

(Substitute Ordinance)  
February 18, 1992

Submitted by: Mayor  
Introduced: January 7, 1992

ORDINANCE NO. 92-72

AN ORDINANCE TO REAPPORTION COUNCIL DISTRICT BOUNDARIES FOR THE CITY OF BIRMINGHAM, ALABAMA, AND TO DESIGNATE THE LOCATION OF CERTAIN VOTING PLACES FOR CITY COUNCIL ELECTIONS.

WHEREAS, Ordinance No. 89-46, as amended by Ordinance Nos. 89-153 and 89-207, provides in Section 12 of said Ordinance that within six months of the publication of each Federal Census, the Mayor shall file with the Council a report in the form of an ordinance containing a recommended plan for reapportionment of the council district boundaries; and

WHEREAS, the 1990 Decennial Federal Census was published in final form on July 15, 1991; and

WHEREAS, Appendix One, attached hereto and incorporated herein, sets forth each reapportioned Council district in accordance with the requirements set out in Section 12 of Ordinance No. 89-46, as amended; and

WHEREAS, pursuant to Section 11-46-24 of the Code of Alabama (1975), the governing body of the City of Birmingham must designate the voting or polling places for City Council elections; and

WHEREAS, Appendix One, attached hereto and incorporated herein, designates Council district subsections and voting or polling places for voter convenience; and

WHEREAS, Appendix Two contains the reapportionment map depicting the nine single member Council District boundaries for

*Demitrius Newton  
City Attorney  
City of Birmingham*

each Council district of the City of Birmingham;

AND WHEREAS, it is the duty of the Council of the City of Birmingham to enact a redistricting ordinance:

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF BIRMINGHAM, ALABAMA:

Section 1. The Council districts and the voting or polling places, as set out in Appendix One attached hereto, shall be the established Council district boundaries and the established voting or polling places for City Council elections. The designation and boundaries of the nine single-member Council districts for the City of Birmingham are specifically described and set forth in Appendix One. Further, Appendix One designates district subsections and voting or polling places for voter convenience. Appendix One is incorporated herein as a part of this Ordinance; and

Section 2. The reapportionment map depicting the nine single member Council District boundaries for each Council district of the City of Birmingham is made a part of this Ordinance by reference hereto as Appendix Two.

Section 3. In the event there is a conflict in the Council district boundary lines set forth in Appendix One and Appendix Two, the boundary lines depicted on the map (Appendix Two) shall govern.

Section 4. If any part or Section of this Ordinance is declared or becomes invalid for any reason, then the remaining portions of this Ordinance shall not be affected and shall remain in full force and effect.

Section 5. All Ordinances of the City of Birmingham or parts

of such Ordinances inconsistent or in conflict with the provisions of this Ordinance are hereby expressly repealed.

Section 6. This Ordinance shall take effect upon its passage, approval and publication, or as otherwise provided by law.

**APPENDIX ONE**  
**DESIGNATION AND BOUNDARIES OF DISTRICTS**

### DISTRICT 1

Beginning at the point of intersection of the centerlines of Gadsden Highway (U.S. Highway 11) and Parkway East, run in a northeasterly direction along the centerline of Parkway East to its point of intersection with the centerline of Red Lane Road, thence; angle left and run in a westerly direction along the centerline of Red Lane Road, and 96th Street, and Tarrant - Huffman Road to the point of intersection with the centerline of Marshall Avenue, thence; angle right and run in a northerly direction along the centerline of Marshall Avenue to its point of intersection with the centerline of Virginiana Drive, thence; angle left and run in a northerly direction along the centerline of Virginiana Drive to its point of intersection with the centerline of Belmar Drive, thence; angle right and run in an easterly direction along the centerline of Belmar Drive to its point of intersection with the centerline of Marshall Avenue, thence; angle left and run in an easterly direction along the centerline of Marshall Avenue to its point of intersection with the centerline of Windham Avenue, thence; angle left and run in a northerly direction along the centerline of Windham Avenue to its point of intersection with the centerline of Lawson Road, thence; angle right and run in an easterly direction along the centerline of Lawson Road to its point of intersection with the centerline of Red Mill Road, thence; angle left and run in a northerly direction along the centerline of Red Mill Road to its point of intersection with the centerline of Five Mile Creek, thence; angle left and run in a westerly direction along the centerline of Five Mile Creek to its point of intersection with the present corporate boundary line of the City of Birmingham, thence; angle right and run in a northerly, thence easterly, thence southerly, thence westerly, thence northerly, direction along the present corporate boundary line of the City of Birmingham to its point of intersection with the centerline of an abandoned Railroad Track lying northwest of Ruffner Road in the North 1/2 of Section 13, Township 17 South, Range 2 West, thence; angle right and run in a northeasterly direction along the centerline of said abandoned Railroad Track to its point of intersection with a southerly projection of Observatory Drive, thence; angle left and run in a northerly direction along said projection and centerline of Observatory Drive to its point of intersection with the centerline of Yellowstone Drive, thence; angle right and run in a northeasterly direction along the centerline of Yellowstone Drive to the point of intersection with the centerline of Shadywood Lane, thence; angle right and run in an easterly direction along the centerline of Shadywood Lane to its point of intersection with the centerline of Shadywood Drive, thence; angle left and run in a northerly direction along the centerline of Shadywood Drive to its point of intersection with the centerline of Valley Drive, thence; angle right and run in a northeasterly direction along the centerline of Valley Drive to its terminus point, thence; continue in a northerly direction along a northerly projection of the centerline of Valley Drive to its point of intersection with the

centerline of Gadsden Highway (U.S. Highway 11), thence; angle left and run in a westerly direction along the centerline of Gadsden Highway (U.S. Highway 11) to the point of beginning.

LESS AND EXCEPT:

Any portion of land lying within the area as described in the boundary description for District No.1 which does not lie within the present corporate limits of the City of Birmingham.

Council District No.1 shall be divided as follows for voter convenience:

1a -- North of Valley Crest Drive and Tarrant Springs Branch, with; The voting place being at or near Fire Station No. 28.

1b -- North of Five Mile Creek; West of Parkway East; South of Valley Crest Drive and Tarrant Springs Branch, with; The voting place being at or near L.M. Smith School.

1c -- East of Parkway East and Center Point Road; North of Springville Road and Edwards Lake Road, with; The voting place being at or near Wright School.

1d -- South of Springville Road and Edwards Lake Road; East of Parkway East; North of Martinwood Road and Jeffery Drive, with; The voting place being at or near The Andrew Gavin Family Life Center.

1e -- West of Parkway East; South of Five Mile Creek, with; The voting place being at or near Roebuck Drive United Methodist Church.

1f -- South of Martinwood Road and Jeffery Drive; East of Parkway East; West of Forest Drive with; The voting place being at or near Huffman Middle School.

1g -- Southwest of I-59; North of U.S. Highway No. 78, with; The voting place being at or near Fire Station No. 31.

1h -- South of U.S. Highway No. 78, with; The voting place being at or near Fire Station No. 32.

(Use the centerline of all streets, roads, railroad tracks, or waterways if named in the above descriptions.)

