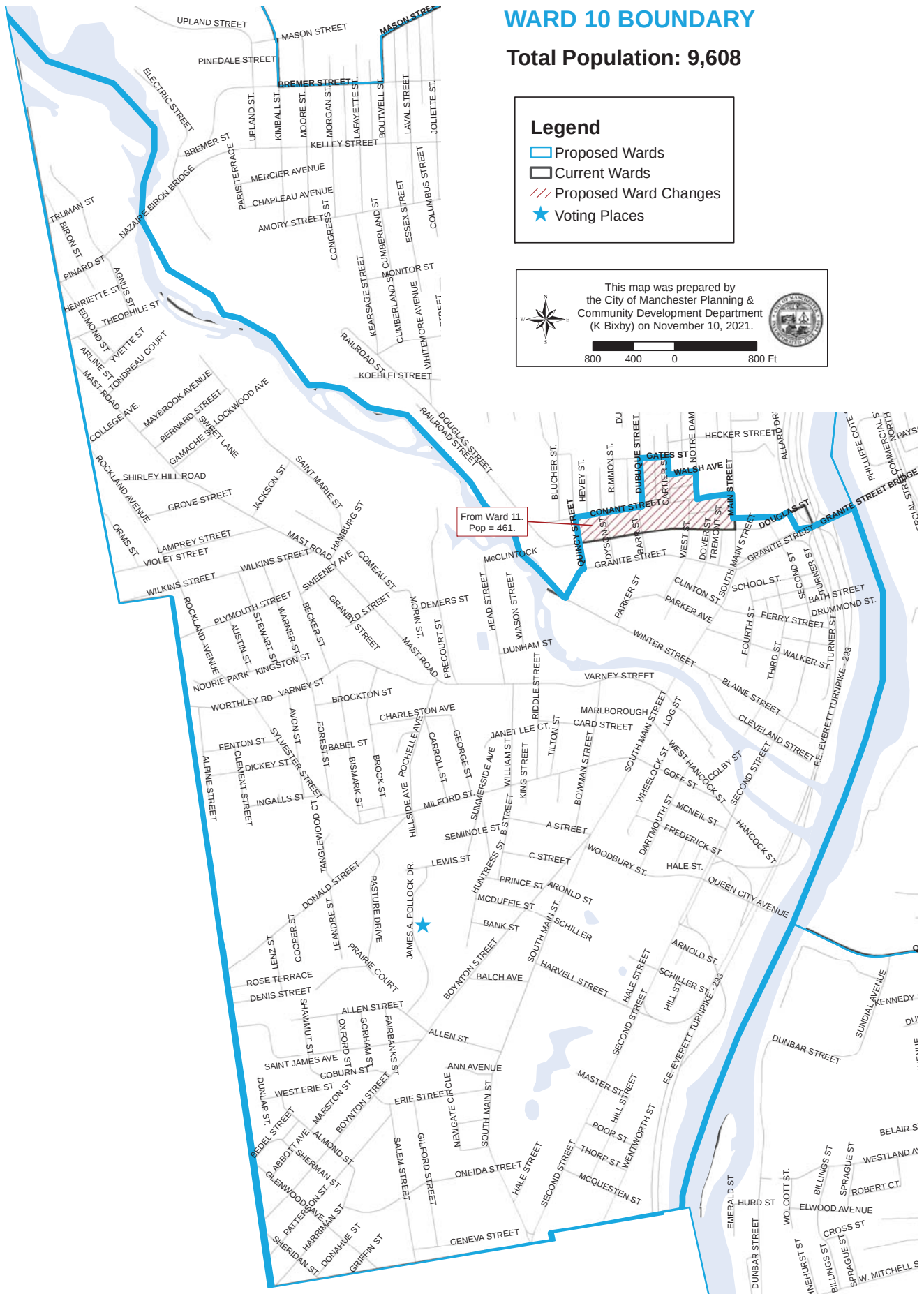
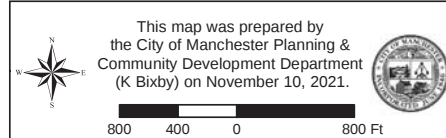
Proposed Ward Redistricting, 2021

