

Regular Meeting, Wednesday, May 25, 2011, 7:00 p.m. Government Center, Verona, VA.

PRESENT: Jeremy L. Shifflett, Chairman
Wendell L. Coleman, Vice-Chairman
David R. Beyeler
Gerald W. Garber
Larry C. Howdyshell
Tracy C. Pyles, Jr.
Nancy Taylor Sorrells
Patrick J. Morgan, County Attorney
Timmy Fitzgerald, Director of Community Development
Becky Earhart, Senior Planner
Melissa Meyerhoeffer, Assistant Director of Finance
Patrick J. Coffield, County Administrator
Rita R. Austin, CMC, Executive Secretary

VIRGINIA: At a regular meeting of the Augusta County Board of Supervisors held on Wednesday, May 25, 2011, at 7:00 p.m., at the Government Center, Verona, Virginia, and in the 235th year of the Commonwealth....

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Chairman Shifflett welcomed the citizens present.

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Sadie Garber, a sixth grader of Stewart Middle School, led the Pledge of Allegiance. Sadie enjoys reading, swimming and is in the Junior High at Pleasant Valley Church of the Brethren.

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Tracy C. Pyles, Jr., Supervisor for the Pastures District, delivered invocation.

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REDISTRICTING - ORDINANCE

This being the day and time advertised to consider an ordinance revising magisterial district and precinct boundaries in Augusta County.

Becky Earhart, Senior Planner, reported that there were two plans before the Board to consider. She gave a brief overview of both plans. She noted that redistricting is required every 10 years to balance the population in each of the County's election magisterial districts. The County's population, according to the 2010 Census, is 73,750. Target population for each election/magisterial district is 10,536. A tolerance range of +/- 5% is allowed. The two plans meet that requirement. Ms. Earhart displayed maps for the two plans and noted that the bold red lines represent magisterial districts and the bold black lines represent House of Delegates lines.

Option 1 – Deviation ranges from -3.92% to +2.89% - In the Beverley Manor District, Christians Creek Precinct was created from part of the Wilson Precinct and part of the Verona Precinct and would be voting at Valley Vo-Tech. Stuarts Draft Elementary is another precinct that has changed. It is what is currently the Expo Precinct with a portion of the Jolivue Precinct and would be renamed and would eliminate Jolivue. This plan includes a split in Verona, using Route 612 as the border to the north. Middle River decreased in the New Hope area. The area towards Laurel Hill would become part of the Beverley Manor District. North River added a part of Cedar Green to the Churchville Fire Department Precinct and part of Verona was added to Fort Defiance. Pastures District had polling place changes where Churchville Library Precinct's polling place was moved to the Churchville Elementary School. Craigsville's polling place was changed at the new Community Center. Cedar Green is enlarged where it goes all the way to Route 11 towards Jolivue and includes the Springs Lakes area; it loses the part north of Route 250.

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Riverheads – White Hill Precinct will be run as a split precinct (2 House of Delegates districts). In the future, it will be requested of the General Assembly to put it in one House of Delegates District. The other major change is to move the polling place to the White Hill Church of the Brethren. This plan also includes adding a part of the Stuarts Draft Precinct west of Draft Avenue to the Riverheads District. This plan adds a part of the Fishersville Precinct, which is south of Interstate 64 to the Lyndhurst Precinct, which is another House of Delegates line, which has been accommodated by enlarging the Lyndhurst Precinct. In the Wayne District the boundary line between the Wilson and Fishersville Precincts has been moved to Barrenridge Road and all of Teaverton becomes part of the same precinct, which would be voting at the Fishersville United Methodist Church. The Fishersville Precinct would be voting at the Yancey Firehouse. In both plans, the proposal is to move the Doms Precinct polling place to Cassell Elementary School.

Option 2 - Deviation ranges from -4.94% (Pastures District) to +4.92% (Middle River District). The Verona area has been modified where the Verona Precinct loses the area north of Route 612 to the North River District and expands east to Laurel Hill and south towards Fishersville. Jolivue loses the area west of Old Greenville Road and the new voting place would be the Victory Worship Center. The Expo Precinct is renamed to Stuarts Draft Elementary, which is the polling place in the Middle River District, the New Hope Precinct shrinks in the Laurel Hill area and Crimora and Doms Precincts have been modified along Route 340 north of Doms Crossing Road. In the North River District, part of Verona has been added to the Fort Defiance District. In the Pastures District, the polling place at Churchville Library has been moved to Churchville Elementary School; in Craigsville, the polling place is at the Community Center. This plan enlarges the Cedar Green Precinct (but not as much as Option 1). In this option, it only goes over to Old Greenville Road, including the Westhill Farms area. Riverheads has the same change as Option 1; Whitehill is still split and a portion of the Stuarts Draft Rescue Squad Precinct is added to the Whitehill Precinct along Draft Avenue. South River, consistent with Option 1, would be accommodating the change along I-64 and losing part of the Draft Avenue area. Doms polling place is moved to Cassell Elementary School.

Patrick J. Coffield, County Administrator, mentioned that some redistricting information had been placed at the Board members' seats. Originally, when the public hearing and actions were discussed, a public hearing was planned for May 25th, and action was to be taken either that night or June 8th. Since then, issues have occurred, which caused a meeting with the Registrar, Community Development and IT to determine how to proceed. If approved tonight, the Board of Elections has six weeks to complete their work for submission; if delayed until June 8th, the Registrar would have four weeks.

The Chairman declared the public hearing open.

Steve Morris, running for supervisor of either North River or Pastures District, advised that he had a plan that would improve service for both districts. His plan would not require Verona voters to drive to Churchville to vote. He stated that most voters voted before or after work and said that they would not vote because of the inconvenience of traveling so far. He said it made no sense for voters in the North River District to drive to the Pastures District to vote. He noted that "this happened in 1991 when people were taken from the Pastures District, placed in the North River District; 90% of them

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did not vote. They were still going down to Churchville to vote before work and after work through the day. They couldn't vote. They had to travel to North River School. The next year, the Churchville Firehouse was added. The same thing will occur if the voters in Verona is required to do this". He reiterated that it made no sense to drive 14-16 miles to vote. If the polling place was relocated to the North River District or if the Churchville Firehouse precinct was moved to the Verona Firehouse, some adjustments could be made. He felt that this would keep the communities together better.

Dr. Kurt Michael read a statement from the Comprehensive Plan, "the County's population and employment will continue to steadily increase, but new growth will be located mainly in the designated Urban Service Areas; thereby, preserving the County's agricultural and rural characteristics." He noted on a map that the service areas are located in the eastern part and the western part is agricultural. He noted that Option 1 allows for population growth in the Middle River, Wayne and Beverley Manor Districts; Option 2 does not allow growth in those areas, but allows for growth in the western part of the County in the North River and Pastures Districts. He felt that Option 1 is the superior plan for redistricting.

Larry Wills stated that both plans addressed the fact of growth in the last 10 years and needed to be changed. He noted a concern in Option 1 of the road that runs between Laurel Hill and Barren Ridge. The people on that road are scheduled to vote at Valley Vo-Tech. They live three miles from Verona and he felt that it made no sense to travel to Valley Vo-Tech to vote. He agreed that excessive driving would stop voters from voting. He said that he supported either plan because it did not affect the Middle River District drastically.

David Karaffa felt that Option 1 covered the "one man-one vote" principle. He noted that Pastures, with a 0.39%, was given a fair population to keep that principle. Option 2 puts Pastures within .05% of the maximum tolerance, which would not have adequate population. Mr. Karaffa preferred Option 1. He asked how much these plans could be changed tonight before going to another public hearing.

Patrick J. Morgan, County Attorney, reported that the Board could make whatever revisions they wished tonight and that another public hearing is not required.

There being no other speakers, the Chairman declared the public hearing closed.

Mr. Beyeler noted that time is limited and suggested that an option be adopted tonight. He made the following comments:

I want to commend staff for what they have done. This is one of the most difficult things in the world to do because you have to have a good line of road, a big power line, or something, or stream; and it is very difficult. Particularly, in the more metropolitan areas, you move a quarter of a mile and you may move a 1,000, 1,500 to 2,000 people; it is very difficult. This is not a plan that I necessarily like, but I think it is a plan that we can live with. [He asked Ms. Earhart to pull up the map indicating the change that he would like.]

