

Bill No. 7932

Introduced in Council:

Passed by Council:

November 1, 2021

Introduced by:

Referred to

Becky Ceperley

Planning, Streets, & Traffic

1 **Bill No. 7932** - A Bill changing the ward boundaries for City Council elections
2 beginning with the 2022 election, as required by federal and state law.

3
4 WHEREAS, the 2020 Census taken under the authority of the U.S. Census
5 Bureau, showed a decline in residential population in Charleston, and indicates
6 that the existing wards of the City of Charleston, which were established in 2014,
7 are disproportionate in population; and

8
9 WHEREAS, West Virginia Code § 8-5-7 authorizes the governing body of a
10 municipality to, by ordinance, change boundaries of wards, so that each ward
11 may have equal representation on the governing body; and

12
13 WHEREAS, the City of Charleston retained a consultant with expertise in this
14 area to review the population disparity among the various wards and to propose
15 a solution to the same, with said solution to provide for as equal representation
16 as reasonably practicable; and

17
18 WHEREAS, said consultant reviewed the population disparity and presented his
19 recommendation that the twenty wards be redrawn consistent with the
20 geographic description in the attached Exhibit A; and

21
22 WHEREAS, the Planning, Streets, and Traffic Committee considered the
23 consultant's proposed map, as well as additional options prepared by City staff,
24 at a public meeting held on November 8, 2021, wherein the committee members
25 considered population as the primary factor in the reapportionment of the wards,
26 but also took into consideration the requirement to keep the wards contiguous
27 and compact, as well as the desire to preserve the cores of previous wards and
28 keep communities of interest together; and

29
30 WHEREAS, the newly proposed wards have a population deviation that is within
31 acceptable tolerances, that the proposed wards provide as equal representation
32 as reasonably practicable, and that the Planning, Streets, and Traffic Committee
33 recommends that the proposed wards be approved by the full City Council.
34

35 **Now Therefore, Be it Ordained by the Council of the City of Charleston,**
36 **West Virginia:**
37

38 1. For purposes of the 2022 municipal elections (primary and general), and
39 for municipal elections thereafter, the residents of the City of Charleston shall be
40 divided into 20 wards consistent with the attached Exhibit A, which provides a
41 geographic description of each ward. Exhibit A, along with a visual depiction of
42 the wards, shall be on file in the City Clerk's office, upon adoption of this Bill.
43

44 2. Commencing with the swearing in of the Council of the City of Charleston
45 duly elected in 2022, the City of Charleston shall be divided into twenty wards
46 consistent with Exhibit A and the City Council of Charleston shall consist of
47 twenty-six council members, with one member to be elected from each of the
48 twenty wards specified in Section 1 of this ordinance, and six members to be
49 elected at-large.
50

51 3. For the avoidance of doubt, all currently sitting Councilmembers will retain
52 their position until those individuals elected at the next municipal election are
53 sworn in and take office.
54

55 4. All prior ordinances or parts of ordinances, inconsistent with this ordinance
56 are hereby repealed to the extent of said inconsistency.

City of Charleston 2020 Census Ward Descriptions

Ward 1

The region bounded and described as follows: Beginning at the point of intersection of the north bank of the Kanawha River and the City of Charleston Boundary (at its border with the City of Dunbar), and proceeding easterly along the north bank of the Kanawha River to Two Mile Creek, and proceeding northerly along Two Mile Creek to Woodward Branch, and proceeding northwesterly along Woodward Branch to Pfieffer Branch, and proceeding northerly along Pfieffer Branch to 6th Avenue, and proceeding easterly along 6th Avenue to the unimproved roadway known as 23rd Street West, and northerly along the unimproved roadway known as 23rd Street to Washington Street West; and proceeding easterly along Washington Street West to 20th Street, and proceeding southerly along 20th Street to 7th Avenue, and proceeding easterly along 7th Avenue to Iowa Street, and proceeding northerly along Iowa Street, as it becomes Sissonville Drive, to School Street, and proceeding westerly along School Street to its intersection with 2020 Census Block with GeoID 540390002001015, and proceeding northerly along the boundary of 2020 Census Block with GeoID 540390002001015 to its intersection with Zabel Drive, and proceeding southerly along Zabel Drive to Woodward Drive, and proceeding southeasterly along Woodward Drive to Woodhaven Drive, and proceeding southwesterly along Woodhaven Drive to Woodward Branch, and proceeding northwesterly along Woodward Branch and on the boundary of 2020 Census Block with GeoID 540390002002019 in a manner that follows the boundary of 2020 Census Block with GeoID 540390002002019 to the City of Charleston Boundary, and proceeding southwesterly along the City of Charleston Boundary to the point of beginning.