## DISTRICT 2

Beginning at the point of intersection of the centerline of Beech Circle and the present corporate boundary line of the City of Birmingham, run in a northwesterly direction along the centerline of Beech Circle to its point of intersection with the centerline of 52nd Street South, thence; continue in a northwesterly direction along the centerline of 52nd Street South to its point of intersection with the centerline of Clairmont Avenue, thence; angle right and run in a northeasterly direction along the centerline of Clairmont Avenue to its point of intersection with the centerline of 12th Avenue South, thence; continue in a northeasterly direction along the centerline of 12th Avenue South to its point of intersection with the centerline of 58th Street South, thence; angle left and run in a northerly direction along the centerline of 58th Street South to its point of intersection with the centerline of Crestwood Boulevard, thence; angle right and run in a northeasterly direction along the centerline of Crestwood Boulevard to its point of intersection with the centerline of Oporto - Madrid Avenue, thence; angle left and run in a northerly direction along the centerline of Oporto - Madrid Avenue to its point of intersection with the centerline of Interstate Highway No. I-20, thence; angle left and run in a northwesterly direction along the centerline of Interstate Highway No. I-20 to its point of intersection with the centerline of Southern Railroad, thence; angle left and run in a westerly direction along the centerline of Southern Railroad to its point of intersection with the centerline of 64th Place South, thence; angle right and run in a northerly direction along the centerline of 64th Place South to its point of intersection with the centerline of Georgia Road, thence; angle left and run in a westerly direction along the centerline of Georgia Road to its point of intersection with the centerline of 64th Place South, thence; angle right and run in a northerly direction along the centerline of 64th Place South to its point of intersection with the centerline of 3rd Avenue South, thence; angle right and run in a northeasterly direction along the centerline of 3rd Avenue South to its point of intersection with the centerline of L & N Railroad, thence; angle left and run in a northwesterly direction along the centerline of L & N Railroad to its point of intersection with the centerline of 65th Street North, thence; angle right and run in a northerly direction along the centerline of 65th Street North to its point of intersection with the centerline of Interstate Highway No. I-59, thence; angle right and run in a northeasterly direction along the centerline of Interstate Highway No. I-59 to its point of intersection with the centerline of 75th Street North, thence; angle left and run in a northwesterly direction along the centerline of 75th Street North to its point of intersection with the centerline of 43rd Avenue North, thence; angle left and run in a westerly direction along the centerline of 43rd Avenue North to its point of intersection with the centerline of 68th Street North, thence; angle right and run in a northerly direction along the centerline of 68th Street North to its point of intersection with the centerline of 52nd Avenue North,

thence; angle right and run in an easterly direction along the centerline of 52nd Avenue North to its point of intersection with the centerline of 74th Street North, thence; angle left and run in a northerly direction along the centerline of 74th Street North to its point of intersection with the centerline of 85th Street North, thence; angle right and run in an easterly direction along the centerline of 85th Street North to its point of intersection with the centerline of 9th Court North, thence; angle right and run in a southerly direction along the centerline of 9th Court North to its point of intersection with the centerline of 9th Avenue North, thence; angle left and run in a northerly direction along the centerline of 9th Avenue North to its point of intersection with the centerline of 88th Street North, thence; angle right and run in an easterly direction along the centerline of 88th Street North to its point of intersection with the centerline of 8th Court North, thence; angle left and run in a northerly direction along the centerline of 8th Court North to its point of intersection with the centerline of 90th Place North, thence; angle right and run in an easterly direction along the centerline of 90th Place North to its point of intersection with the centerline of 8th Avenue North, thence; angle left and run in a northerly direction along the centerline of 8th Avenue North to its point of intersection with the centerline of 93rd Street North, thence; angle left and run in a westerly direction along the centerline of 93rd Street North to its point of intersection with the centerline of 8th Avenue North, thence; angle right and run in a northerly direction along the centerline of 8th Avenue North to its point of intersection with the centerline of Tarrant - Huffman Road, thence; angle right and run in an easterly direction along the centerline of Tarrant - Huffman Road, 96th Street North, and Red Lane Road to the point of intersection with the centerline of Parkway East, thence; angle right and run in a southwesterly direction along the centerline of Parkway East to its point of intersection with the centerline of Gadsden Highway (U.S. Highway 11) , thence; angle left and run in an easterly direction along the centerline of Gadsden Highway (U.S. Highway 11) to its point of intersection with a Northerly projection of the centerline of Valley Drive, thence; angle right and run in a southerly direction along said projection and centerline of Valley Drive to its point of intersection with the centerline of Shadywood Drive, thence; angle left and run in a southerly direction along the centerline of Shadywood Drive to its point of intersection with the centerline of Shadywood Lane, thence; angle right and run in a westerly direction along the centerline of Shadywood Lane to its point of intersection with the centerline of Yellowstone Drive, thence; angle left and run in a southerly direction along the centerline of Yellowstone Drive to its point of intersection with the centerline of Observatory Drive, thence; angle left and run in a southerly direction along the centerline of Observatory Drive to its terminus point, thence; continue along the southerly projection of the centerline of Observatory Drive to its point of intersection with the centerline of an abandoned Railroad Track in the SE 1/4 of Section 12, Township 17 South, Range 2 West,

thence; angle right and run in a southwesterly direction along the centerline of said abandoned Railroad Track to its point of intersection with the present corporate boundary line of the City of Birmingham and South line of the North 1/2 of Section 13, Township 17 South, Range 2 West, thence; angle right and run in westerly, thence southerly, thence southwesterly, thence northwesterly directions along the present corporate boundary line of the City of Birmingham to the point of beginning.

LESS AND EXCEPT:

Any portion of land lying within the area as described in the boundary description for District No. 2 which does not lie within the present corporate limits of the City of Birmingham.

Council District No. 2 shall be divided as follows for voter convenience:

2a -- Northeast of 87th Street; Northwest of Parkway East, with; The voting place being at or near Don Hawkins Park Recreation Center.

2b -- Southeast of Parkway East; North of Red Oak Road, Rutherford Drive, Conover Drive, Newport Avenue, and Roebuck Springs Road, with; The voting place being at or near Christian School.

2c -- South of Red Oak Road, Rutherford Drive, Conover Drive, Newport Avenue, and Roebuck Springs Road; Southeast of 1st Avenue North and Parkway East; Northeast of 80th Street South, with; The voting place being at or near Robinson School.

2d -- Northwest of 1st Avenue North and Parkway East; Southwest of 87th Street; Northeast of 75th Street North, with; The voting place being at or near Curry School.

2e -- Southeast of 1st Avenue North; Southwest of 80th Street; Northeast of 75th Street, 77th Street South, and 74th Street South, with; The voting place being at or near Barrett School.

2f -- Southwest of 75th Street; Northwest of 5th Avenue South; West of Frankfort Avenue, and Glasgow Avenue; North of Southern Railroad, with; The voting place being at or near B.P.O.E. Lodge No. 79.

2g -- Southwest of 74th Street South, 77th Street South, and 75th Street South; Southeast of 6th Avenue South and 5th Avenue South; East of Frankfort Avenue and Glasgow Avenue; South of Southern Railroad; East of Exeter Avenue; North of Crestwood Boulevard, and Seaboard Coastline Railroad, with; The voting place being at or near Oporto Armory.

2h -- South of Crestwood Boulevard; Southeast of Montevallo Road and Oporto - Madrid Avenue, with; The voting place being at or near Eastwood Mall Shopping Center.

2i -- Southwest of Exeter Avenue, and Crestwood Boulevard; Northwest of Montevallo Road, and Oporto - Madrid Avenue, with; The voting place being at or near McElwain School.

(Use the centerline of all streets, roads, railroad tracks, or waterways if named in the above descriptions.)