WARD 10 BOUNDARY

Total Population: 9,608

Legend

- Proposed Wards
- Current Wards
- Proposed Ward Changes
- Voting Places



City of Manchester, NH

Proposed Ward Redistricting, 2021

WARD 11 BOUNDARY

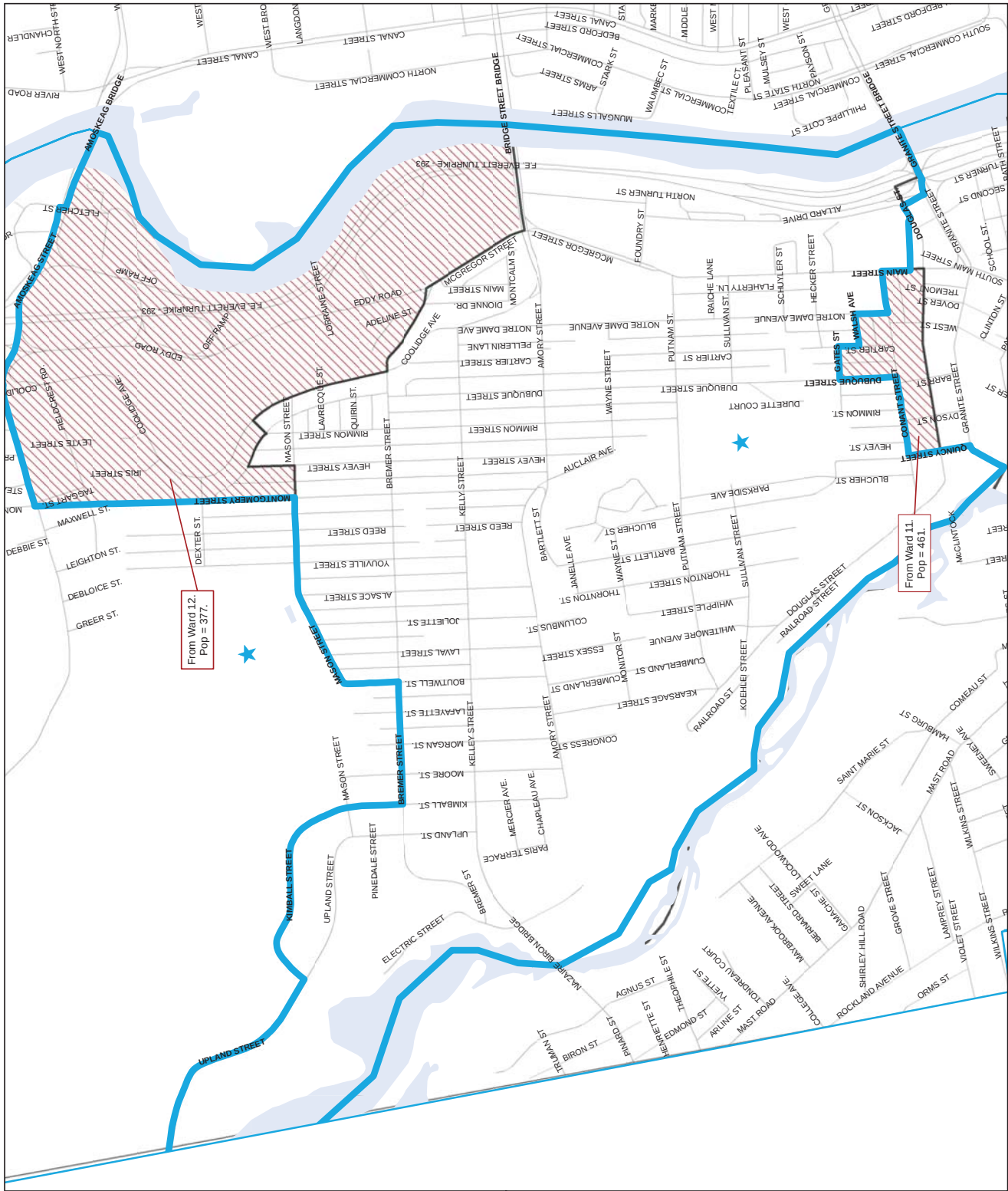
Total Population: 9,665

Proposed Wards

Current Wards

Proposed Ward Changes

Voting Places



This map was prepared by the City of Manchester Planning & Community Development Department (K. Bixby) on November 10, 2021.