Ward 2

The region bounded and described as follows: Beginning at the point of City Boundary its northernmost intersection with 2020 Census Block with GeoID 540390002002019 and proceeding northeasterly along City Boundary and following the northern City Boundary to the southeastern most point of 2020 Census Block with GeoID 540390003001016, near the end of Garrison Avenue; and proceeding westerly along the boundary of 2020 Census Block with GeoID 540390003001016 to Melrose Drive; and proceeding southerly along Melrose Drive to Garrison Avenue, and proceeding southerly along Garrison Avenue to Edgewood Drive, and proceeding westerly along Edgewood Drive to Stonewall Drive, and proceeding southwesterly along Stonewall Drive to White Oak Road, and proceeding northerly along White Oak Rd to Arnold Dr, and proceeding southerly along Arnold Dr to 2020 Census Block with GeoID 540390006004002, and proceeding southwesterly along the boundary of 2020 Census Block with GeoID 540390006004002 to its intersection with Amity Dr, and proceeding westerly along Amity Dr to Beech Ave, and proceeding easterly along Beech Ave to Barton St, and proceeding southerly along Barton St to Washington St W, and proceeding westerly along Washington St W to Sissonville Dr, and proceeding northerly along Sissonville Dr to School Street, and proceeding westerly along School Street to its intersection with 2020 Census Block with GeoID 540390002001015, and proceeding northerly along the boundary of 2020 Census Block with GeoID 540390002001015 to its intersection with Zabel Drive, and proceeding southerly along Zabel Drive to Woodward Drive, and proceeding southeasterly along Woodward Drive to Woodhaven Drive, and proceeding southwesterly along Woodhaven Drive to Woodward Branch, and proceeding northwesterly along Woodward Branch and on the boundary of 2020 Census Block with GeoID 540390002002019 in a manner that follows the boundary of 2020 Census Block with GeoID

540390002002019 to the point of beginning.

Ward 3

The region bounded and described as follows: Beginning at the point of intersection of Washington Street West and Barton Street; and proceeding northerly along Barton Street to Beech Avenue, and proceeding westerly along Beech Avenue to Amity Drive, and proceeding northerly along Amity Drive to its intersection with 2020 Census Block with GeoID 540390006004002, and proceeding northeasterly along the boundary of 2020 Census Block with GeoID 540390006004002 to Arnold Drive, and proceeding northerly along Arnold Drive to White Oak Road, and proceeding easterly along White Oak Road to Stonewall Drive, and proceeding easterly along Stonewall Drive to Edgewood Drive, and proceeding southerly along Edgewood Drive to Hawthorne Drive, and proceeding southerly along Hawthorne Drive to Forest Drive, and proceeding northwesterly along Forest Drive to Summit Drive, and proceeding southerly along Summit Drive to Somerset Drive, and proceeding southerly along Somerset Drive to Orchard Street, and proceeding westerly along Orchard Street to Mathews Avenue, and proceeding southerly along Mathews Avenue to Washington Street West, and proceeding westerly along Washington Street West to the point of beginning.

Ward 4

The region bounded and described as follows: Beginning at the point of intersection of the north bank of the Kanawha River and Two Mile Creek, and proceeding northerly along Two Mile Creek to Woodward Branch, and proceeding northwesterly along Woodward Branch to Pfeiffer Branch, and proceeding northerly along Pfeiffer Branch to 6th Avenue, and proceeding easterly along 6th Avenue to the unimproved roadway known as 23rd Street West, and northerly along the unimproved roadway known as 23rd Street to Washington Street West; and proceeding easterly along Washington Street West to 20th Street, and proceeding southerly along 20th Street to 7th Avenue, and proceeding easterly along 7th Avenue to Iowa Street, and proceeding northerly along Iowa Street to Washington Street West, and proceeding easterly along Washington Street West to Virginia Street West, and proceeding southeasterly along Virginia Street West to Park Avenue, and proceeding southerly along Park Avenue to 7th Street, and proceeding westerly along 7th Avenue to Glenwood Avenue, and proceeding southerly along Glenwood Avenue to Simms Street, and proceeding easterly along Simms Street to Park Avenue, and proceeding southerly along Park Avenue to the north bank of the Kanawha River, and proceeding westerly along the north bank of the Kanawha River to the point of beginning.

Ward 5

The region bounded and described as follows: Beginning at the point of intersection of Mathews Avenue and Washington Street West, and proceeding northerly along Mathews Avenue to Orchard Street, and proceeding southerly along Orchard Street to Somerset Drive, and proceeding northerly along Somerset Drive to Summit Drive, and proceeding northerly along Summit Drive to Forest Drive, and proceeding easterly along Forest Drive to Hawthorne Drive, and proceeding southeasterly along Hawthorn Drive to Edgewood Drive, and proceeding northerly along Edgewood Drive to Garrison Avenue, and proceeding southerly along Garrison Avenue to Crescent Road, and proceeding westerly along Crescent Road to Market Drive, and proceeding northerly on Market Drive to Woodland Drive, and proceeding southeasterly along Woodland Drive to Camden Drive, and proceeding easterly along Camden Drive to Woodland Drive, and proceeding northerly along Woodland Drive to Rosalie Drive, and proceeding westerly along Rosalie Drive to Market Drive, and proceeding northerly along Market Drive to Burlew Drive, and proceeding southerly along Burlew Drive to its end and following the

boundary of 2020 Census Block with Geo ID 540390005002013 in a southerly direction until the boundary meets Dayton Drive, and proceeding southerly along Dayton Drive to New York Central RR, and proceeding easterly along New York Central RR to Washington Street West, and proceeding westerly along Washington Street West to the point of beginning.