### DISTRICT 3

Beginning at the point of intersection of the centerlines of Interstate Highway No. I-65 and 2nd Avenue South, run in a northeasterly direction along the centerline of 2nd Avenue South to its point of intersection with the centerline of 20th Street South, thence; angle right and run in a southeasterly direction along the centerline of 20th Street South to its point of intersection with the centerline of, Magnolia Avenue, thence; angle left and run in a northeasterly direction along the centerline of Magnolia Avenue and 10th Avenue South to its point of intersection with the centerline of 24th Street South, thence; angle right and run in a southeasterly direction along the centerline of 24th Street South to its point of intersection with the centerline 10th Avenue South, thence; angle left and run in a northeasterly direction along the centerline of 10th Avenue South to its intersection with the centerline of Elton B. Stephens Expressway, thence; angle left and run in a northwesterly direction along the centerline of Elton B. Stephens Expressway to its point of intersection with the centerline of University Boulevard, thence; angle right and run in a northeasterly direction along the centerline of University Boulevard and Clairmont Avenue to the point of intersection with the centerline of 39th Street South, thence; angle left and run in a northerly direction along the centerline of 39th Street South to its point of intersection with the centerline of 7th Avenue South, thence; angle right and run in a northeasterly direction along the centerline of 7th Avenue South to its point of intersection with the centerline of 40th Street South, thence; angle left and run in a northwesterly direction along the centerline of 40th Street South to its point of intersection with the centerline of 5th Avenue South, thence; angle right and run in a northeasterly direction along the centerline of 5th Avenue South to its point of intersection with the centerline of 1st Avenue South, thence continue in a northeasterly direction along the centerline of 1st Avenue South to its point of intersection with the centerline of Georgia Road, thence; angle right and run in an easterly direction along the centerline of Georgia Road to its point of intersection with the centerline of 64th Place South, thence; angle right and run in a southerly direction along the centerline of 64th Place South to its point of intersection with the centerline of Southern Railroad, thence; angle left and run in a southeasterly direction along the centerline of Southern Railroad to its point of intersection with the centerline of Interstate Highway No. I-20 thence; angle right and run in a southeasterly direction along the centerline of Interstate Highway No. I-20 to its point of intersection with the centerline of Oporto - Madrid Boulevard, thence; angle right and run in a Southerly direction along the centerline of Oprto - Madrid Boulevard to its point of intersection with the centerline of Crestwood Boulevard, thence; angle right and run in a westerly direction along the centerline of Crestwood Boulevard to its point of intersection with the centerline of 58th Street South,

thence; angle left and run in a southerly direction along the centerline of 58th Street South to its point of intersection with the centerline of 12th Avenue South, thence; angle right and run in a southwesterly direction along the centerline of 12th Avenue South to its point of intersection with the centerline of Clairmont Avenue, thence; continue in a southwesterly direction along the centerline of Clairmont Avenue to its point of intersection with the centerline of 52nd Street South, thence; angle left and run in a southeasterly direction along the centerline of 52nd Street South to its point of intersection with the centerline of Beech Circle, thence; continue in a southeasterly direction along the centerline of Beech Circle to its point of intersection with the present corporate boundary line of the City of Birmingham, thence; angle right and run in southwesterly, thence; northerly directions to its point of intersection with the centerline of Green Springs Highway, thence; angle right and run in a northerly direction along the centerline of Green Springs Highway to its point of intersection with the centerline of Interstate Highway No. I-65, thence; angle right and run in a northeasterly direction along the centerline of Interstate Highway No. I-65 to the point of beginning.

LESS AND EXCEPT:

Any portion of land lying within the area as described in the boundary description for District No.3 which does not lie within the present corporate boundary line of the City of Birmingham.

Council District No.3 shall be divided as follows for voter convenience:

3a -- North of Crestwood Boulevard, with; The voting place being at or near Century Plaza Shopping Center.

3b -- South of Crestwood Boulevard, East of 46th Street, Linwood Drive, Clairmont Avenue, Rockford Road, 10th Avenue South, Essex Road, Altamont Road, and Morningside Drive, with; The voting place being at or near Donald Comer Elementary School.

3c -- West of 46th Street South, Linwood Drive, Clairmont Avenue, Rockford Road, 10th Avenue South, and Essex Road; Northeast of 38th Street South, 11th Avenue South, Glenview Road, and Cliff Road, with; The voting place being at or near Avondale School.

3d -- Southeast of 38th Street South, 11th Avenue South, Glenview Road, Cliff Road, Altamont Road, and Morningside Drive; East of Elton B. Stephens Expressway, with; The voting place being at or near Highland Park Racquet Club.

3e -- West of Elton B. Stephens Expressway; Northeast of Montgomery Highway, Vulcan Trail, 15th Street South, 14th Avenue South, 19th Street South, and 11th Avenue South, with; The voting place being at or near Fire Station No. 3.

3f -- West of 11th Avenue South, 19th Street South, 14th Avenue South, 15th Street South, and Vulcan Trail; Northeast of 8th Street South, 10th Avenue South, 11th Avenue South, 12th Street South, and Cullom Street, with; The voting place being at or near Ramsay High School.

3g -- Southeast of 8th Street South, 10th Avenue South, 11th Avenue South, 12th Street South, and Cullom Street, with; The voting place being at or near Glen Iris School.

(Use centerline of all streets, roads, railroad tracks or waterways if named in the above descriptions.)

thence; angle left and run in a southwesterly direction along the centerline of Windham Avenue to its point of intersection with the centerline of Marshall Avenue, thence; angle right and run in a southwesterly direction along the centerline of Marshall Avenue to its point of intersection with the centerline of Belmar Drive, thence; angle right and run in a westerly direction along the centerline of Belmar Drive to its point of intersection with the centerline of Virginiana Drive, thence angle left and run in a southerly direction along the centerline of Virginiana Drive to its point of intersection with the centerline of Marshall Avenue, thence; angle right and run in a southerly direction along the centerline of Marshall Avenue to its point of intersection with the centerline of Tarrant-Huffman Road, thence; angle right and run in a southwesterly direction along the centerline of Tarrant-Huffman Road to its point of intersection with the centerline of 8th Avenue North, thence; angle left and run in a southerly direction along the centerline of 8th Avenue North to its point of intersection with the centerline of 93rd Street North, thence; angle left and run in a easterly direction along the centerline of 93rd Street North to its point of intersection with the centerline of 8th Avenue North, thence; angle right and run in a southerly direction along the centerline of 8th Avenue North to its point of intersection with the centerline of 90th Place North, thence; angle right and run in a westerly direction along the centerline of 90th Place North to its point of intersection with the centerline of 8th Court North, thence; angle left and run in a southerly direction along the centerline of 8th Court North to its point of intersection with the centerline of 88th Street North, thence; angle right and run in a westerly direction along the centerline of 88th Street North to its point of intersection with the centerline of 9th Avenue North, thence; angle left and run in a southerly direction along the centerline of 9th Avenue North to its point of intersection with the centerline of 9th Court North, thence; angle right and run in a northerly direction along the centerline of 9th Court North to its point of intersection with the centerline of 85th Street North, thence; angle left and run in a westerly direction along the centerline of 85th Street North to its point of intersection with the centerline of 74th Street North, thence; angle left and run in a southerly direction along the centerline of 74th Street North to its point of intersection with the centerline of 52nd Avenue North, thence; angle right and run in a westerly direction along the centerline of 52nd Avenue North to its point of intersection with the centerline of 68th Street North, thence; angle left and run in a southerly direction along the centerline of 68th Street North to its point of intersection with the centerline of 43rd Avenue North, thence; angle left and run in a easterly direction along the centerline of 43rd Avenue North to its point of intersection with the centerline of 75th Street North, thence; angle right and run in a southeasterly direction along the centerline of 75th Street North to its point of intersection with the centerline of Interstate Highway No. I-59, thence; angle right and run in a southwesterly direction along the centerline of Interstate Highway No. I-59 to its point of intersection with the centerline of 65th Street North,

thence; angle left and run in a southerly direction along the centerline of 65th Street North to its point of intersection with the centerline of L&N Railroad, thence; angle left and run in a southeasterly direction along the centerline of L&N Railroad to its point of intersection with the centerline of 3rd Avenue South, thence; angle right and run in a southwesterly direction along the centerline of 3rd Avenue South to its point of intersection with the centerline of 64th Place South, thence; angle left and run in a southerly direction along the centerline of 64th Place South to its point of intersection with the centerline of Georgia Road, thence; angle right and run in a westerly direction along the centerline of Georgia Road to its point of intersection with the centerline of 1st Avenue South, thence; angle left and run in a southwesterly direction along the centerline of 1st Avenue South to its point of intersection with the centerline of 5th Avenue South, thence; continue southwesterly along the centerline of 5th Avenue South to the point of beginning.