In South River, the Stuarts Draft Precinct will vote at Stuarts Draft Rescue. The closest house is probably 100 feet from there and they would be voting at White Hill. I think we can make that adjustment and still stay within the numbers. This would be the same in both options. This would be moving about 70 people. If growth goes where we want it to go and how we expect it to go, White Hill, Sherando, Lyndhurst, and Expo probably will be two districts next time – ten years from now. Fishersville would probably lose Expo, but they would probably grow so they would still be one district. I understand what the gentleman was saying about the distance, but if you don't have growth in an area, it gets larger and larger. The western part of the County is going to be lucky to keep two supervisors in the western part of I-81.

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Ms. Earhart made the following comment:

I believe the change that you are talking about is coming down Route 608 here (Draft Avenue); so it would use the road by the schools and then back out at Edgewood Lane by Kiser Park and keep all of that in the district and then the polling place—Stuarts Draft Rescue Squad would be in the polling place. The law does allow polling places to be within a mile of the district so in Churchville Fire Station’s case, the law would allow the polling place to actually be in the Pastures District even though the folks that are coming to vote are in North River. It is a legal option.

Mr. Beyeler asked Ms. Earhart to point out where the Rescue Squad was located and made the following comments:

There are two dead-end streets in there and that is basically the people who are within— one house, there is about 100 feet. To send them to White Hill Church of the Brethren would not make good sense. I know it puts a plus side on South River, but it still doesn’t make sense. Ten years from now, that will be changed, anyway. I would like to include that section in an amendment to the original plan.

Mr. Beyeler moved, seconded by Ms. Sorrells, that the Board approve the above-mentioned revision.

Vote was as follows: Yeas: Howdyshell, Sorrells, Garber, Beyeler, Shifflett, Pyles and Coleman

Nays: None

Motion carried.

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Ms. Sorrells made the following comments:

I also would like to commend the staff for working on this. It is like getting a 1,000-piece jig saw puzzle without the picture and trying to put it altogether and make it work. Just a comment on the fact that the Comprehensive Plan, in planning for future growth and not future growth really cannot figure into this. We have to get it within the 5% because that’s our legal obligation to do that, but, if you went strictly by the Comprehensive Plan, Middle River would not have come up as the district that had the most growth last time. Since nobody has a crystal ball, I don’t think we can use the Comprehensive Plan to draw our boundaries now or in the future. The change that I would like to make would be a change in either option, as well. It is not a magisterial district change; it is just a precinct change. If you look at Pine Chapel Road over to Coal Road, which is not marked, and then come back at Lofton and up towards Cold Springs, there is a little finger there that those people are going all the way to White Hill Church of the Brethren to vote and some of the constituents called me and asked if we could just take that block and put it in with the precinct on the other side of the road would take them to Riverheads and vote and it would be much closer and on the way to somewhere where they are going out doing their business for the day. That wouldn’t affect the population in the whole district, but it would move about 100 people. It would just make it easier for them to vote and not travel as long a distance.

Ms. Sorrells moved, seconded by Mr. Beyeler, that the Board approve the above-mentioned revision.

Vote was as follows: Yeas: Howdyshell, Sorrells, Garber, Beyeler, Shifflett, Pyles and Coleman

Nays: None

Motion carried.

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REDISTRICTING – ORDINANCE (cont'd)

Chairman Shifflett made the following comment:

I spoke to Mr. Wills on Monday about the area on Route 612. I think this just affects Option 1.

Ms. Earhart was asked to clarify:

It would only be Option 1. It is a precinct change. It takes a little portion of the Christians Creek Precinct and moves it into Verona. It's this area here which is currently planned to go to Valley Vo-Tech to vote. This would allow them to just go ahead and vote in the Verona Precinct here at the Government Center. It is just a precinct line; it doesn't impact anything else. It's an easy change to make. It would just use Hermitage Road as the boundary between the folks that would come down to Valley Vo-Tech and then the ones that would come more naturally, as Mr. Wills said, to Verona to vote.

Mr. Garber asked to revisit this revision if Option 1 is chosen.

Mr. Pyles made the following comments:

I think we have come down to one of these two plans with minor revisions. I would like to say why I think Option 1 has advantages that are more broadly based. When we think about Augusta County, one of the things about our districts is there are, in many ways, like a pie shape. In so doing, we have people that are both in agriculture, residential, and some business. When you border Highland County and Staunton, you got two different kinds of neighbors. One of the things that has been a recurring theme for me on this Board is being told, 'Well, you guys don't carry your weight. There is not enough money coming out of the Pastures District.' Well, yeah, that is partly by design because we wanted it to be kept open. We didn't want commercial or industrial development there. But this is an opportunity to rectify that. If you allow my district to run over to Route 11, then I have more commerce. I have more heavy residential. I may even have to discuss golf carts in neighborhoods. There are parking issues. There are all sorts of things that come up that right now I don't get into it. I think all the supervisors should have a little bit of everything instead of trying to make us a bunch of separate types that I'm just agriculture and you're just residential. We will have a preponderance of agriculture in most of our districts because that is still what we are. But to put Pastures at the lowest end of the population that is allowable, and realizing that about 10% of my population is prisoners who can't vote, who really don't influence things very much, it gives me a great advantage. I work with a far less number of voters. I've never had a complaint from a prisoner. Allow this district to be in more proportion with the rest. As you look at it, it is the one that has the greatest proportion, is the closest to the proportion all the way through. As far as the Comp Plan, we've got to stay within our limits, but why would you want to have the same thing again with Wayne District up at 12,000? Middle River was pretty well envisioned if you thought about Harshbarger Subdivision. We fought as hard as we could against it, but that came in. But I just think if you looked at the districts and how you balanced the people and how you balanced the work and what goes on in a community in our different districts, Option 1 is the superior one.

Mr. Pyles moved, with no second, that the Board adopt Option 1.

Vote was as follows: Yeas: Pyles

Nays: Howdyshell, Sorrells, Garber, Beyeler,
Shifflett and Coleman

Motion failed.

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Mr. Coleman moved, seconded by Mr. Beyeler, that the Board adopt Option 2, with revisions, contingent upon the County Attorney's final review of the ordinance.

Mr. Garber asked for clarification that the changes that he, Larry Wills, and Chairman Shifflett mentioned were not related to Option 2.

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Ms. Earhart said those changes were not related to Option 2.

Mr. Howdysshell supported Option 2 and made the following comment:

We talk about keeping communities together, like Verona. Where does Verona start and where does it end? When I see the Welcome Sign – the Verona Sign is way over in my district. The other reason I like Option 2 is the Cedar Green people. They were changed back 10 years ago. Here you're going to change them, again. I think this is more of a flow of the way the district is moving. That is why I have always liked Option 2 from the get-go.

Mr. Beyeler added that at a previous meeting Ms. Godfrey (Elizabeth) favored Option 2.

Chairman Shifflett made the following comments:

As I said before when this thing started, I didn't like any of the options that were out there. You have to play the cards that you are dealt. We were given Options 1 and 2. I've looked at Option 1 and I have looked at Option 2. Option 1 – the problems that I have with it is it splits more communities than Option 2 and the big thing is with the schools. It puts the Wilson School Complex and the Stuarts Draft School Complex in the same district in Beverley Manor. Option 2 pretty much keeps more communities whole, except for Verona, and other areas out there and I don't like it but I can live with it. Like I said, this is what we were dealt and I can live with Option 2.

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CHAPTER 8. ELECTION DISTRICTS.

Article I. Magisterial Districts.

- § 8-1. Number of districts.
- § 8-2. Name of districts.
- § 8-3. Boundary of districts.
- § 8-4. Population of districts.
- § 8-5. Election and term of county supervisors.
- § 8-6. Election of school board members.

Article II. Absentee Voter Precinct.

- § 8-11. Absentee voter precinct established.
- § 8-12. Same; location.
- § 8-13. Same; function.
- § 8-14. Same; elections for which used.

Article III. Precincts.

- § 8-21. Number of precincts.
- § 8-22. Name of precincts.
- § 8-23. Boundary of precincts.

Article IV. Polling Places.

- § 8-31. Number of polling places.
- § 8-32. Location of polling places.

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REDISTRICTING – ORDINANCE (cont'd)

CHAPTER 8. ELECTION DISTRICTS.

Article I. Magisterial Districts.

§ 8-1. Number of districts.

There shall be seven (7) Magisterial Districts in Augusta County.

§ 8-2. Name of districts.

The names of the seven (7) Magisterial Districts shall be Beverley Manor, Middle River, North River, Pastures, Riverheads, South River, and Wayne.

§ 8-3. Boundary of districts.