Ward 6

The region bounded and described as follows: Beginning at the point of intersection of Washington Street West and Virginia Street West, and proceeding easterly along Washington Street West to Center of the Elk River, and proceeding southerly along Center of the Elk River the north bank of the Kanawha River, and proceeding westerly along the north bank of the Kanawha River to the point of intersection of Park Avenue and its straight line extension to the north bank of the Kanawha River, and proceeding northerly along said Park Avenue extension and Park Avenue to Simms Street, and proceeding westerly along Simms Street to Glenwood Avenue, and proceeding northerly along Glenwood Avenue to 7th Street, and proceeding easterly along 7th Street to Park Avenue, and proceeding northerly along Park Avenue to Virginia Street West, and proceeding northwesterly along Virginia Street West to the point of beginning.

Ward 7

The region bounded and described as follows: Beginning at the point of intersection of the City Boundary and the southeastern most point of 2020 Census Block with GeoID 540390003001016, near the end of Garrison Avenue; and proceeding westerly along the boundary of 2020 Census Block with GeoID 540390003001016 to Melrose Drive; and proceeding southerly along Melrose Drive to Garrison Avenue, and proceeding southerly along Garrison Avenue to Crescent Road, and proceeding westerly along Crescent Road to Market Drive, and proceeding northerly on Market Drive to Woodland Drive, and proceeding southeasterly along Woodland Drive to Camden Drive, and proceeding easterly along Camden Drive to Woodland Drive, and proceeding northerly along Woodland Drive to Rosalie Drive, and proceeding westerly along Rosalie Drive to Market Drive, and proceeding northerly along Market Drive to Burlew Drive, and proceeding southerly along Burlew Drive to its end and following the boundary of 2020 Census Block with Geo ID 540390005002013 in a southerly direction until the boundary meets Dayton Drive, and proceeding southerly along Dayton Drive to New York Central RR, and proceeding easterly along New York Central RR to Washington Street West, and proceeding southeasterly along Washington Street West as it becomes Washington Street East to Clendenin Street, and proceeding northerly along Clendenin Street to Donnally Street, and proceeding southerly along Donnally Street to Court Street, and proceeding easterly along Court Street to Interstate 77/64, and proceeding northerly along Interstate 77/64 to the Center of the Elk River, and proceeding easterly along the Center of the Elk River to the City Boundary, and proceeding northerly along the City Boundary to the point of beginning.

Ward 8

The region bounded and described as follows: Beginning at the point of intersection of the City Boundary and the Center of the Elk River, and proceeding easterly along the City Boundary to Greenbrier St, and proceeding southwestly along Greenbrier St to Interstate 77/64, and proceeding northerly along Interstate 77/64 to Stadium Place, and proceeding southerly along Stadium Place to Piedmont Road, and proceeding northerly along Piedmont Road to Chilton Street, and proceeding southerly along Chilton Street to Hansford Street, and proceeding westerly along Hansford Street to Ruffner Avenue, and proceeding southerly along Ruffner Avenue to Washington Street East, and

proceeding westerly along Washington Street East to Margaret Street, and proceeding northeasterly along Margaret Street to Donnally Street, and proceeding southerly along Donnally Street to Court Street, and proceeding easterly along Court Street to Interstate 77/64, and proceeding northerly along Interstate 77/64 to the Center of the Elk River, and proceeding easterly along the Center of the Elk River to the point of beginning.

Ward 9

The region bounded and described as follows: Beginning at the point of intersection of Washington St Bridge and Center of the Elk River, and proceeding southerly along Washington Street Bridge, as it becomes Washington Street East to Clendenin Street, and proceeding northerly along Clendenin Street to Donnally Street, and proceeding southerly along Donnally Street to Margaret Street, and proceeding westerly along Margaret Street to Washington Street East, and proceeding southeasterly along Washington Street East to Ruffner Avenue, and proceeding southerly along Ruffner Avenue to Quarrier Street, and proceeding easterly along Quarrier Street to Elizabeth Street, and proceeding southerly along Elizabeth Street to the north bank of the Kanawha River, and proceeding northwesterly along the north bank of the Kanawha River to the point of confluence of the Kanawha River and the Elk River, and proceeding northeasterly along the Center of the Elk River to the point of beginning.

Ward 10

The region bounded and described as follows: Beginning at the point of intersection of Chilton Street and Piedmont Road, and proceeding southwestwardly along Chilton Street to Hansford Street, and proceeding westerly along Hansford Street to Ruffner Avenue, and proceeding southerly along Ruffner Avenue to Quarrier Street, and proceeding easterly along Quarrier Street to Elizabeth Street, and proceeding southerly along Elizabeth Street to the north bank of the Kanawha River, and proceeding easterly along the north bank of the Kanawha River to the 36th Street Bridge, and proceeding northerly along the 36th Street Bridge to Kanawha Boulevard East, and proceeding easterly along Kanawha Boulevard East to Wertz Avenue, and proceeding northerly along Wertz Avenue to Interstate 64/77, and proceeding westerly along Interstate 64/77 to Stadium Place, and proceeding southerly along Stadium Place to Piedmont Road, and proceeding northerly along Piedmont Road to the point of beginning.