LESS AND EXCEPT:

Any portion of land lying within the area as described in the boundary description for District No.4 which does not lie within the present corporate boundary line of the City of Birmingham.

Council District No.4 shall be divided as follows for voter convenience:

4a -- North of Tarrant - Huffman Road, with; The voting place being at or near Fire Station No. 29.

4b -- South of Tarrant - Huffman Road; East of 57th Street North; North of East Lake Boulevard, and 52nd Avenue North, with; The voting place being at or near Mount Olive Baptist Church.

4c -- West of 57th Street North; South of East Lake Boulevard and 52nd Avenue North; North of 37th Avenue North, Airport Highway, and L&N Railroad; East of Ball Street, Vanderbilt Road, and L&N Railroad, with; The voting place being at or near Inglenook School.

4d -- West of L&N Railroad, Vanderbilt Road, and Ball Street; North of 27th Avenue North; East of 33rd Street North, and F.L. Shuttlesworth Drive with; The voting place being at or near Harriman Park Recreation Center.

4e -- West of F.L. Shuttlesworth Drive, 33rd Street North, Vanderbilt Road, and L&N Railroad, with; The voting place being at or near Hudson Middle School.

4f -- South of L&N Railroad, and 27th Avenue North; East of Vanderbilt Road, and L&N Railroad; North of Central of Georgia Railroad; West of L&N Railroad Spur Track, and 41st Street North, with; The voting place being at or near St. Luke A.M.E. Church.

4g -- South of L&N Railroad; East of L&N Railroad Spur Track, and 41st Street North; West of 50th Street; North of Central of Georgia Railroad, with; The voting place being at or near Morton Simpson Community Center.

4h -- South of L&N Railroad; East of 50th Street; West of 55th Street and I-59, with; The voting place being at or near the Willow Wood Recreation Center.

4i -- East of 55th Street; South of I-59; North of L&N Railroad; Southeast of Messer-Airport Highway and 37th Avenue North, with; The voting place being at or near Kennedy School.

4j -- South of Central of Georgia Railroad; West of 50th Street, with; The voting place being at or near Hayes Middle School.

(Use centerline of all streets, roads, railroad tracks or waterways if named in the above descriptions.)

### DISTRICT 5

Beginning at the point of intersection of the centerlines of 2nd Avenue South and Interstate Highway No. I-65, run in a northwesterly direction along the centerline of Interstate Highway No. I-65, to its point of intersection with the centerline of Southern Railway, thence; angle left and run in a southwesterly direction along the centerline of Southern Railway to its point of intersection with the centerline of 5th Street North, thence; angle right and run in a northwesterly direction along the centerline of 5th Street North to its point of intersection with the centerline of 2nd Avenue North, thence; angle right and run in a northeasterly direction along the centerline of 2nd Avenue North to its point of intersection with the centerline of 6th Street North, thence; angle left and run in a northerly direction along the centerline of 6th Street North to its point of intersection with the centerline of 4th Court North, thence; angle left and run in a westerly direction along the centerline of 4th Court North to its point of intersection with the centerline of Valley Creek, thence; angle left and run in a southwesterly direction along the centerline of Valley Creek to its point of intersection with the centerline of 7th Street Southwest, thence; angle right and run in a northwesterly direction along the centerline of 7th Street Southwest to its point of intersection with the centerline of 8th Street West, thence; angle right and run in northerly direction along 8th Street West and Arkadelphia Road to the point of intersection with the centerline of Bankhead Highway, thence; angle left and run in a northwesterly direction along the centerline of Bankhead Highway to its point of intersection with the centerline of Finley Avenue West, thence; angle right and run in a northeasterly direction along the centerline of Finley Avenue West and Finley Avenue North to its point of intersection with the centerline of 22nd Avenue North, thence; angle left and run in a northeasterly direction along the centerline of 22nd Avenue North to its point of intersection with the centerline of 18th Street North, thence; angle right and run in a southeasterly direction along the centerline of 18th Street North to its point of intersection with the centerline of St. Louis & San Francisco Railroad, thence; angle left and run in a northeasterly direction along the centerline of St. Louis & San Francisco Railroad to its point of intersection with the centerline of Village Creek, thence; continue in a northeasterly direction along the centerline of St. Louis & San Francisco Railroad to its point of intersection with the centerline of Village Creek in the NW 1/4 of Section 24, Township 17 South, Range 3 West, thence; angle right and run in a southwesterly direction along the centerline of Village Creek to its point of intersection with the centerline of F.L. Shuttlesworth Drive, thence; angle left and run in a northerly direction along the centerline of F.L. Shuttlesworth Drive to its point of intersection with the centerline of Southern Railway, thence; angle right and run in a southeasterly direction along the centerline of Southern Railway to its point of intersection with the northerly projection of the centerline of 34th Street North, thence; angle

right and run in a southerly direction along the said projection and the centerline of 34th Street North to its point of intersection with the centerline of Norwood Boulevard, thence; angle right and run in a southwesterly direction along the centerline of Norwood Boulevard to its point of intersection with the centerline of 33rd Street North, thence; angle left and run in a southeasterly direction along the centerline of 33rd Street North to its point of intersection with the centerline of 12th Avenue North, thence; angle left and run in a northeasterly direction along the centerline of 12th Avenue North to its point of intersection with the centerline of Interstate Highway No. I-59, thence; angle left and run in a northeasterly direction along the centerline of Interstate Highway No. I-59 to its point of intersection with the centerline of L&N Railway, thence; angle right and run in a southerly direction along the centerline of L&N Railway to its point of intersection with the centerline of 32nd Street North, thence; angle left and run in a southeasterly direction along the centerline of 32nd Street North to its point of intersection with the centerline of 5th Avenue South, thence; angle left and run in a northeasterly direction along the centerline of 5th Avenue South to its point of intersection with the centerline of 40th Street South, thence; angle right and run in a southeasterly direction along the centerline of 40th Street South to its point of intersection with the centerline of 7th Avenue South, thence; angle right and run in a southwesterly direction along the centerline of 7th Avenue South to its point of intersection with the centerline of 39th Street South, thence; angle left and run in a southerly direction along the centerline of 39th Street South to its point of intersection with the centerline of Clairmont Avenue, thence; angle right and run in a southwesterly direction along the centerline of Clairmont Avenue and University Boulevard to its point of intersection with the centerline of Elton B. Stephens Expressway, thence; angle left and run in a southerly direction along the centerline of Elton B. Stephens Expressway to its point of intersection with the centerline of 10th Avenue South, thence; angle right and run in a southwesterly direction along the centerline of 10th Avenue South to its point of intersection with the centerline of 24th Street South, thence; angle right and run in a northwesterly direction along the centerline of 24th Street South to its point of intersection with the centerline of 10th Avenue South, thence; angle left and run in a southwesterly direction along the centerline of 10th Avenue South to its point of intersection with the centerline of Magnolia Avenue, thence angle left and run southwesterly along the centerline of Magnolia Avenue to its point of intersection with the centerline of 20th Street South, thence; angle right and run in a northwesterly direction along the centerline of 20th Street South to its point of intersection with the centerline of 2nd Avenue South, thence; angle left and run in a southwesterly direction along the centerline of 2nd Avenue South to the point of beginning.