The boundaries of the seven (7) Magisterial Districts shall be:

BEVERLEY MANOR: Beginning at the northern Corporate Limits of the City of Staunton at the intersection of Spring Hill Road (Rt. 613), continuing in a northerly direction along the centerline of Spring Hill Road (Rt. 613) to Berry Farm Road (Rt. 626), continuing in a northeasterly direction along the centerline of Berry Farm Road (Rt. 626) to the intersection of Berry Farm Road (Rt. 626) and Quicks Mill Road (Rt. 612), continuing in a southeasterly direction along the centerline of Quicks Mill Road (Rt. 612) to the intersection of Quicks Mill Road (Rt. 612) and Lee Highway (Rt. 11), continuing in northerly direction along the centerline of Lee Highway (Rt. 11) to Middle River, continuing in an easterly direction along the centerline of Middle River to the southbound lane of Interstate 81, continuing in a northerly direction along the southbound lane of I-81 to Toll Gate Road (Rt. 742), continuing in an easterly direction along the centerline of Toll Gate Road (Rt. 742) to an intermittent stream, continuing in a southerly direction along the centerline of the intermittent stream to the confluence of the intermittent stream and Middle River, continuing in an easterly direction along the centerline of Middle River to the confluence of Middle River and Christians Creek, continuing in a southerly direction along the centerline of Christians Creek to the confluence of Christians Creek and Meadow Run, continuing in an easterly direction along the centerline of Meadow Run to Tilthammer Circle (Rt. 907), continuing in a southeasterly direction along the centerline of Tilthammer Circle (Rt. 907) to the intersection of Tilthammer Circle (Rt. 907) and Old Mill Road (Rt. 787), continuing in a southerly direction along the centerline of Old Mill Road (Rt. 787) to the intersection of Old Mill Road (Rt. 787) and Niswander Road (Rt. 788), continuing in northwesterly direction along the centerline of Niswander Road (Rt. 788) to the intersection of Niswander Road (Rt. 788) and Cricket Road (Rt. 787), continuing in southwesterly direction along the centerline of Cricket Road (Rt. 787) to the intersection of Cricket Road (Rt. 787) and Barrenridge Road (Rt. 642), continuing in a southeasterly direction along the centerline of Barrenridge Road (Rt. 642) to a Virginia Power Transmission line, continuing in a westerly direction along the Virginia Power Transmission line to Christians Creek, continuing in southerly direction along the centerline of Christians Creek to Jefferson Highway (Rt. 250), continuing in a westerly direction along the centerline of Jefferson Highway (Rt. 250) to the intersection of Jefferson Highway (Rt. 250) and Jericho Road (Rt. 637), continuing in a southerly direction along the centerline of Jericho Road (Rt. 637) to the westbound lane of Interstate 64, continuing in an easterly direction along the westbound lane of I-64 to the intersection of the westbound lane of I-64 and Tinkling Spring Road (Rt. 285), continuing in a southwesterly direction along the centerline of Tinkling Spring Road (Rt. 285/608) to the intersection of Tinkling Spring Road (Rt. 608) and Augusta Farms Road (Rt. 635), continuing in a southerly direction along the centerline of Augusta Farms Road (Rt. 635) to the intersection of Augusta Farms Road (Rt. 635) and Kindig Road (Rt. 635), continuing in a southeasterly direction along the centerline of Kindig Road (Rt. 635) to the intersection of Kindig Road (Rt. 635) and Stuarts Draft Highway (Rt. 340), continuing in a westerly direction along the northbound lane of Stuarts Draft Highway (Rt. 340) to King Lane, continuing in a westerly direction along the centerline of Stuarts Draft Highway (Rt. 340) to the intersection of Stuarts Draft Highway (Rt. 340) and Tinkling Spring Road (Rt. 608), continuing in a northerly direction along the centerline of Tinkling Spring Road (Rt. 608) to the intersection of Tinkling Spring Road (Rt. 608) and Churchman's Mill Road (Rt. 651) continuing in a westerly direction along the centerline of Churchman's Mill Road (Rt. 651) to the intersection of Churchman's Mill Road (Rt. 651) and Old Draft Road (Rt. 609), continuing in a northerly direction along the centerline of Old Draft Road (Rt. 609) to the intersection of Old Draft Road (Rt. 609) and Tinkling Spring Road (Rt. 608), continuing in a northerly direction along the centerline of Tinkling Spring Road (Rt. 608) to the intersection of Tinkling Spring Road (Rt. 608) and Christians Creek Road (Rt. 648), continuing in a westerly direction along the centerline of Christians Creek Road (Rt. 648) to Folly Mills Creek, continuing in a westerly direction along the centerline of Folly Mills Creek to Lee-Jackson Highway (Rt. 11), continuing in a southerly direction along the centerline of Lee-Jackson Highway (Rt. 11) to the intersection of Lee-Jackson Highway (Rt. 11) and Cochran's Mill Road (Rt. 871), continuing in a northwesterly direction along the centerline of Cochran's Mill Road (Rt. 871) to the intersection of Cochran's Mill Road (Rt. 871) and Old Greenville Road (Rt. 613), continuing in a northerly direction along the centerline of Old Greenville Road (Rt. 613) to the Corporate Limits of the City of Staunton, continuing around the Corporate Limits of the City of Staunton in an easterly, then northerly, then westerly direction to the intersection of the Corporate Limits of the City of Staunton and Spring Hill Road (Rt. 613), the beginning.

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REDISTRICTING – ORDINANCE (cont'd)

MIDDLE RIVER: Beginning at the intersection of the Rockingham County Line and the southbound lane of Interstate 81, continuing in a southerly direction along the southbound lane of I-81 to Toll Gate Road (Rt. 742), continuing in an southeasterly direction along the centerline of Toll Gate Road (Rt. 742) to an intermittent stream, continuing in a southerly direction along the centerline of the intermittent stream to the confluence of the intermittent stream and Middle River, continuing in an easterly direction along the centerline of Middle River to the confluence of Middle River and Christians Creek, continuing in a southerly direction along the centerline of Christians Creek to the confluence of Christians Creek and Meadow Run, continuing in an easterly direction along the centerline of Meadow Run to Tilthammer Circle (Rt. 907), continuing in a southerly direction along the centerline of Tilthammer Circle (Rt. 907) to the intersection of Tilthammer Circle (Rt. 907) and Old Mill Road (Rt. 787), continuing in southerly direction along the centerline of Old Mill Road (Rt. 787) to the intersection of Old Mill Road (Rt. 787) and Niswander Road (Rt. 788), continuing in a northwesterly direction along the centerline of Niswander Road (Rt. 788) to the intersection of Niswander Road (Rt. 788) and Cricket Road (Rt. 787), continuing in a southerly direction along the centerline of Cricket Road (Rt. 787) to the intersection of Cricket Road (Rt. 787) and Barrenridge Road (Rt. 642), continuing in a southeasterly direction along the centerline of Barrenridge Road (Rt. 642) to the intersection of Barrenridge Road (Rt. 642) and Hermitage Road (Rt. 254), continuing in an easterly direction along the centerline of Hermitage Road (Rt. 254) to the intersection of Hermitage Road (Rt. 254) and Hildebrand Church Road (Rt. 619), continuing in an easterly direction along the centerline of Hildebrand Church Road (Rt. 619) to the intersection of Hildebrand Church Road (Rt. 619) and Rockfish Road (Rt. 865), continuing in a northerly direction along the centerline of Rockfish Road (Rt. 865) to the intersection of Rockfish Road (Rt. 865) and Robert Turk Lane (Rt. 619), continuing in an easterly direction along the centerline of Robert Turk Lane (Rt. 619) to South River, continuing in a northeasterly direction along the centerline of South River to the confluence of South River and an intermittent stream, continuing in an easterly direction along the centerline of an intermittent stream to the Norfolk Southern Railway line, continuing along the centerline of the Norfolk Southern Railway line to the intersection of the Norfolk Southern Railway line and Holloway Farm Lane, continuing along the centerline of Holloway Farm Lane to the intersection of Holloway Farm Lane and East Side Highway (Rt. 340), continuing in a southerly direction along the centerline of East Side Highway (Rt. 340) to the intersection of East Side Highway (Rt. 340) and Dooms Crossing Road (Rt. 611), continuing in a northeasterly direction along the centerline of Dooms Crossing Road (Rt. 611) to a Virginia Power power line, continuing in a northerly direction along a Virginia Power power line to a Virginia Power transmission line, continuing in a easterly direction along the Virginia Power transmission line to Dooms Crossing Road (Rt. 611), continuing in a northeasterly direction along the centerline of Dooms Crossing Road (Rt. 611) to the intersection of Dooms Crossing Road (Rt. 611) and Calf Mountain Road (Rt. 622), continuing in a southeasterly direction along the centerline of Calf Mountain Road (Rt. 622) to a Virginia Power transmission line, continuing in an easterly direction along the Virginia Power transmission line to the Albemarle County line, continuing in a northerly direction along the Albemarle County line to the Rockingham County line, continuing in a westerly direction along the Rockingham County line to the intersection of the Rockingham County line and I-81, the beginning.