Ward 11

The region bounded and described as follows: Beginning at the point of intersection of Interstate 64/77 and Greenbrier Street, and proceeding northerly along Greenbrier Street to the point where the City Boundary intersects Greenbrier Street just northeast of the intersection of Greenbrier Street and Airport Road, and proceeding northeasterly along the City Boundary just beyond Capital High School, and proceeding along the City Boundary in a southerly direction on and around Baker's Fork Road to Bench Road, and proceeding westerly along the City Boundary on and around Bench Road, and proceeding southerly along the City Boundary to East Point Drive, and proceeding southerly along the City Boundary on and around East Point Dr, and proceeding easterly along the City Boundary, then northerly along the City Boundary, then easterly along the City Boundary, then southerly along the City Boundary to Piedmont Road, and proceeding westerly along the City Boundary on or around Piedmont Road, then southerly along the City Boundary to the north bank of the Kanawha River, and proceeding westerly along the north bank of the Kanawha River to the 36th Street Bridge, and proceeding northerly along the 36th Street Bridge to Kanawha Boulevard East, and proceeding easterly along Kanawha Boulevard East to Wertz Avenue, and proceeding northerly along Wertz Avenue to

Interstate 64/77, and proceeding westerly along Interstate 64/77 to the point of beginning.

Ward 12

The region bounded and described as follows: Beginning at the City Boundary on or about the point of intersection of the north bank of the Kanawha River and the Patrick Street Bridge, and proceeding southerly along the City Boundary until it meets 2020 Census Block with GeoID 540390021002003, and proceeding southerly along the western boundary of 2020 Census Block with GeoID 540390021002003 to US Highway 119, and proceeding easterly along US Highway 119 to the southeastern most point of 2020 Census Block with GeoID 540390021002003, and proceeding northerly along the eastern boundary of 2020 Census Block with GeoID 540390021002003, and proceeding northerly along Green Meadow Road to Newcastle Road, and proceeding northerly along Newcastle Road to Wilkie Drive, and proceeding easterly along Wilkie Drive to Sheridan Circle, and proceeding southeasterly along Sheridan Circle to Shellar Drive, and proceeding southerly along Shellar Drive to Hillview Drive, and proceeding southerly along Hillview Drive to Cook Drive, and proceeding westerly along Cook Drive to Cantley Drive, and proceeding southerly along Cantley Drive to US Highway 119, and proceeding northerly along US Highway 119 to the north bank of the Kanawha River, and proceeding northwesterly along the north bank of the Kanawha River to the point of beginning.

Ward 13

The region bounded and described as follows: Beginning at the point of intersection of US Highway 119 and the southeasterly most point of 2020 Census Block with GeoID 540390021002003, and proceeding northerly along the eastern boundary of 2020 Census Block with GeoID 540390021002003, and proceeding northerly along Green Meadow Road to Newcastle Road, and proceeding northerly along Newcastle Road to Wilkie Drive, and proceeding easterly along Wilkie Drive to Sheridan Circle, and proceeding southeasterly along Sheridan Circle to Shellar Drive, and proceeding southerly along Shellar Drive to Hillview Drive, and proceeding southerly along Hillview Drive to Cook Drive, and proceeding westerly along Cook Drive to Cantley Drive, and proceeding southerly along Cantley Drive to US Highway 119, and proceeding southwestwardly along US Highway 199 to Hickory Road, and proceeding southeasterly along Hickory Road to Carroll Road, and proceeding southeasterly along Carroll Road to Beaumont Road, and proceeding westerly along Beaumont Road to the intersection of Alta Road and an Unnamed Road, and proceeding northerly along the Unnamed Road to Sherwood Road, and proceeding westerly along Sherwood Road to Oakwood Road, and proceeding southerly along Oakwood Road to Clark Road, and proceeding southwestwardly along Clark Road to Autumn Road, and proceeding westerly along Autumn Road to Loma Road, and proceeding northerly along Loma Road to Smith Road, and proceeding northerly along Smith Road to 2020 Census Block with GeoID 540390019012000, and proceeding southwestwardly along the boundary of 2020 Census Block with GeoID 540390019012000, then northerly along said boundary to Fledderjohn Road, and proceeding northerly along Fledderjohn Road to Emerald Road, and proceeding northerly along Emerald Road to US Highway 119, and proceeding northeasterly along US Highway 119 to the point of beginning.