LESS AND EXCEPT:

Any portion of land lying within the area as described in the boundary description for District No. 5 which does not lie within the present corporate boundary line of the City of Birmingham.

Council District No.5 shall be divided as follows for voter convenience:

5a -- East of 25th Street North, and 21st Street North; Northeast of 26th Street North; North of 12th Avenue North, with; The voting place being at or near Norwood Armory.

5b -- West of 25th Street North, and 21st Street North; North of 11th Avenue North; East of 16th Street North, and I-65, with; The voting place being at or near Mount Calvary Baptist Church.

5c -- West of 16th Street North; East of I-65; North of 11th Avenue North, with; The voting place being at or near Fountain Heights Recreation Center.

5d -- West of I-65; North of I-59; East of 16th Street North, Village Creek, 16th Avenue West, 1st Street North, and 3rd Street North, with; The voting place being at or near Carrie A. Tuggle School.

5e -- West of 16th Street North, Village Creek, 16th Avenue West, 1st Street North, and 3rd Street North,; North of I-59, with; The voting place being at or near Wilkerson School.

5f -- South of I-59; West of Center Street, with; The voting place being at or near Graymont Elementary School.

5g -- East of Center Street; South of I-59; Southwest of I-65, with; The voting place being at or near Hill School.

5h -- Southeast of 11th Avenue North; Northeast of I-65; Southwest of 19th Street, with; The voting place being at or near 16th Street Baptist Church.

5i -- Northeast of 19th Street; Southeast of 12th Avenue North; Southwest of 26th Street; Northwest of 2nd Avenue South, with; The voting place being at or near Phillips High School.

5j -- Northeast of 26th Street; Northwest of 2nd Avenue South, with; The voting place being at or near Sloss Furnace.

5k -- Northeast of Elton B. Stephens Expressway; Southeast of 2nd Avenue South, with; The voting place being at or near Fire Station No. 22.

51 -- Southwest of Elton B. Stephens Expressway;  
Southeast of 2nd Avenue South, with; The voting place being at or  
near Southtown Housing Community Center.

(Use centerline of all streets, roads, railroad tracks or  
waterways if named in the above description.)

## DISTRICT 6

Beginning at the point of intersection of the centerlines of Spaulding Ishkooda Road and Ishkooda Road, run in a northwesterly direction along the centerline of Ishkooda Road to its point of intersection with the centerline of L&N Railroad, thence; angle right and run in a northeasterly direction along the centerline of L&N Railroad to its point of intersection with the centerline of 18th Street Southwest, thence; angle left and run in a northerly direction along the centerline of 18th Street Southwest to its point of intersection with the centerline of Jefferson Avenue Southwest, thence; angle left and run in a southwesterly direction along the centerline of Jefferson Avenue Southwest to its point of intersection with the centerline of 18th Street Southwest, thence; angle right and run in a northerly direction along the centerline of 18th Street Southwest to its point of intersection with the centerline of Alameda Avenue Southwest, thence; angle right and run in a northeasterly direction along the centerline of Alameda Avenue Southwest to its point of intersection with the centerline of 17th Way Southwest, thence; angle left and run in a northwesterly direction along the centerline of 17th Way Southwest to its point of intersection with the centerline of Harrison Avenue Southwest, thence; angle left and run in a southwesterly direction along the centerline of Harrison Avenue Southwest to its point of intersection with the centerline of 18th Street Southwest, thence; angle right and run in a northerly direction along the centerline of 18th Street Southwest to its point of intersection with the centerline of Eureka Avenue Southwest, thence; angle left and run in a westerly direction along the centerline of Eureka Avenue Southwest to its point of intersection with the centerline of 18th Place Southwest thence; angle right and run in a northerly direction along the centerline of 18th Place Southwest to its point of intersection with the centerline of Pearson Avenue Southwest, thence; angle right and run in a northeasterly direction along the centerline of the Pearson Avenue Southwest to its point of intersection with the centerline of Tuscaloosa Avenue Southwest, thence; angle left and run in a northeasterly direction along the centerline of Tuscaloosa Avenue Southwest to its point of intersection with the centerline of 16th Place Southwest, thence; angle left and run in a northwesterly direction along the centerline of 16th Place Southwest to its point of intersection with the centerline of Madison Avenue Southwest, thence; angle left and run in a westerly direction along the centerline of Madison Avenue Southwest to its point of intersection with the centerline of Fayette Avenue Southwest, thence; angle right and run in a northerly direction along the centerline of Fayette Avenue Southwest to its point of intersection with the centerline of Valley Creek, thence; angle right and run in a northeasterly direction along the centerline of Valley Creek to its point of intersection with the centerline of Lomb Avenue, thence; angle right and run in a easterly direction along the centerline of Lomb Avenue to its point of intersection with the centerline of 8th Street Southwest, thence; angle left and run in a northerly

direction along the centerline of 8th Street Southwest to its point of intersection with the centerline of Alabama Avenue Southwest, thence; angle right and run in a northeasterly direction along the centerline of Alabama Avenue Southwest to its point of intersection with the centerline of 7th Street Southwest, thence; angle left and run in a northwesterly direction along the centerline of 7th Street Southwest to its point of intersection with the centerline of Valley Creek, thence; angle right and run in a northeasterly direction along the centerline of Valley Creek to its point of intersection with the centerline of 4th Court North thence; angle right and run in a easterly direction along the centerline of 4th Court North to its point of intersection with the centerline of 6th Street North, thence; angle right and run in a southerly direction along the centerline of 6th Street North to its point of intersection with the centerline of 2nd Avenue North, thence; angle right and run in a southwesterly direction along the centerline of 2nd Avenue North to its point of intersection with the centerline of 5th Street North, thence; angle left and run in a southeasterly direction along the centerline of 5th Street North to its point of intersection with the centerline of Southern Railway, thence; angle left and run in a northeasterly direction along the centerline of Southern Railway to its point of intersection with the centerline of Interstate Highway No.I-65, thence; angle right and run in a southerly direction along the centerline of Interstate Highway No.I-65 to its point of intersection with the centerline of Green Springs Highway, thence; angle left and run in a southerly direction along the centerline of Green Springs Highway to its point of intersection with the present corporate boundary line of the City of Birmingham, thence; angle right and run in a southwesterly direction along the present corporate boundary line of the City of Birmingham to its point of intersection with the centerline of Spaulding Ishkooda Road, thence; angle right and run in a westerly direction along the centerline of Spaulding Ishkooda Road to the point of beginning.

LESS AND EXCEPT:

Any portion of land lying within the area as described in the boundary description for District No. 6 which does not lie within the present corporate boundary line of the City of Birmingham.

Council District No.6 shall be divided as follows for voter convenience:

6a -- Northwest of Southern Railroad; East of 5th Street Southwest, and 4th Street Southwest, with; The voting place being at or near Elyton School.