NORTH RIVER: Beginning at the Rockingham County line, continuing in a southerly direction along the southbound lane of Interstate 81 to Middle River, continuing in a westerly direction along the centerline of Middle River to Lee Highway (Rt. 11), continuing in a southerly direction along the centerline of Lee Highway (Rt. 11) to the intersection of Lee Highway (Rt. 11) and Quicks Mill Road (Rt. 612), continuing in a westerly direction along the centerline of Quicks Mill Road (Rt. 612) to the intersection of Quicks Mill Road (Rt. 612) and Berry Farm Road (Rt. 626), continuing in a southerly direction along the centerline of Berry Farm Road (Rt. 626) to the intersection of Berry Farm Road (Rt. 626) and Spring Hill Road (Rt. 613), continuing in a northerly direction along the centerline of Spring Hill Road (Rt. 613) to the intersection of Spring Hill Road (Rt. 613) and Pleasant View Road (Rt. 612), continuing in a westerly direction along the centerline of Pleasant View Road (Rt. 612) to the intersection of Pleasant View Road (Rt. 612) and Shutterlee Mill Road (Rt. 742), continuing in a northwesterly direction along the centerline of Shutterlee Mill Road (Rt. 742) to the intersection Shutterlee Mill Road (Rt. 742) and Luck Stone Road (Rt. 728), continuing in a northwesterly direction along the centerline of Luck Stone Road (Rt. 728) to the intersection of Luck Stone Road (Rt. 728) and Frank's Mill Road (Rt. 732), continuing in southerly direction along the centerline of Frank's Mill Road (Rt. 732) to the intersection of Frank's Mill Road (Rt. 732) and Churchville Avenue (Rt. 250), continuing in a westerly direction along the centerline of Churchville Avenue (Rt. 250) to Middle River, continuing in a northerly direction along the centerline of Middle River to the confluence of Middle River and Jennings Branch, continuing in a westerly direction along the centerline of Jennings Branch to Scenic Highway (Rt. 42), continuing in a southerly direction along the centerline of Scenic Highway (Rt. 42) to the intersection of Scenic Highway (Rt. 42) and Hankey Mountain Highway (Rt. 250), continuing in a westerly direction along the centerline of Hankey Mountain Highway (Rt. 250) which becomes Shenandoah Mountain Drive (Rt. 250) to the intersection of Shenandoah Mountain Drive (Rt. 250) and the Highland County line, continuing in a northerly direction along the Highland County and Pendleton County, West Virginia lines to the Rockingham County line, continuing in an easterly direction along the Rockingham County line to the intersection of the Rockingham County line and I-81, the beginning.

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REDISTRICTING – ORDINANCE (cont'd)

PASTURES: Beginning at the Highland County line, continuing in an easterly direction along the centerline of Shenandoah Mountain Drive (Rt. 250), which becomes Hankey Mountain Highway (Rt. 250) to the intersection of Hankey Mountain Highway (Rt. 250) and Scenic Highway (Rt. 42), continuing in a northerly direction along the centerline of Scenic Highway (Rt. 42) to Jennings Branch, continuing in an easterly direction along the centerline of Jennings Branch to the confluence of Jennings Branch and Middle River, continuing in a southerly direction along the centerline of Middle River to Churchville Avenue (Rt. 250), continuing in an easterly direction along the centerline of Churchville Avenue (Rt. 250) to the intersection of Churchville Avenue (Rt. 250) and Frank's Mill Road (Rt. 732), continuing in a northerly direction along the centerline of Frank's Mill Road (Rt. 732) to the intersection of Frank's Mill Road (Rt. 732) and Luck Stone Road (Rt. 728), continuing in an easterly direction along the centerline of Luck Stone Road (Rt. 728) to the intersection of Luck Stone Road (Rt. 728) and Shutterlee Mill Road (Rt. 742), continuing in a southerly direction along the centerline of Shutterlee Mill Road (Rt. 742) to the intersection of Shutterlee Mill Road (Rt. 742) and Pleasant View Road (Rt. 612), continuing in a northeasterly direction along the centerline of Pleasant View Road (Rt. 612) to the intersection of Pleasant View Road (Rt. 612) and Spring Hill Road (Rt. 613), continuing in a southeasterly direction along the centerline of Spring Hill Road (Rt. 613) to the Corporate Limits of the City of Staunton, continuing in a westerly then southerly then easterly direction along the Corporate Limits of the City of Staunton to Old Greenville Road (Rt. 613), continuing in a southerly and then westerly direction along the centerline of Old Greenville Road (Rt. 613) to the intersection of Old Greenville Road (Rt. 613) and Mill Creek Lane (Rt. 872), continuing in a northwesterly direction along the centerline of Mill Creek Lane (Rt. 872) to the intersection of Mill Creek Lane (Rt. 872) and Stingy Hollow Road (Rt. 693), continuing in a northerly direction along the centerline of Stingy Hollow Road (Rt. 693) to the intersection of Stingy Hollow Road (Rt. 693) and Middlebrook Road (Rt. 252), continuing in a southerly direction along the centerline of Middlebrook Road (Rt. 252) to the intersection of Middlebrook Road (Rt. 252) and Sugar Loaf Road (Rt. 695), continuing in a westerly direction along the centerline of Sugar Loaf Road (Rt. 695) to the intersection of Sugar Loaf Road (Rt. 695) and Eidson Creek Road (Rt. 710), continuing in a northerly direction along the centerline of Eidson Creek Road (Rt. 710) to the intersection of Eidson Creek Road (Rt. 710) and Glebe School Road (Rt. 708), continuing in a westerly direction along the centerline of Glebe School Road (Rt. 708) to the intersection of Glebe School Road (Rt. 708) and Livick Road (Rt. 707), continuing in a northwesterly direction along the centerline of Livick Road (Rt. 707) to the intersection of Livick Road (Rt. 707) and Cattleman Road (Rt. 876), continuing in southerly direction along the centerline of Cattleman Road (Rt. 876) to the intersection of Cattleman Road (Rt. 876) and Trimbles Mill Road (Rt. 707), continuing in a westerly and then southerly direction along the centerline of Trimbles Mill Road (Rt. 707) to the intersection of Trimbles Mill Road (Rt. 707) and Boy Scout Lane (Rt. 806), continuing in a westerly direction along the centerline of Boy Scout Lane (Rt. 806) to Trimbles Mill Trail, continuing in a westerly direction along the centerline of Trimbles Mill Trail (an extension of Route 806) to the top of Little North Mountain Trail at Kings Gap, continuing in a southwesterly direction along the ridge of Little North Mountain and Trimbles Mill Trail to the Rockbridge County Line, continuing in a westerly direction along the Rockbridge County Line to the Bath County Line, continuing in a northwesterly direction along the Bath County Line to the Highland County Line, continuing in a northerly direction along the Highland County Line to the intersection of the Highland County Line and Shenandoah Mountain Drive (Route 250), the beginning.