Ward 14

The region bounded and described as follows: Beginning at the point of intersection of US Highway 199 and Hickory Road, and proceeding southeasterly along Hickory Road to Carroll Road, and proceeding southeasterly along Carroll Road to Beaumont Road, and proceeding westerly along Beaumont Road to the intersection of Alta Road and an Unnamed Road, and proceeding northerly

along the Unnamed Road to Sherwood Road, and proceeding westerly along Sherwood Road to Oakwood Road, and proceeding southerly along Oakwood Road to Tennis Club Road, and proceeding southerly along Tennis Club Road and the southern boundary of 2020 Census Block with GeoID 540390019021000, and proceeding along the southern boundary of to 2020 Census Block with GeoID 540390019021000 to Georgetown Place, and proceeding southeasterly along Georgetown Place to Oakwood Road, and proceeding easterly along Oakwood Road to Bridge Road, and continuing northerly along Bridge Road to Abney Circle, and proceeding southerly along Abney Circle to Abney Circle South, and proceeding southerly along Abney Circle South to Loudon Heights Road, and proceeding northeasterly along Loudon Heights Road to the South Side Bridge/Dickenson Street, and proceeding northeasterly along the South Side Bridge/Dickenson Street to the north bank of the Kanawha River, and proceeding northwesterly along the north bank of the Kanawha River to the point of confluence of the Kanawha River and the Elk River, and proceeding southwesterly along US Highway 119 to the point of beginning.

Ward 15

The region bounded and described as follows: Beginning at the point of intersection of Sierra Road and Smith Road, and proceeding northeasterly along Smith Road to Loma Road, and proceeding southerly along Loma Road to Autumn Road, and proceeding easterly along Autumn Road to Tennis Club Road, and proceeding southerly along Tennis Club Road and the southern boundary of 2020 Census Block with GeoID 540390019021000, and proceeding along the southern boundary of to 2020 Census Block with GeoID 540390019021000 to Georgetown Place, and proceeding southeasterly along Georgetown Place to Oakwood Road, and proceeding easterly along Oakwood Road to Bridge Road, and proceeding southerly along Bridge Road to Loudon Heights Road, and proceeding easterly along Loudon Heights Road to Hampton Road, and proceeding southerly along Hampton Road to Sweetbrier Road, and proceeding southwesterly along Sweetbrier Road to Hampton Road, and proceeding southerly along Hampton Road to Stonehenge Road, and proceeding southerly along Stonehenge Road to the City Boundary on or about a point opposite the intersection of Stonehenge Road and Woodshire Place, and proceeding southeasterly along the City Boundary, then southwesterly along the City Boundary, and proceeding westerly along the City Boundary to Connell Rd, and proceeding northerly along Connell Rd along the City Boundary, and proceeding westerly along the City Boundary to Harmon Road, and proceeding northly along Harmon Road, following the City Boundary, and proceeding along the City Boundary in a westerly direction to Clark Road, proceeding southerly on Clark Road to the City Boundary, proceeding westerly along the City Boundary, then northerly along the City Boundary to its intersection with the private road known as Roderick Road or Shark Lane, and proceeding easterly along the private road known as Roderick Road or Shark Lane to Parkwood Road, and proceeding southerly along Parkwood Road to Woodshire Circle, and proceeding easterly along Woodshire Circle to Huber Road, and proceeding northerly along Huber Road to Rosewood Road, and proceeding westerly along Rosewood Road to Sierra Road, and proceeding northerly along Sierra Road to the point of beginning.

Ward 16

The region bounded and described as follows: Beginning at the point of intersection of South Side Bridge/Dickenson Street and the north bank of the Kanawha River, and proceeding southwesterly along the South Side Bridge/Dickenson Street to Loudon Heights Road, and proceeding southerly along Loudon Heights Road to Abney Circle South, and proceeding westerly along Abney Circle South to Abney Circle, and proceeding northerly along Abney Circle to Bridge Road, and proceeding southerly

along Bridge Road to Loudon Heights Road, and proceeding easterly along Loudon Heights Road to Hampton Road, and proceeding southerly along Hampton Road to Sweetbrier Road, and proceeding southwesterly along Sweetbrier Road to Hampton Road, and proceeding southerly along Hampton Road to Stonehenge Road, and proceeding southerly along Stonehenge Road to the City Boundary on or about a point opposite the intersection of Stonehenge Road and Woodshire Place, and proceeding to a point at the end of Shady Lane, and proceeding northwesterly on Shady Lane to South Ruffner Road, and proceeding northerly on South Ruffner Road to MacCorkle Avenue SE, and proceeding easterly along MacCorkle Avenue SE to 23rd Street SE, and proceeding easterly to the southeasternmost corner of 2020 Census Block with GeoID 540390015005024, and proceeding northerly along the eastern boundary of 2020 Census Block with GeoID 540390015005024 to its northeasternmost corner, and proceeding westerly along the northern boundary of 2020 Census Block with GeoID 540390015005024 to its northwesternmost corner, and proceeding southerly along the western boundary of 2020 Census Block with GeoID 540390015005024 to Cherokee Avenue, and proceeding westerly along Cherokee Avenue to 22nd Street SE, and proceeding northerly along 22nd Street SE to Kanawha Avenue, and proceeding westerly along Kanawha Avenue to the western boundary of 2020 Census Block with GeoID 540390015005012, and proceeding northerly along the western boundary of 2020 Census Block with GeoID 540390015005012 to the north bank of the Kanawha River, and proceeding northwesterly along the north bank of the Kanawha River to the point of beginning.