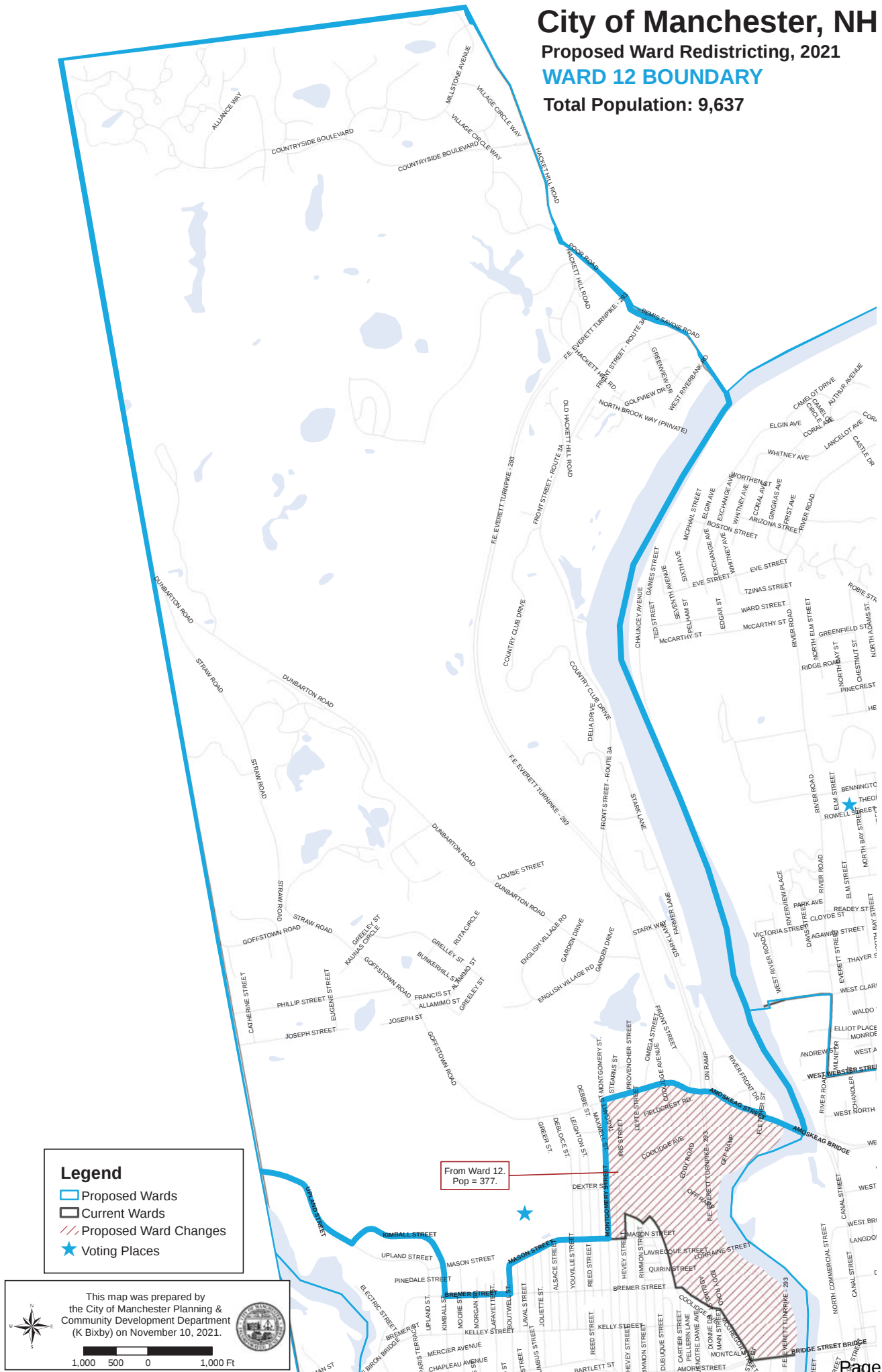
800 Ft 0 400 800 Ft

City of Manchester, NH

Proposed Ward Redistricting, 2021

WARD 12 BOUNDARY

Total Population: 9,637



City of Manchester New Hampshire

In the year Two Thousand and

AN ORDINANCE

“Amending Section 33.046 (Entrance Pay Rates) of the Code of Ordinances of the City of Manchester by changing the approval process for Steps 2-5.”

Be it Ordained, by the Board of Mayor and Aldermen of the City of Manchester, as follows:

I. Amend the Code of Ordinances by inserting new language as bolded (**bold**) and deleting existing language as stricken (----). Portions of the following section that remain unchanged appear in regular type.

§ 33.046 ENTRANCE PAY RATES; STARTING RATE ON INITIAL EMPLOYMENT.

(A) *Starting rate on initial employment.* Original appointment to any position shall be made at the entrance or minimum rate of the pay grade and advancement from the entrance rate to the maximum rate within a pay range shall be by successive steps. ~~Upon recommendation of the department heads and the Human Resources Director, or the Human Resources and Insurance Committee, the Mayor may approve initial compensation at a higher rate than the~~ minimum rate in the pay range for the class when needs of the service so require; provided that such exception is based on the outstanding and unusual character of the employee's experience and ability over and above the qualification requirements specified for the class, or that a critical shortage of qualified applicants exist. ~~In the latter case, any incumbents in the same class performing identical duties and receiving a lower rate shall have their rates increased to the rate established for entrance of new employees.~~ **Department heads may approve initial compensation at steps 2 through 5, dependent on budgetary constraints, when the needs of the service so require; provided that any such exception is based on the outstanding and unusual character of the employee's experience and ability over and above the qualification requirements specified for the class, or that a critical shortage of qualified applicants exist. In the latter case, any incumbents in the same class performing identical duties and receiving a lower rate shall have their rates increased to the rate established for entrance of new employees.** Upon recommendation of the department heads and the Human Resources Director, or the Human Resources and Insurance Committee, the Mayor may approve initial compensation at step 6 and above, also when the needs of the service so require; provided that any such exception is based on the outstanding and unusual character of the employee's experience, or that a critical shortage of qualified applicants exist. Again, in the latter case, any incumbents in the same class performing identical duties and receiving a lower rate shall have their rates increased to the rate established for entrance of new employees.

II. This ordinance shall take effect upon passage.