RIVERHEADS: Beginning at the Rockbridge County line, continuing in a northeasterly direction along the top of Little North Mountain to the intersection of the top of Little North Mountain and Trimbles Mill Trail, continuing in an easterly direction along the centerline of Trimbles Mill Trail to the end of Boy Scout Lane (Rt. 806), continuing in an easterly direction along the centerline of Boy Scout Lane (Rt. 806) to the intersection of Boy Scout Lane (Rt. 806) and Trimbles Mill Road (Rt. 707), continuing in a northerly and then easterly direction along the centerline of Trimbles Mill Road (Rt. 707) to the intersection of Trimbles Mill Road (Rt. 707) and Cattleman Road (Rt. 876), continuing in a northerly direction along the centerline of Cattleman Road (Rt. 876) to the intersection of Cattleman Road (Rt. 876) and Livick Road (Rt. 707), continuing in an easterly and then southerly direction along the centerline of Livick Road (Rt. 707) to the intersection of Livick Road (Rt. 707) and Glebe School Road (Rt. 708), continuing in an easterly direction along the centerline of Glebe School Road (Rt. 708) to the intersection of Glebe School Road (Rt. 708) and Eidson Creek Road (Rt. 710), continuing in a southerly direction along the centerline of Eidson Creek Road (Rt. 710) to the intersection of Eidson Creek Road (Rt. 710) and Sugar Loaf Road (Rt. 695), continuing in an easterly direction along the centerline of Sugar Loaf Road (Rt. 695) to the intersection of Sugar Loaf Road (Rt. 695) and Middlebrook Road (Rt. 252), continuing in a northeasterly direction along the centerline of Middlebrook Road (Rt. 252) to the intersection of Middlebrook Road (Rt. 252) and Stingy Hollow Road (Rt. 693), continuing in a southerly direction along the centerline of Stingy Hollow Road (Rt. 693) to the intersection of Stingy Hollow Road (Rt. 693) and Mill Creek Lane (Rt. 872), continuing in an easterly direction along the centerline of Mill Creek Lane (Rt. 872) to the intersection of Mill Creek Lane (Rt. 872) and Old Greenville Road (Rt. 613), continuing in a northerly direction along the centerline of Old Greenville Road (Rt. 613) to the intersection of Old Greenville Road (Rt. 613) and Cochran's Mill Road (Rt. 871), continuing in an easterly direction along the centerline of Cochran's Mill Road (Rt. 871) to the intersection of Cochran's Mill Road (Rt. 871) and Lee-Jackson Highway (Rt. 11), continuing in a northerly direction along the centerline of Lee-Jackson Highway (Rt. 11) to Folly Mills Creek, continuing in an easterly direction along the centerline of Folly Mills Creek to Christians Creek Road (Rt. 648), continuing in a southeasterly direction along the centerline of Christians Creek Road (Rt. 648) to the intersection of Christians Creek Road (Rt. 648) and Tinkling Spring Road (Rt. 608), continuing in a southerly direction along the centerline of Tinkling Spring Road (Rt. 608) to the intersection of Tinkling Spring

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REDISTRICTING – ORDINANCE (cont'd)

Road (Rt. 608) and Old Draft Road (Rt. 609), continuing in a southerly direction along the centerline of Old Draft Road (Rt. 609) to the intersection of Old Draft Road (Rt. 609) and Churchman's Mill Road (Rt. 651), continuing in an easterly direction along the centerline of Churchman's Mill Road (Rt. 651) to the intersection of Churchman's Mill Road (Rt. 651) and Tinkling Spring Road (Rt. 608), continuing in southerly direction along the centerline of Tinkling Spring Road (Rt. 608) to the intersection of Tinkling Spring Road (Rt. 608) and Stuarts Draft Highway (Rt. 340), continuing in a westerly direction along the centerline of Stuarts Draft Highway (Rt. 340) to the intersection of Stuarts Draft Highway (Rt. 340) and Edgewood Lane (Rt. 1562), continuing in a southerly direction along the centerline of Edgewood Lane (Rt. 1562) to the intersection of Edgewood Lane (Rt. 1562) and the Stump Elementary School Access Road, continuing in an easterly direction along the Stump Elementary School Access Road to Kiser Court (Rt. 1563), continuing in an easterly direction along the centerline of Kiser Court (Rt. 1563) to the intersection of Kiser Court (Rt. 1563) and Draft Avenue (Rt. 608), continuing in a southerly direction along the centerline of Draft Avenue (Rt. 608) to the intersection of Draft Avenue (Rt. 608) and the Norfolk Southern Railway line, continuing in a westerly direction along the centerline of the Norfolk Southern Railway line to the intersection of the Norfolk Southern Railway line and Johnson Drive (Rt. 909), continuing in a southerly direction along the centerline of Johnson Drive (Rt. 909) to South River, continuing in an easterly direction along the centerline of South River to the confluence of South River and Johns Run, continuing in a southerly direction along the centerline of Johns Run to Cold Springs Road (Rt. 608), continuing in an easterly direction along the centerline of Cold Springs Road (Rt. 608) to the intersection of Cold Springs Road (Rt. 608) and Horseshoe Circle (Rt. 842), continuing in a southerly direction along the centerline of Horseshoe Circle (Rt. 842) to Johns Run, continuing in a southerly direction along the centerline of Johns Run to the intersection of Johns Run and the Coal Road, continuing in an easterly direction along the centerline of the Coal Road to the intersection of the Coal Road and Coles Run, continuing in a southwesterly direction along the centerline of Coles Run to the Jeep Trail on Big Levels across Flint Mountain and along the top of Bald Mountain to the Nelson County line, continuing in a southwesterly direction along the Nelson County line to the Rockbridge County line, continuing in a westerly direction along the Rockbridge County Line to the intersection of the Rockbridge County line and Little North Mountain, the beginning.

SOUTH RIVER: Beginning at the intersection of the Nelson County line and a Jeep Trail, continuing in a northerly direction along the centerline of the Jeep Trail along the top of Bald Mountain across Flint Mountain and along Big Levels to Coles Run, continuing in a northeasterly direction along the centerline of Coles Run to the Coal Road, continuing in a westerly direction along the centerline of the Coal Road to the intersection of the Coal Road and Johns Run, continuing in a northerly direction along the centerline of Johns Run to Horseshoe Circle (Rt. 842), continuing in a northerly direction along the centerline of Horseshoe Circle (Rt. 842) to the intersection of Horseshoe Circle (Rt. 842) and Cold Springs Road (Rt. 608), continuing in a westerly direction along the centerline of Cold Springs Road (Rt. 608) to Johns Run, continuing in a northeasterly direction along the centerline of Johns Run to the confluence of Johns Run and South River, continuing in a westerly direction along the centerline of South River to Johnson Drive (Rt. 909), continuing in a northerly direction along the centerline of Johnson Drive (Rt. 909) to the intersection of Johnson Drive (Rt. 909) and the Norfolk Southern Railway line, continuing in an easterly direction along the centerline of the Norfolk Southern Railway line to Draft Avenue (Rt. 608), continuing in a northerly direction along the centerline of Draft Avenue (Rt. 608) to the intersection of Draft Avenue (Rt. 608) and the Stump Elementary School Access Road, continuing in a westerly direction along the centerline of Kiser Court (Rt. 1563), continuing in a westerly direction along the centerline of Kiser Court (Rt. 1563) to the intersection of Kiser Court (Rt. 1563) and Edgewood Lane (Rt. 1562), continuing in a northerly direction along the centerline of Edgewood Lane (Rt. 1562) to the intersection of Edgewood Lane (Rt. 1562) and Stuarts Draft Highway (Rt. 340), continuing in an easterly direction along the centerline of Stuarts Draft Highway (Rt. 340) to King Lane, continuing in an easterly direction along the northbound lane of Stuarts Draft Highway (Rt. 340) to the intersection of Stuarts Draft Highway (Rt. 340) and Kindig Road (Rt. 635), continuing in a northerly direction along the centerline of Kindig Road (Rt. 635) to the intersection of Kindig Road (Rt. 635) and Augusta Farms Road (Rt. 635), continuing in a northerly direction along the centerline of Augusta Farms Road (Rt. 635) to the intersection of Augusta Farms Road (Rt. 635) and Tinkling Spring Road (Rt. 608), continuing in an easterly direction along the centerline of Tinkling Spring Road (Rt.608/285) to the intersection of Tinkling Spring Road (Rt. 285) and the eastbound lane of Interstate 64, continuing in a southeasterly direction along the eastbound lane of I-64 to Hickory Hill Road (Rt. 834), continuing in an easterly direction along the westbound lane of I-64 to the intersection of I-64 and Stuarts Draft Highway (Rt. 340), continuing in a southwesterly direction along the southbound lane of Stuarts Draft Highway (Rt. 340), to the Corporate Limits of the City of Waynesboro, continuing in an easterly direction along the Corporate Limits of the City of Waynesboro to the intersection of the Corporate Limits of the City of Waynesboro and the westbound lane of I-64, continuing in an easterly direction along the westbound lane of I-64 to the intersection of I-64 and the Nelson County line, continuing in a southerly and then westerly direction along the Nelson County line to a Jeep Trail, the beginning.