Ward 17

The region bounded and described as follows: Beginning at the point of intersection of 29th Street SE and Kanawha Avenue SE, and proceeding northerly to the north bank of the Kanawha River, and proceeding easterly along the north bank of the Kanawha River to its intersection with the Interstate 64/77 Bridge, and proceeding westerly along the Interstate 64/77 Bridge to MacCorkle Avenue SE, and proceeding northerly along MacCorkle Avenue SE to 35th St SE, and proceeding northerly along 35th St SE to an Unnamed Alley between Staunton Avenue SE and Virginia Avenue SE, and proceeding westerly along said Unnamed Alley to 34th Street, and proceeding north on 34th Street SE to Kanawha Avenue SE, and proceeding west on Kanawha Avenue SE to 33rd Street ES, and proceeding north on 33rd Street SE to Kanawha Avenue SE, and proceeding west on Kanawha Avenue SE to the point of beginning.

Ward 18

The region bounded and described as follows: Beginning at the point of intersection of MacCorkle Avenue SE and South Park Road, and proceeding easterly along MacCorkle Avenue SE to Interstate 64/77, and proceeding easterly along the Interstate 64/77 Bridge to the north bank of the Kanawha River, and proceeding southerly along the north bank of the Kanawha River to the City Boundary, and proceeding easterly across the Kanawha River along the City Boundary, and proceeding northerly along the City Boundary to Lower Donnally Road, and proceeding northerly along Lower Donnally Road to Chesterfield Avenue SE, and proceeding northwesterly along Chesterfield Avenue SE to 50th Street SE, and proceeding northerly along 50th Street SE to Chesapeake and Ohio Railway, and proceeding westerly along Chesapeake and Ohio Railway to South Park Road, and proceeding northerly along South Park Road to the point of beginning.

Ward 19

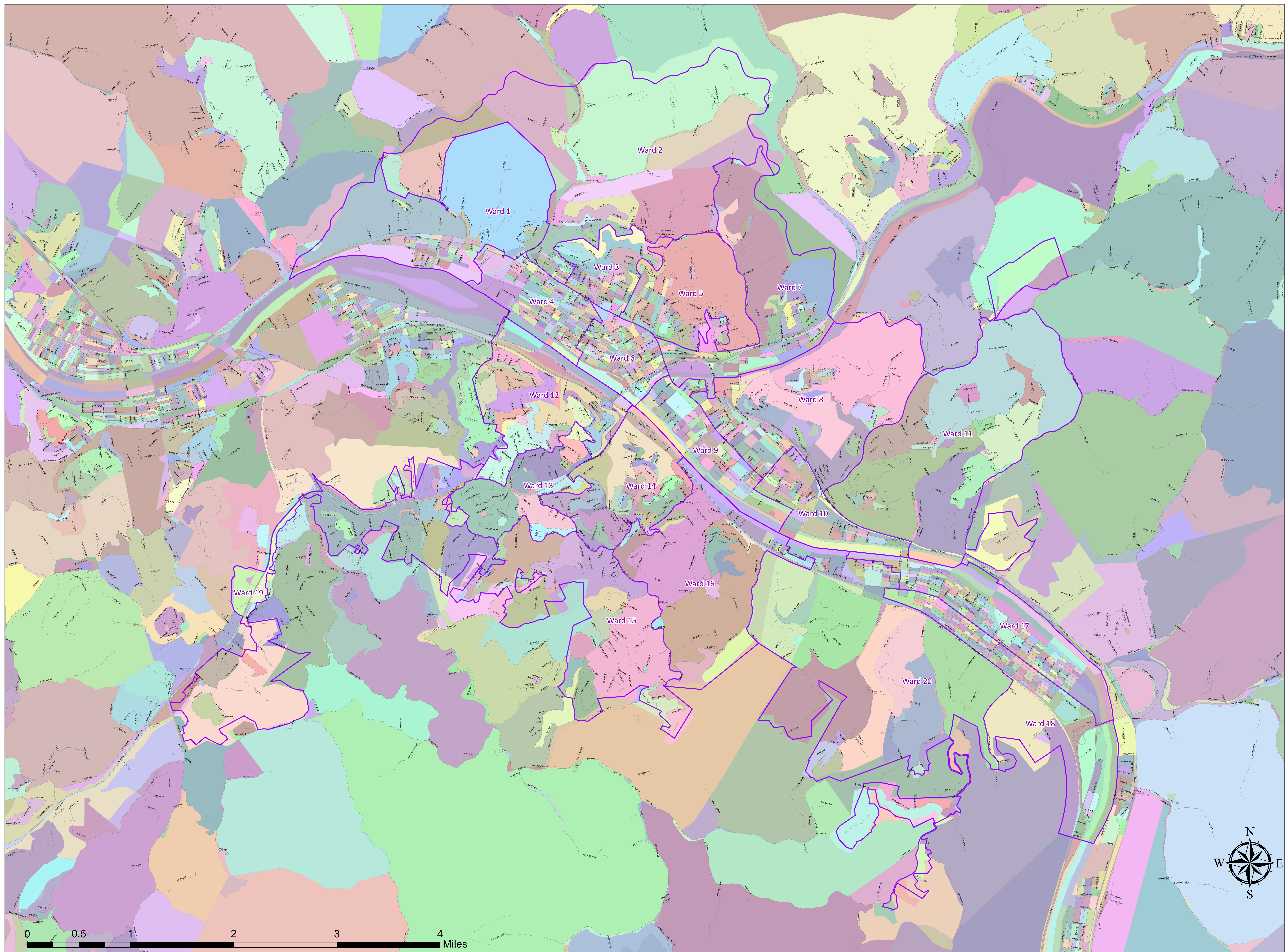
The region bounded and described as follows: Beginning at the point of intersection of the southwestern corner of the 2020 Census Block with GeoID 540390021002003 and US Highway 119,