6b -- Northwest of Southern Railroad; West of 5th Street Southwest, and 4th Street Southwest; East of 12th Street Southwest, Monroe Avenue Southwest, and 14th Street Southwest, with; The voting place being at or near Hemphill School Recreation Center.

6c -- Northwest of Southern Railroad, and Jefferson Avenue Southwest; Southwest of 12th Street Southwest, and 14th Street Southwest, with; The voting place being at or near Harrison Park Community Center.

6d -- Southeast of Southern Railroad, and Jefferson Avenue Southwest; West of Martin Luther King Jr. Drive; North of L&N Railroad, with; The voting place being at or near Jackson School.

6e -- Southeast of Southern Railroad; East of Martin Luther King Jr. Drive; North of 6th Avenue, and 16th Avenue South, with; The voting place being at or near Washington School.

6f -- East of Martin Luther King Jr. Drive, and Montevallo Road; South of 6th Avenue, and 16th Avenue South, with; The voting place being at or near Center Street School.

6g -- South of L&N Railroad, with; The voting place being at or near Cooper Green Recreational Center.

(Use centerline of all streets, roads, railroad tracks or waterways if named in the above descriptions.)

### DISTRICT 7

Beginning at the intersection of the centerlines of Ishkooda Road and Spaulding Ishkooda Road, run in a northeasterly direction along the centerline of Spaulding Ishkooda Road to its point of intersection with the present corporate boundary line of the City of Birmingham, thence; angle right and run in southerly, thence; westerly, thence; northerly directions along the present corporate boundary line of the City of Birmingham to its point of intersection with the centerline of 56th Street Ensley, thence; angle right and run in a easterly direction along the centerline of 56th Street Ensley to its point of intersection with the centerline of Avenue I Ensley, thence; angle right and run in a southerly direction along the centerline of Avenue I Ensley to its point of intersection with the centerline of 57th Street Ensley, thence; angle left and run in a easterly direction along the centerline of 57th Street Ensley to its point of intersection with the centerline of Bessemer Road, thence; angle left and run in a northeasterly direction along the centerline of Bessemer Road to its point of intersection with the centerline of Avenue V Ensley, thence; angle right and run in a southeasterly direction along the centerline of Avenue V Ensley to its point of intersection with the centerline of 48th Place Ensley, thence; angle right and run in a southwesterly direction along the centerline of 48th Place Ensley to its point of intersection with the centerline of Avenue U Ensley, thence; angle left and run and in a southerly direction along the centerline of Avenue U Ensley and Southpark Road Southwest, to its point of intersection with the centerline of Valley Creek, thence; angle left and run in a northeasterly direction along the centerline of Valley Creek to its point of intersection with the centerline of Fayette Avenue Southwest, thence; angle right and run in a southerly direction along the centerline of Fayette Avenue Southwest to its point of intersection with the centerline of Madison Avenue Southwest, thence; angle left and run in a easterly direction along the centerline of Madison Avenue Southwest to its point of intersection with the centerline of 16th Place Southwest, thence; angle right and run in a southeasterly direction along the centerline of 16th Place Southwest to its point of intersection with the centerline of Tuscaloosa Avenue Southwest, thence; angle right and run in a southwesterly direction along centerline of Tuscaloosa Avenue Southwest to its point of intersection with the centerline of Pearson Avenue Southwest, thence; angle right and continue running in a southwesterly direction along the centerline of Pearson Avenue Southwest to its point of intersection with the centerline of 18th Place Southwest, thence; angle left and run in a southerly direction along the centerline of 18th Place Southwest to its point of intersection with the centerline of Eureka Avenue Southwest, thence; angle left and run in a easterly direction along the centerline of Eureka Avenue Southwest to its point of intersection with the centerline of 18th Street Southwest, thence; angle right and run in a southerly direction along the centerline of 18th Street Southwest to its point of intersection with the centerline of Harrison Avenue Southwest, thence;

angle left and run in a northeasterly direction along the centerline of Harrison Avenue Southwest to its point of intersection with the centerline of 17th Way Southwest, thence; angle right and run in a southeasterly direction along the centerline of 17th Way Southwest to its point of intersection with the centerline of Alameda Avenue Southwest, thence; angle right and run in a southwesterly direction along the centerline of Alameda Avenue Southwest to its point of intersection with the centerline of 18th Street Southwest, thence; angle left and run in a southerly direction along the centerline of 18th Street Southwest to its point of intersection with the centerline of Jefferson Avenue Southwest, thence; angle left and run in a northeasterly direction along the centerline of Jefferson Avenue Southwest to its point of intersection with the centerline of 18th Street Southwest, thence; angle right and run in a southerly direction along the centerline of 18th Street Southwest to its point of intersection with the centerline of L&N Railroad, thence; angle right and run in a southwesterly direction along the centerline of L&N Railroad to its point of intersection with the centerline of Ishkooda Road, thence; angle left and run in a southeasterly direction along the centerline of Ishkooda Road to the point of beginning.

LESS AND EXCEPT:

Any portion of land lying within the area as described in the boundary description for District No. 7 which does not lie within the present corporate boundary line of the City of Birmingham.

Council District No.7 shall be divided as follows for voter convenience:

7a -- Southeast of Seaboard Coast Line Railroad; North of Garrison Avenue Southwest, Wesley Avenue Southwest, and Southern Railroad, with; The voting place being at or near Lee School.

7b -- Northwest of Seaboard Coast Line Railroad, with; The voting place being at or near Central Park Community Center.

7c -- Southeast of Seaboard Coast Line Railroad; South of Garrison Avenue Southwest, Wesley Avenue Southwest, and Southern Railroad; Northwest of L&N Railroad; North of Brighton Road, and Cleburn Avenue Southwest; East of 31st Street Southwest, with; The voting place being at or near Simmie Lavender Center.

7d -- Southeast of Seaboard Coast Line Railroad; South of Brighton Road, and Cleburn Avenue; West of 31st Street Southwest; Northwest of L&N Railroad, with; The voting place being at or near Riley School.

7e -- Southeast of L&N Railroad; Northwest of Ishkooda-Wenonah Road; Northeast of 37th Street Southwest, with; The voting place being at or near Wenonah Elementary School.

7f -- South of Ishkooda-Wenonah Road and Spaulding-Ishkooda Road, with; The voting place being at or near Shady Grove Baptist Church.

7g -- Southwest of 37th Street Southwest; Northeast of U.S.X. Railroad, with; The voting place being at or near Bryant Chapel A.M.E. Church.

7h -- West of U.S.X. Railroad, with; The voting place being at or near Mamie L. Foster Center.

(Use centerline of all streets, roads railroad tracks, or waterways if named in the above descriptions.)