WAYNE DISTRICT: Beginning at the intersection of the Nelson County Line and Interstate 64, continuing in a westerly direction along the westbound lane of Interstate 64 to the intersection of the westbound lane of I-64 and the Corporate Limits of the City of Waynesboro, continuing in a northerly then westerly then southerly direction around the Corporate Limits of the City of Waynesboro to the intersection of the Corporate Limits of the City of

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Waynesboro and the westbound lane of I-64, continuing in a westerly direction along the westbound lane of I-64 to Hickory Hill Road (Rt. 834), continuing in a westerly direction along the eastbound lane of I-64 to Tinkling Spring Road (Rt. 285), continuing in a westerly direction along the westbound lane of I-64 to Jericho Road (Rt. 637), continuing in a northerly direction along the centerline of Jericho Road (Rt. 637) to the intersection of Jericho Road (Rt. 637) and Jefferson Highway (Rt. 250), continuing in an easterly direction along the centerline of Jefferson Highway (Rt. 250) to the intersection of Jefferson Highway (Rt. 250) and Christians Creek, continuing in a northerly direction along the centerline of Christians Creek to a Virginia Power power line, continuing in an easterly direction along the Virginia Power power line to Barrenridge Road (Rt. 642), continuing in a northerly direction along the centerline of Barrenridge Road (Rt. 642) to the intersection of Barrenridge Road (Rt. 642) and Hermitage Road (Rt. 254), continuing in an easterly direction along the centerline of Hermitage Road (Rt. 254) to the intersection of Hermitage Road (Rt. 254) and Hildebrand Church Road (Rt. 619), continuing in an easterly direction along the centerline of Hildebrand Church Road (Rt. 619) to the intersection of Hildebrand Church Road (Rt. 619) and Rockfish Road (Rt. 865), continuing in a northerly direction along the centerline of Rockfish Road (Rt. 865) to the intersection of Rockfish Road (Rt. 865) and Robert Turk Lane (Rt. 619), continuing in an easterly direction along the centerline of Robert Turk Lane (Rt. 619) to South River, continuing in a northeasterly direction along the centerline of South River to the confluence of South River and an intermittent stream, continuing in an easterly direction along the centerline of the intermittent stream to the Norfolk Southern Railway line, continuing in a southerly direction along the centerline of the Norfolk Southern Railway line to Holloway Farm Lane, continuing in an easterly direction along the centerline of Holloway Farm Lane to the intersection of Holloway Farm Lane and East Side Highway (Rt. 340), continuing in a southerly direction along East Side Highway (Rt. 340) to Doods Crossing Road (Rt. 611), continuing in an northeasterly direction along the centerline of Doods Crossing Road (Rt. 611) to a Virginia Power power line, continuing in a northerly direction along the Virginia Power power line to a Virginia Power transmission line, continuing in an easterly direction along the Virginia Power transmission line to Doods Crossing Road (Rt. 611), continuing in an northeasterly direction along Doods Crossing Road (Rt. 611) to the intersection of Doods Crossing Road (Rt. 611) and Calf Mountain Road (Rt. 622), continuing in a southeasterly direction along the centerline of Calf Mountain Road (Rt. 622) to the intersection of Calf Mountain Road (Rt. 622) and a Virginia Power transmission line, continuing in an easterly direction along the Virginia Power transmission line to the intersection of the Virginia Power transmission line and the Albemarle County Line, continuing in southerly direction along the centerline of the Albemarle and Nelson County lines to the intersection of the Nelson County line and I-64, the beginning.

(Ord. 12/12/01)

§ 8-4. Population of districts.

The 2010 population of each District is:

Beverly Manor District	10,141
Middle River District	11,054
North River District	10,221
Pastures District	10,016
Riverheads District	10,676
South River District	10,695
Wayne District	10,947.

(Ord. 12/12/01)

§ 8-5. Election and term of county supervisors.

In each magisterial district there shall be chosen by the qualified voters thereof at the general election for such purpose one supervisor who shall hold office for the term of four years as provided by state law.

State law reference -- Virginia Code § 24.2-218.

§ 8-6. Election of school board members.

A. The members of the school board shall be elected by popular vote. Elections of school board members shall be held to coincide with the elections for members of the governing body of the county at the regular general election for such purpose in November.

B. The elected school board shall consist of seven members, and the members shall be elected from the established county magisterial districts.

C. The election districts for the school board shall be coterminous with the magisterial districts for the county.

State law reference -- Virginia Code § 22.1-57.3.

Sections 8-7 through 8-10 reserved.

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REDISTRICTING – ORDINANCE (cont'd)

Article II. Absentee Voter Precinct

§ 8-11. Absentee voter precinct established.

There shall be one central absentee voter precinct in Augusta County for the purpose of receiving, counting and recording absentee ballots in elections. (Ord. 5/24/88; Ord. 2/22/06)

State law reference -- Virginia Code § 24.2-712.

§ 8-12. Same; location.

The central absentee voter precinct in Augusta County shall be established at the Augusta County Government Center. (Ord. 5/24/88; Ord. 2/22/06)

§ 8-13. Same; function.

The central absentee voter precinct in Augusta County shall receive, count and record all absentee ballots cast within the County in those elections for which such ballots shall be used. (Ord. 5/24/88; Ord. 2/22/06)

§ 8-14. Same; elections for which used.

The central absentee voter precinct in Augusta County shall be used for all elections held in the County. (Ord. 5/24/88; Ord. 9/13/00, effective 1/1/01; Ord. 2/22/06)

Sections 8-15 through 8-20 reserved.

Article III. Precincts.

§ 8-21. Number of precincts.

There shall be a total of twenty-five (25) precincts with Beverley Manor Magisterial District having three (3), Middle River Magisterial District having three (3), North River Magisterial District having four (4), Pastures Magisterial District having five (5), Riverheads Magisterial District having four (4), South River Magisterial District having three (3), and Wayne Magisterial District having three (3). (Ord. 5/13/92)

§ 8-22. Name of precincts.

<u>MAGISTERIAL DISTRICT</u>	<u>PRECINCT NAME</u>
Beverley Manor	Jolivue Stuarts Draft Elementary Verona
Middle River	Crimora New Hope Weyers Cave
North River	Churchville Fire Station Fort Defiance Mount Solon North River
Pastures	Buffalo Gap Cedar Green Churchville Elementary Craigsville Deerfield
Riverheads	Greenville Middlebrook Spottswood White Hill

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South River

Lyndhurst

Sherando

Stuarts Draft Rescue

Wayne

Dooms

Fishersville

Wilson

(Ords. 5/13/92; 10/8/03, effective retroactively to 7/23/03)

§ 8-23. Boundary of precincts.

The boundaries of the precincts shall be:

Buffalo Gap Precinct: Beginning at the intersection of Morris Mill Road (Rt. 720) and Frog Pond Road (Rt. 612), continuing in a southerly direction along the centerline of Frog Pond Road (Rt. 612) to the intersection of Frog Pond Road (Rt. 612) and Parkersburg Turnpike (Rt. 254), continuing in a westerly direction along the centerline of Parkersburg Turnpike (Rt. 254) to the intersection of Parkersburg Turnpike (Rt. 254) and Miss Phillips Road (Rt. 708), continuing in a southerly direction along the centerline of Miss Phillips Road (Rt. 708) to the intersection of Miss Phillips Road (Rt. 708) and Hebron Road (Rt. 703), continuing in a westerly direction along the centerline of Hebron Road (Rt. 703) to the intersection of Hebron Road (Rt. 703) and Eidson Creek Road (Rt. 708), continuing in a southerly direction along the centerline of Eidson Creek Road (Rt. 708) to the intersection of Eidson Creek Road (Rt. 708) and Glebe School Road (Rt. 708), continuing in a westerly direction along the centerline of Glebe School Road (Rt. 708) to the intersection of Glebe School Road (Rt. 708) and Livick Road (Rt. 707), continuing in a northerly, then westerly direction along the centerline of Livick Road (Rt. 707) to the intersection of Livick Road (Rt. 707) and Cattleman Road (Rt. 876), continuing in a southerly direction along the centerline of Cattleman Road (Rt. 876) to the intersection of Cattleman Road (Rt. 876) and Trimbles Mill Road (Rt. 707), continuing in a westerly direction along the centerline of Trimbles Mill Road (Rt. 707) to the intersection of Trimbles Mill Road (Rt. 707) and Boy Scout Lane (Rt. 806), continuing in a westerly direction along the centerline of Boy Scout Lane (Rt. 806) to Trimbles Mill Trail, continuing in a westerly direction along the centerline of Trimbles Mill Trail to the top of Little North Mountain at Kings Gap, continuing in a northwesterly direction along the centerline of an unnamed stream originating at Kings Gap to the confluence of the unnamed stream and Buffalo Branch, continuing in a northerly direction along the centerline of Buffalo Branch to Little Calf Pasture Highway (Rt. 42), continuing in a southerly direction along the centerline of Little Calf Pasture Highway (Rt. 42) to the intersection of Little Calf Pasture Highway (Rt. 42) and an unnamed road leading to Elliott Knob, continuing in a westerly direction along the centerline of said unnamed road to the intersection of the unnamed road and Elliott Knob Trail, continuing in a northerly direction along the centerline of Elliott Knob Trail to the intersection of Elliott Knob Trail, Crawford Mountain Trail, and Old Parkersburg Turnpike (Rt. 688) in Dry Branch Gap, continuing in an easterly direction along the centerline of Old Parkersburg Turnpike (Rt. 688) to East Dry Branch, continuing in an easterly direction along the centerline of East Dry Branch to the confluence of East Dry Branch and Buffalo Branch, continuing in an easterly direction along the centerline of Buffalo Branch to the confluence of Buffalo Branch and Middle River, continuing in a southerly direction along the centerline of Middle River to Morris Mill Road (Rt. 720), continuing in a southeasterly direction along the centerline of Morris Mill Road (Rt. 720) to the intersection of Morris Mill Road (Rt. 720) and Frog Pond Road (Rt. 612), the beginning.