and proceeding northerly along the western boundary of 2020 Census Block with GeoID 540390021002003 to the City Boundary, and proceeding westerly along the City Boundary to its next intersection with US Highway 119, and proceeding southerly along US Highway 119 to the point where the City Boundary turns in a westerly direction, and proceeding westerly along the City Boundary to its next intersection with US Highway 119, and proceeding southerly along US Highway 119 to the point where the City Boundary turns in an easterly direction, and proceeding easterly along the City Boundary to its next intersection with US Highway 119, and proceeding southerly along US Highway 119 to Parkway Road, and proceeding in a southeasterly direction along Parkway Road to the City Boundary, and proceeding southwest along the City Boundary, then easterly along the City Boundary, to Long Branch Road, and proceeding easterly along Long Branch Road to Middle Fork Road, and proceeding northerly along Middle Fork Road to the point where the City Boundary turns in a westerly direction, and proceeding westerly along the City Boundary, then northerly along the City Boundary, to its next intersection with US Highway 119, and proceeding northwesterly on and around Davis Creek along the City Boundary to its next intersection with US Highway 119, and proceeding in a southeasterly direction along the City Boundary, then a northeasterly direction along the City Boundary to its intersection with Smith Road, and proceeding southerly along Smith Road to the point where the City Boundary turns south, and proceeding southerly along the City Boundary, then easterly along the City Boundary to Shannon Place, and proceeding southerly on or about Shannon Place to the point where the City Boundary turns southeasterly, and proceeding southeasterly along the City Boundary, then northerly along the City Boundary, then easterly along the City Boundary, then southerly along the City Boundary to its intersection with the private road known as Roderick Road or Shark Lane, and proceeding easterly along the private road known as Roderick Road or Shark Lane to Parkwood Road, and proceeding southerly along Parkwood Road to Woodshire Circle, and proceeding easterly along Woodshire Circle to Huber Road, and proceeding northerly along Huber Road to Rosewood Road, and proceeding westerly along Rosewood Road to Sierra Road, and proceeding northerly along Sierra Road to Smith Road, and proceeding northerly along Smith Road to the closed portion of Hodges Road, and proceeding northerly along the closed portion of Hodges Road to Hodges Road, and proceeding easterly along Hodges Road to Fledderjohn Road, and proceeding northerly along Fledderjohn Road to Emerald Road, and proceeding northerly along Emerald Road to US Highway 119, and proceeding easterly along US Highway 119 to the point of beginning.