### DISTRICT 8

Beginning at the point of intersection of the centerlines of Bessemer Road and 57th Street Ensley, run in a westerly direction along the centerline of 57th Street Ensley to its point of intersection with the centerline of Avenue I Ensley, thence; angle right and run in a northerly direction along the centerline of Avenue I Ensley to its point of intersection with the centerline of 56th Street Ensley, thence; angle left and run in a westerly direction along the centerline of 56th Street Ensley to its point of intersection with the present corporate boundary line of the City of Birmingham, thence; angle right and run in northerly, thence; northwesterly directions along the present corporate boundary line of the City of Birmingham to its point of intersection with the centerline of Southern Railroad, thence; angle right and run in a northeasterly direction along the centerline of Southern Railroad to its point of intersection with the centerline of 34th Street Ensley, thence; angle right and run in a southeasterly direction along the centerline of 34th Street Ensley to its point of intersection with the centerline of Avenue B Ensley, thence; angle left and run in a northeasterly direction along the centerline of Avenue B Ensley to its point of intersection with the centerline of 30th Street Ensley, thence; angle right and run in a southeasterly direction along the centerline of 30th Street Ensley to its point of intersection with the centerline of Avenue E Ensley, thence; angle left and run in a northeasterly direction along the centerline of Avenue E Ensley to its point of intersection with the centerline of 20th Street Ensley, thence; angle right and run in a southeasterly and easterly direction along the centerline of 20th Street Ensley to its point of intersection with the centerline of Ensley Avenue, thence; angle left and run in a northerly direction along the centerline of Ensley Avenue to its point of intersection with the centerline of 18th Street Ensley, thence; angle right and run in a easterly direction along the centerline of 18th Street Ensley to its point of intersection with the centerline of Avenue V Ensley, thence; angle left and run in a northerly direction along the centerline of Avenue V Ensley to its point of intersection with the centerline of Avenue W Ensley, thence; angle left and run in a northerly direction along the centerline of Avenue W Ensley to its point of intersection with the centerline of Village Creek, thence; angle right and run in a northwesterly direction along the centerline of Village Creek to its point of intersection with the centerline of Southern Railroad, thence; angle left and run in a northwesterly direction along the centerline of Southern Railroad to its point of intersection with the centerline of 8th Street Thomas, thence; angle left and run in a westerly direction along the centerline of 8th Street Thomas to its point of intersection with the centerline Florida Avenue Thomas, thence; angle right and run in a northerly direction along the centerline of Florida Avenue Thomas to its point of intersection with the centerline of 5th Street Thomas,

thence; angle left and run westerly along the centerline of 5th Street Thomas to its point of intersection with the centerline of Ohio Avenue Thomas, thence; angle right and run in a Northerly direction along the centerline of Ohio Avenue Thomas to its point of intersection with the centerline of 4th Street Thomas, thence angle left and run in a westerly direction along the centerline of 4th Street Thomas to its point of intersection with the centerline of New York Avenue Thomas, thence; angle right and run northerly along the centerline of New York Avenue Thomas to its point of intersection with the centerline of 1st Street Thomas, thence; angle right and run in a northeasterly direction along the centerline of 1st Street Thomas to its point of intersection with the centerline of Thomas Circle, thence; angle left and run along said Thomas Circle to its point of intersection with the centerline 1st Street Thomas, thence; angle left and run in a northeasterly direction along the centerline of 1st Street Thomas to its point of intersection with the centerline of Ohio Circle, thence; angle left and run along said Ohio Circle to its point of intersection with the centerline 1st Street Thomas, thence angle left and run in a northeasterly direction along the centerline 1st Street Thomas and a northeasterly projection of the centerline of 1st Street Thomas to the point of intersection with the centerline of Southern Railroad, thence; angle left and run in a northwesterly direction along the centerline of Southern Railroad to the point of intersection with centerline of L&N Railroad, thence; angle right and run in a northeasterly direction along the centerline L&N Railroad to its point of intersection with the centerline of Bankhead Highway , thence; angle right and run in a southeasterly direction along the centerline of Bankhead Highway to its point of intersection with the centerline of Arkadelphia Road, thence; angle right and run in a southerly direction along the centerline of Arkadelphia Road and 8th Street West to its point of intersection with the centerline of 7th Street Southwest, thence; angle left and run in a southeasterly direction along the centerline of 7th Street Southwest to the point of intersection with the centerline of Alabama Avenue Southwest, thence; angle right and run in a westerly direction along the centerline of Alabama Avenue Southwest to its point of intersection with the centerline of 8th Street Southwest, thence; angle left and run in a southwesterly direction along the centerline of 8th Street Southwest to its point of intersection with the centerline of Lomb Avenue, thence; angle right and run in a westerly direction along the centerline of Lomb Avenue to its point of intersection with the centerline of Valley Creek, thence; angle left and run in a southwesterly direction along the centerline of Valley Creek to its point of intersection with the centerline of Southpark Road Southwest, thence; angle right and run in a northerly direction along the centerline of Southpark Road Southwest and Avenue U Ensley, to the point of intersection with the centerline of 48th Place Ensley, thence; angle right and run in a northeasterly direction along the centerline of 48th Place Ensley to its point of intersection with the centerline of Avenue V Ensley, thence; angle left and run in a northwesterly direction along the centerline of Avenue V Ensley to its point of intersection with the centerline of Bessemer Road,

thence; angle left and run in a southwesterly direction along the centerline of Bessemer Road to the point of Beginning.

LESS AND EXCEPT:

Any portion of land lying within the area as described in the boundary description for District No. 8 which does not lie within the present corporate boundary line of the City of Birmingham.

Council District No. 8 shall be divided as follows for voter convenience:

8a -- North of 8th Avenue, Graymont Avenue, and 15th Street Ensley, with; The voting places being at or near Glen School.

8b -- South of 8th Avenue, and Graymont Avenue; East of 16th Street West, 17th Street West, and Fayette Avenue, with; The voting Place being at or near Woodrow Wilson School.

8c -- West of Fayette Avenue, 17th Street West, and 16th Street West; South of Graymont Avenue, and 15th Street Ensley; East of Avenue V Ensley, and Avenue T Ensley; Northeast of Five Points West Avenue, with; The voting place being at or near Fairview School.

8d -- West of Avenue V Ensley, and Avenue T Ensley; North of 30th Street Ensley; East of Avenue I Ensley, 25th Street Ensley, and Avenue N Ensley, with; The voting place being at or near Ensley High School Gymnasium.

8e -- West of Avenue I Ensley, 25th Street Ensley, and Avenue N Ensley; North of 41st Street Ensley, with; The voting place being at or near Community House Ensley.

8f -- North of 47th Street Ensley; East of Avenue N Ensley; South of 30th Street Ensley; Southeast of Five Points West Avenue, and Avenue W Ensley, with; The voting place being at or near Fire Station No. 24.

8g -- South of 41st Street Ensley; West of Avenue N Ensley; South of 47th Street Ensley, with; The voting place being at or near Charles A. Brown School.

(Use centerline of all streets, roads, railroad tracks or waterways if named in the above descriptions.)

### DISTRICT 9

Beginning at the point of intersection of Avenue B Ensley and 34th Street Ensley, run in a northwesterly direction along the centerline of 34th Street Ensley to its point of intersection with the centerline of Southern Railroad, thence; angle left and run in a Southwesterly direction along the centerline of Southern Railroad to its point of intersection with the present corporate boundary line of the City of Birmingham, thence angle right and run in a westerly, thence; northerly, thence; easterly, thence; southerly directions along the present corporate boundary line of the City of Birmingham to its point of intersection with the centerline of F.L. Shuttlesworth Drive, thence; angle right and run in a southwesterly direction along the centerline of F.L. Shuttlesworth Drive to its point of intersection with the centerline of 35th Avenue North, thence; angle right and run in a southwesterly direction along the centerline of 35th Avenue North to its point of intersection with the centerline of Southern Railroad, thence; angle left and run in a southerly direction along the centerline of Southern Railroad to its point of intersection with the centerline of Southern Railroad (running southeast), thence; angle left and run in a southeasterly direction along the centerline of Southern Railroad (running southeast) to its point of intersection with the centerline of 29th Street North, thence; angle right and run in a southeasterly direction along the centerline of 29th Street North to its point of intersection with the centerline of F.L. Shuttlesworth Drive, thence; angle right and run in a southerly direction along the centerline of F.L. Shuttlesworth Drive to its point of intersection with the centerline of Village Creek, thence; angle right and run in a northwesterly direction along the centerline of Village Creek to its point of intersection with the centerline of St. Louis & San Francisco Railroad, thence; angle left and run in a southwesterly direction along the centerline of St. Louis & San Francisco Railroad to its point of intersection with the centerline of 18th Street North, thence; angle right and run in a northwesterly direction along the centerline of 18th Street North to its point of intersection with the centerline of 22nd Avenue North, thence; angle left and run in a southwesterly direction along the centerline of 22nd Avenue North to its point of intersection with the centerline of Finley Avenue North, thence; angle right and run in a southwesterly direction along the centerline of Finley Avenue North and Finley Avenue West to the point of intersection with the centerline of Bankhead Highway, thence; angle right and run in a northwesterly direction along the centerline of Bankhead Highway to its point of intersection with the centerline of L&N Railroad, thence; angle left and run in a southwesterly direction along the centerline of L&N Railroad to its point of intersection with the centerline of Southern Railroad, thence; angle left and run in a southeasterly direction along the centerline of Southern Railroad to its point of intersection with a northeasterly projection of the centerline of 1st Street Thomas,