Cedar Green Precinct: Beginning at the intersection of Spring Hill Road (Rt. 613) and the Corporate Limits of the City of Staunton, continuing in a westerly then southerly then easterly direction along the Corporate Limits of the City of Staunton to the intersection of the Corporate Limits of the City of Staunton and Old Greenville Road (Rt. 613), continuing in a southerly direction along the centerline of Old Greenville Road (Rt. 613) to the intersection of Old Greenville Road (Rt. 613) and Cochran's Mill Road (Rt. 871), continuing in a westerly direction along the centerline of Cochran's Mill Road (Rt. 871) to the intersection of Cochran's Mill Road (Rt. 871) and Mill Creek Lane (Rt. 872), continuing in a westerly then northerly direction along the centerline of Mill Creek Lane (Rt. 872) to the intersection of Mill Creek Lane (Rt. 872) and Stingy Hollow Road (Rt. 693), continuing in a northerly direction along the centerline of Stingy Hollow Road (Rt. 693) to the intersection of Stingy Hollow Road (Rt. 693) and Middlebrook Road (Rt. 252), continuing in a southwesterly direction along the centerline of Middlebrook Road (Rt. 252) to the intersection of Middlebrook Road (Rt. 252) and Sugar Loaf Road (Rt. 695), continuing in a westerly direction along the centerline of Sugar Loaf Road (Rt. 695) to the intersection of Sugar Loaf Road (Rt. 695) and Eidson Creek Road (Rt. 710), continuing in a northerly direction along the centerline of Eidson Creek Road (Rt. 710) to the intersection of Eidson Creek Road (Rt. 710) and Hebron Road (Rt. 703), continuing in an easterly direction along the centerline of Hebron Road (Rt. 703) to the intersection of Hebron Road (Rt. 703) and Miss Phillips Road (Rt. 708), continuing in a northerly direction along the centerline of Miss Phillips Road (Rt. 708) to the intersection of Miss Phillips Road (Rt. 708) and Parkersburg Turnpike (Rt. 254), continuing in an easterly direction along the centerline of Parkersburg Turnpike (Rt. 254) to the intersection of Parkersburg Turnpike (Rt. 254) and Frog Pond Road (Rt. 612), continuing in a northerly direction along the centerline of Frog Pond Road (Rt. 612) to the intersection of Frog Pond Road (Rt. 612) and Churchville Avenue (Rt. 250), continuing in a northwesterly direction along the centerline of Churchville Avenue (Rt. 250) to the intersection of Churchville

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REDISTRICTING – ORDINANCE (cont'd)

Avenue (Rt. 250) and Frank's Mill Road (Rt. 732), continuing in a northerly direction along the centerline of Frank's Mill Road (Rt. 732) to the intersection of Frank's Mill Road (Rt. 732) and Luck Stone Road (Rt. 728), continuing in a southeasterly direction along the centerline of Luck Stone Road (Rt. 728) to the intersection of Luck Stone Road (Rt. 728) and Shutterlee Mill Road (Rt. 742), continuing in a southeasterly direction along the centerline of Shutterlee Mill Road (Rt. 742) to the intersection of Shutterlee Mill Road (Rt. 742) and Pleasant View Road (Rt. 612), continuing in a northeasterly direction along the centerline of Pleasant View Road (Rt. 612) to the intersection of Pleasant View Road (Rt. 612) and Spring Hill Road (Rt. 613), continuing in a southerly direction along the centerline of Spring Hill Road (Rt. 613) to the intersection of Spring Hill Road (Rt. 613) and the Corporate Limits of the City of Staunton, the beginning.

Churchville Fire Station Precinct: Beginning at the intersection of the Highland County line and Shenandoah Mountain Drive (Rt. 250), continuing in an easterly direction along the centerline of Shenandoah Mountain Drive (Rt. 250), which becomes Hankey Mountain Highway (Rt. 250) to the intersection of Hankey Mountain Highway (Rt. 250) and Scenic Highway (Rt. 42), continuing in a northerly direction along the centerline of Scenic Highway (Rt. 42) to Jennings Branch, continuing in an easterly direction along the centerline of Jennings Branch to the confluence of Jennings Branch and Middle River, continuing in a southerly direction along the centerline of Middle River to Churchville Avenue (Rt. 250), continuing in a southeasterly direction along the centerline of Churchville Avenue (Rt. 250) to the intersection of Churchville Avenue (Rt. 250) and Frank's Mill Road (Rt. 732), continuing in a northerly direction along the centerline of Frank's Mill Road (Rt. 732) to the intersection of Frank's Mill Road (Rt. 732) and Union Church Road (Rt. 732), continuing in a northerly direction along the centerline of Union Church Road (Rt. 732) to Middle River, continuing in a northerly direction along the centerline of Middle River to the confluence of Middle River and Moffett Creek, continuing in a westerly direction along the centerline of Moffett Creek to the confluence of Moffett Creek and Elk Run, continuing in a northerly direction along the centerline of Elk Run to Dudley Farm Road (Rt. 835), continuing in a westerly direction along the centerline of Dudley Farm Road (Rt. 835) to the intersection of Dudley Farm Road (Rt. 835) and Union Church Road (Rt. 736), continuing in a northwesterly direction along the centerline of Union Church Road (Rt. 736) to the intersection of Union Church Road (Rt. 736) and Scenic Highway (Rt. 42), continuing in a northerly direction along the centerline of Scenic Highway (Rt. 42) to the intersection of Scenic Highway (Rt. 42) and Whitmore Road (Rt. 837), continuing in a westerly direction along the centerline of Whitmore Road (Rt. 837) to the intersection of Whitmore Road (Rt. 837) and Stover Shop Road (Rt. 728), continuing in a northwesterly direction along the centerline of Stover Shop Road (Rt. 728) to the intersection of Stover Shop Road (Rt. 728) and Staunton Aqueduct Tunnel, continuing in a northwesterly direction along the Staunton Aqueduct Tunnel to North River, continuing in a northwesterly direction along the centerline of North River to the confluence of the North River and Little River, continuing in a westerly direction along the centerline of the Little River to the corner of Augusta County, Highland County, and Pendleton County, West Virginia, continuing in a southerly direction along the Highland County line to its intersection with Shenandoah Mountain Drive (Rt. 250), the beginning.

Churchville Elementary Precinct: Beginning at the intersection of Old Parkersburg Turnpike (Rt. 688), Elliott Knob Trail, and Crawford Mountain Trail, located at Dry Branch Gap, continuing in a northeasterly direction along the centerline of Crawford Mountain Trail to the intersection of Crawford Mountain Trail and Chimney Hollow Trail, continuing in a northerly direction along the centerline of Chimney Hollow Trail to the intersection of Chimney Hollow Trail and Hankey Mountain Highway (Rt. 250), continuing in an easterly direction along the centerline of Hankey Mountain Highway (Rt. 250) to the intersection of Hankey Mountain Highway (Rt. 250) and Scenic Highway (Rt. 42), continuing in a northerly direction along the centerline of Scenic Highway (Rt. 42) to Jennings Branch, continuing in a southeasterly direction along the centerline of Jennings Branch to the confluence of Jennings Branch and Middle River, continuing in a southerly direction along the centerline of Middle River to Churchville Avenue (Rt. 250), continuing in an easterly direction along the centerline of Churchville Avenue (Rt. 250) to the intersection of Churchville Avenue (Rt. 250) and Frog Pond Road (Rt. 612), continuing in a southerly direction along the centerline of Frog Pond Road (Rt. 612) to the intersection of Frog Pond Road (Rt. 612) and Morris Mill Road (Rt. 720), continuing in a northwesterly direction along the centerline of Morris Mill Road (Rt. 720) to Middle River, continuing in a northerly direction along the centerline of Middle River to the confluence of Middle River and Buffalo Branch, continuing in a westerly direction along the centerline of Buffalo Branch to the confluence of Buffalo Branch and East Dry Branch, continuing in a westerly direction along the centerline of East Dry Branch to Old Parkersburg Turnpike (Rt. 688), continuing in a westerly direction along the centerline of Old Parkersburg Turnpike (Rt. 688) to the intersection of Old Parkersburg Turnpike (Rt. 688), Elliott Knob Trail, and Crawford Mountain Trail, located at Dry Branch Gap, the beginning.