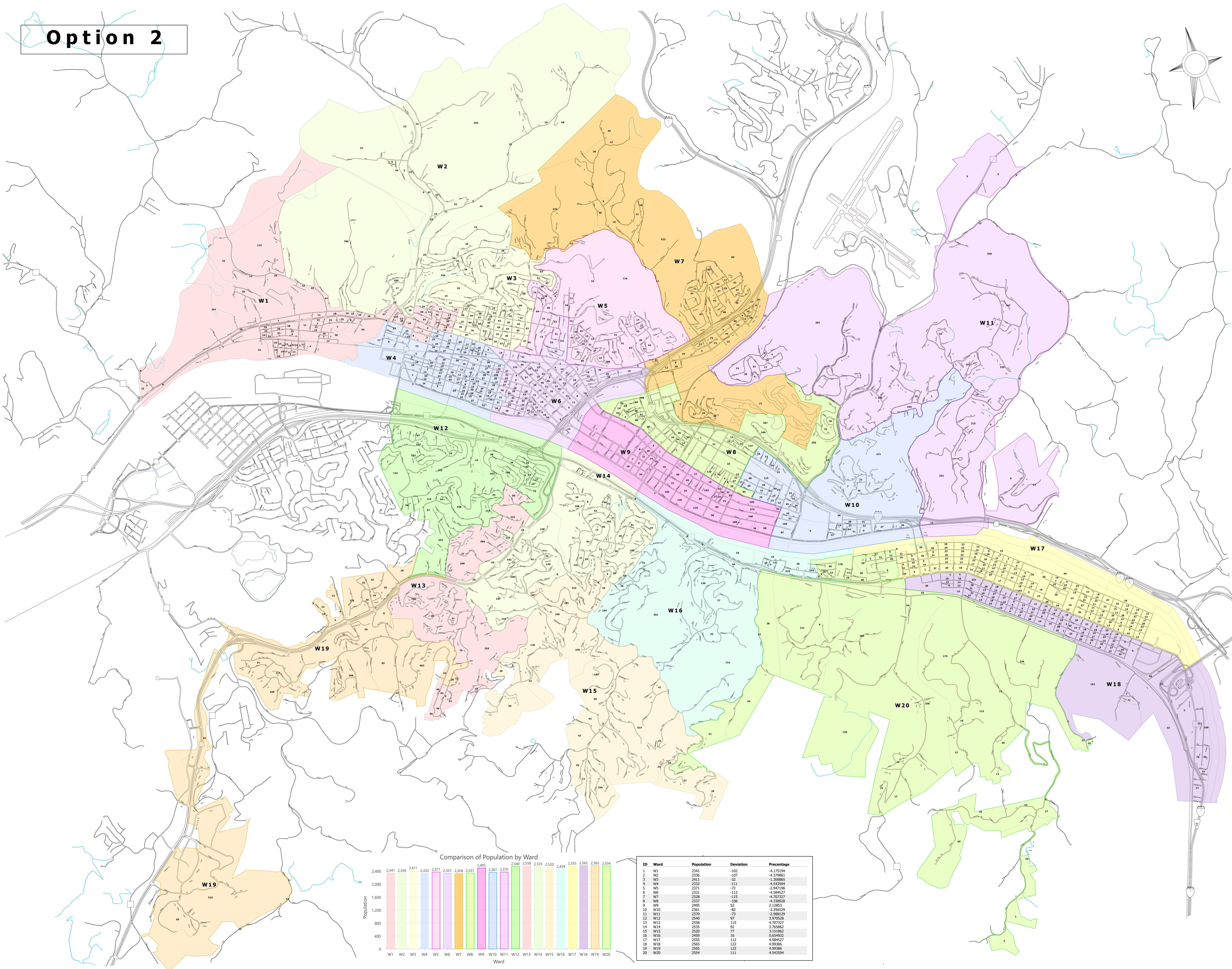
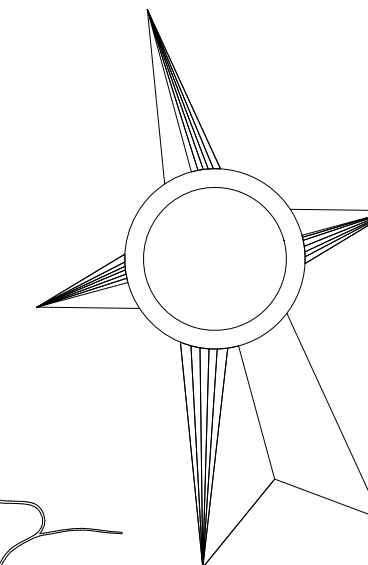
Ward 20

The region bounded and described as follows: Beginning at the point of intersection of South Ruffner Road and MacCorkle Avenue SE, and proceeding easterly along MacCorkle Avenue SE to 23rd Street SE, and proceeding easterly to the southeasternmost corner of 2020 Census Block with GeoID 540390015005024, and proceeding northerly along the eastern boundary of 2020 Census Block with GeoID 540390015005024 to its northeasternmost corner, and proceeding westerly along the northern boundary of 2020 Census Block with GeoID 540390015005024 to its northwesternmost corner, and proceeding southerly along the western boundary of 2020 Census Block with GeoID 540390015005024 to Cherokee Avenue, and proceeding westerly along Cherokee Avenue to 22nd Street SE, and proceeding northerly along 22nd Street SE to Kanawha Avenue, and proceeding westerly along Kanawha Avenue to the western boundary of 2020 Census Block with GeoID 540390015005012, and proceeding northerly along the western boundary of 2020 Census Block with GeoID 540390015005012 to the north bank of the Kanawha River, and proceeding easterly along the north bank of the Kanawha River and the straight line extension of 29th Street SE, and proceeding in a southerly direction along the straight line extension of 29th Street SE to Kanawha Avenue SE, and

proceeding easterly along Kanawha Avenue SE to 33rd Street SE, and proceeding southerly along 33rd Street SE to Kanawha Avenue SE, and proceeding westerly along Kanawha Avenue SE to 34th Street SE, and proceeding southerly on 34th Street SE to an Unnamed Alley between Virginia Avenue SE and Staunton Avenue SE, and proceeding easterly along said Unnamed Alley to 35th Street SE, and proceeding southerly along 35th Street SE to MacCorkle Avenue SE, and proceeding westerly along MacCorkle Avenue SE to South Park Road, and proceeding southerly along South Park Road to Chesapeake and Ohio Railway, and proceeding easterly along Chesapeake and Ohio Railway to 50th Street SE, and proceeding southerly along 50th Street SE to Chesterfield Avenue, and proceeding southeasterly along Chesterfield Avenue to Lower Donnally Road, and proceeding along Lower Donnally Road to the City Boundary, and proceeding westerly along the City Boundary to a point at the end of Shady Lane, and proceeding northerly along Shady Lane to South Ruffner Road, and proceeding northerly along South Ruffner Road to the point of beginning.



Option 2



Option 3