thence; angle right and run in a southwesterly direction along the said projection and centerline of 1st Street Thomas to its point of intersection with the centerline of Ohio Circle, thence; angle right and run along Ohio Circle to its point of intersection with the centerline of 1st Street Thomas, thence; angle right and run in a southwesterly direction along the centerline of 1st Street Thomas to its point of intersection with the centerline of Thomas Circle, thence; angle right and run along Thomas Circle to its point of intersection with the centerline of 1st Street Thomas, thence; angle right and run in a southwesterly direction along the centerline of 1st Street Thomas to its point of intersection with the centerline of New York Avenue Thomas, thence; angle left and run in a southeasterly direction along the centerline of New York Avenue Thomas to its point of intersection with the centerline of 4th Street Thomas, thence; angle left and run in a northeasterly direction along the centerline of 4th Street Thomas to its point of intersection with the centerline of Ohio Avenue Thomas, thence; angle right and run in a southeasterly direction along the centerline of Ohio Avenue Thomas to its point of intersection with the centerline of 5th Street Thomas, thence; angle left and run in a northeasterly direction along the centerline of 5th Street Thomas to its point of intersection with the centerline of Florida Avenue Thomas, thence; angle right and run in a southerly direction along the centerline of Florida Avenue Thomas to its point of intersection with the centerline of 8th Street Thomas, thence; angle left and run in an easterly direction along the centerline of 8th Street Thomas and an easterly projection of the centerline of 8th Street Thomas to the point of intersection with the centerline of Southern Railroad, thence; angle right and run in a southeasterly direction along the centerline of Southern Railroad to its point of intersection with the centerline of Village Creek, thence; angle right and run in a southwesterly direction along the centerline of Village Creek to its point of intersection with the centerline of Avenue W Ensley thence; angle left and run in a southerly direction along the centerline of Avenue W Ensley to its point of intersection with the centerline of Avenue V Ensley, thence; angle left and run in a southerly direction along the centerline of Avenue V Ensley to its point of intersection with the centerline of 18th Street Ensley, thence; angle right and run in a westerly direction along the centerline of 18th Street Ensley to its point of intersection with the centerline of Ensley Avenue, thence; angle left and run in a southerly direction along the centerline of Ensley Avenue to its point of intersection with the centerline of 20th Street Ensley, thence; angle right and run in a westerly direction along the centerline of 20th Street Ensley to its point of intersection with the centerline of Avenue E Ensley, thence; angle left and run in a southwesterly direction along the centerline of Avenue E Ensley to its point of intersection with the centerline of 30th Street Ensley, thence; angle right and run in a northwesterly direction along the centerline of 30th Street Ensley to its point of intersection with the centerline of Avenue B Ensley, thence; angle left and run in a southwesterly direction along the centerline of Avenue B Ensley to the point of beginning.

LESS AND EXCEPT:

Any portion of land lying within the area as described in the boundary description for District No. 9 which does not lie within the present corporate boundary line of the City of Birmingham.

Council District No. 9 shall be divided as follows for voter convenience:

9a -- Northeast of Southern Railroad, with; The voting place being at or near Riggins School.

9b -- Southwest of Southern Railroad; East of I-65; North of L&N Railroad, with; The voting place being at or near North Birmingham Recreation Center.

9c -- West of I-65; North of L&N Railroad, and St. Louis and San Francisco Railroad; East of the abandoned L&N Railroad and Alabama Power Transmission Line; North of Daniel Payne Drive; East of Cherry Avenue, with; The voting place being at or near Hooper City Recreation Center.

9d -- South of L&N Railroad, and St. Louis and San Francisco Railroad, with; The voting place being at or near Lewis School.

9e -- North of Pratt Highway, 2nd Street Ensley and 1st Street Ensley; East of Dugan Avenue; South of Daniel Payne Drive; West of abandoned L&N Railroad, and Alabama Power Transmission Line, with; The voting place being at or near George W. Scott School.

9f -- West of Dugan Avenue; North of 1st Street Ensley, Sheridan Road, Macon Street; Northwest of Daniel Payne Drive, and Cherry Avenue, with; The voting place being at or near Fire Station No. 18.

9g -- South of Pratt Highway, 2nd Street Ensley and 1st Street Ensley, Sheridan Road, and Macon Street; North of L&N Railroad, 5th Street Ensley, USX Railroad, and Village Creek, with; The voting place being at or near Howze-Sanford Recreation Center.

9h -- South of L&N Railroad, and 5th Street Ensley; Northeast of Village Creek; Southeast of USX Railroad, with; The voting place being at or near McCaw School.

9i -- Southwest of Village Creek; Northeast of Birmingham Highway; Southeast of Southern Railroad, and USX Railroad, with; The voting place being at or near East Ensley Public Library.

9j -- Southwest of Village Creek; Northwest of USX Railroad; Northwest of Hobson Road, and 2nd Avenue Wylam, with; The voting place being at or near Morningstar Baptist Church.

9k -- Northwest of Southern Railroad; Southwest of Birmingham Road; Southeast of Hobson Road, and 2nd Avenue Wylam; East of Tin Mill Road, with; The voting place being at or near Fire Station No. 17.

9l -- Dolomite; South of Ensley-Pleasant Grove Road; West of Tin Mill Road, with; The voting place being at or near Woodward Elementary School.

(Use centerline of all streets, roads, railroad tracks, or waterways if named in the above description.)

**APPENDIX TWO**

**Map Depicting the Nine Single-Member Council District Boundaries. (To be Maintained in the Office of the City Clerk and Made Available for Public Inspection At All Reasonable Times, as Provided For in Section 3.17 of Mayor-Council Act.)**

STATE OF ALABAMA            )  
                                      )  
JEFFERSON COUNTY            )  
                                      )  
CITY OF BIRMINGHAM         )

I, Jack Bailey, City Clerk of the City of Birmingham, Alabama,  
DO HEREBY CERTIFY that the attached is a true and correct copy of  
Ordinance No. 92-72 which was adopted by the Council of the  
City of Birmingham at its regular meeting held the 17<sup>th</sup>  
day of March, 1992.

GIVEN under my hand and the official SEAL of the City of  
Birmingham, Alabama, this the 21<sup>st</sup> day of April,  
1992.

  
\_\_\_\_\_  
JACK BAILEY, CITY CLERK

SEAL

04/21/1992-5349  
03:09 PM CERTIFIED  
SHELBY COUNTY JUDGE OF PROBATE  
035 MCD 91.50