Craigsville Precinct: Beginning at the intersection of Trimbles Mill Trail and the top of Little North Mountain, continuing in a southwesterly direction along the ridge of Little North Mountain to the Rockbridge County line, continuing in a northwesterly direction along the Rockbridge County line to the top of Great North Mountain, continuing in a northeasterly direction along the ridge of Great North Mountain to the confluence of Great North Mountain, Elliott Knob Trail and an unnamed road leading from Elliott Knob to Little Calf Pasture Highway (Rt. 42), continuing in an easterly direction along the centerline of said unnamed road to the intersection of the unnamed road and Little Calf Pasture Highway (Rt. 42), continuing in a northerly direction along the centerline of Little Calf

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Pasture Highway (Rt. 42) to Buffalo Branch, continuing in a southerly direction along the centerline of Buffalo Branch to the confluence of Buffalo Branch and an unnamed stream, continuing in a southeasterly direction along the centerline of the unnamed stream to the top of Little North Mountain at Kings Gap, continuing in a southwesterly direction along the ridge of Little North Mountain to the intersection of Little North Mountain and Trimbles Mill Trail, the beginning.

Crimora Precinct: Beginning at the northeastern corner of Augusta County at the top of the Blue Ridge Mountains (corner of Rockingham and Albemarle Counties), continuing in a southerly direction along the top of the Blue Ridge Mountains to the intersection of the Blue Ridge Mountains and a Virginia Power transmission line, continuing in a westerly direction along the Virginia Power transmission line to the intersection of the Virginia Power transmission line and Calf Mountain Road (Rt. 622), continuing in a northwesterly direction along the centerline of Calf Mountain Road (Rt. 622) to the intersection of Calf Mountain Road (Rt. 622) and Dooms Crossing Road (Rt. 611), continuing in a southwesterly direction along the centerline of Dooms Crossing Road (Rt. 611) to a Virginia Power transmission line, continuing in an westerly direction along the Virginia Power transmission line to a Virginia Power power line, continuing in a southerly direction along the Virginia Power power line to Dooms Crossing Road (Rt. 611), continuing in northwesterly direction along Dooms Crossing Road (Rt. 611) to the intersection of Dooms Crossing Road (Rt. 611) and East Side Highway (Rt. 340), continuing in a northerly direction along the centerline of East Side Highway (Rt. 340) to the intersection of East Side Highway (Rt. 340) and Holloway Farm Lane, continuing in a westerly direction along the centerline of Holloway Farm Lane to the intersection of Holloway Farm Lane and the Norfolk Southern Railway line, continuing in a northerly direction along the centerline of the Norfolk Southern Railway line to an intermittent stream, continuing in a westerly direction along the centerline of the intermittent stream to the confluence of the intermittent stream and South River, continuing in a westerly direction along the centerline of South River to Robert Turk Lane (Rt. 619), continuing in a westerly direction along the centerline of Robert Turk Lane (Rt. 619) to the intersection of Robert Turk Lane (Rt. 619) and Rockfish Road (Rt. 865), continuing in a southerly direction along the centerline of Rockfish Road (Rt. 865) to the intersection of Rockfish Road (Rt. 865) and Hildebrand Church Road (Rt. 619), continuing in a westerly direction along the centerline of Hildebrand Church Road (Rt. 619) to the intersection of Hildebrand Church Road (Rt. 619) and North Point School Road (Rt. 782), continuing in a northerly direction along the centerline of North Point School Road (Rt. 782) to the intersection of North Point School Road (Rt. 782) and Madrid Road (Rt. 785), continuing in an easterly direction along the centerline of Madrid Road (Rt. 785) to the intersection of Madrid Road (Rt. 785) and Barnhart Road (Rt. 782), continuing in a northerly direction along the centerline of Barnhart Road (Rt. 782) to the intersection of Barnhart Road (Rt. 782) and Round Hill School Road (Rt. 617), continuing in an easterly direction along the centerline of Round Hill School Road (Rt. 617) to the intersection of Round Hill School Road (Rt. 617) and Rockfish Road (Rt. 865), continuing in a northerly direction along the centerline of Rockfish Road (Rt. 865) to the intersection of Rockfish Road (Rt. 865) and Patterson Mill Road (Rt. 778), continuing in an easterly direction along the centerline of Patterson Mill Road (Rt. 778) to the intersection of Patterson Mill Road (Rt. 778) and East Side Highway (Rt. 340), continuing in a southerly direction along the centerline of East Side Highway (Rt. 340) to the intersection of East Side Highway (Rt. 340) and Harriston Road (Rt. 778), continuing in an easterly direction along the centerline of Harriston Road (Rt. 778) to the intersection of Harriston Road (Rt. 778) and Horsehead Road (Rt. 661), continuing in a southerly direction along the centerline of Horsehead Road (Rt. 661) to Paine Run, continuing in an easterly direction along the centerline of Paine Run to the intersection of Paine Run and the Rockingham County line, continuing in a southeasterly direction along the Rockingham County line to the northeastern corner of Augusta County, the beginning.

Deerfield Precinct: Beginning at the Highland County line, continuing in an easterly direction along the centerline of Shenandoah Mountain Drive (Rt. 250) to the intersection of Shenandoah Mountain Drive (Rt. 250) and Chimney Hollow Trail, continuing in a southerly direction along the centerline of Chimney Hollow Trail to the intersection of Chimney Hollow Trail and Crawford Mountain Trail, continuing in a southwesterly direction along the centerline of Crawford Mountain Trail to the intersection of Crawford Mountain Trail and Old Parkersburg Turnpike (Rt. 688) in Dry Branch Gap on Great North Mountain, continuing in a southwesterly direction along the ridge of Great North Mountain to the Rockbridge County line, continuing in a northwesterly direction along the Rockbridge County line to the confluence of the Rockbridge and Bath County lines, continuing in a northerly direction along the Bath County line to the confluence of the Bath and Highland County lines, continuing in a northeasterly direction along the Highland County line to the intersection of the Highland County line and Shenandoah Mountain Drive (Rt. 250), the beginning.

Dooms Precinct: Beginning at the intersection of Interstate 64 and the eastern Corporate Limits of the City of Waynesboro, continuing in a northerly and then westerly direction along the Corporate Limits of the City of Waynesboro to the intersection of the Corporate Limits of the City of Waynesboro and Hermitage Road (Rt. 254), continuing in a northwesterly direction along the centerline of Hermitage Road (Rt. 254) to the intersection of Hermitage Road (Rt. 254) and Brower Road (Rt. 782), continuing in a northerly direction along the centerline of Brower Road (Rt. 782) to the intersection of Brower Road (Rt. 782) and Hildebrand Church Road (Rt. 619), continuing in an easterly direction along the centerline of Hildebrand Church Road (Rt. 619) to the intersection of Hildebrand Church Road (Rt. 619) and Rockfish Road (Rt. 865), continuing in a northerly direction along the centerline of Rockfish Road (Rt. 865) to the intersection of Rockfish Road (Rt. 865) and Robert Turk Lane (Rt.

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619), continuing in a easterly direction along the centerline of Robert Turk Lane (Rt. 619) to South River, continuing in a northeasterly direction along the centerline of South River to the confluence of South River and an intermittent stream, continuing in an easterly direction along the centerline of the intermittent stream to the Norfolk Southern Railway line, continuing in a southerly direction along the centerline of the Norfolk Southern Railway line to the intersection of the Norfolk Southern Railway line and Holloway Farm Lane, continuing in an easterly direction along the centerline of Holloway Farm Lane to the intersection of Holloway Farm Lane and East Side Highway (Rt. 340) continuing in a southerly direction along the centerline of East Side Highway (Rt. 340) to the intersection of East Side Highway (Rt. 340) and Dooks Crossing Road (Rt. 611), continuing in an northeasterly direction along the centerline of Dooks Crossing Road (Rt. 611) to a Virginia Power power line, continuing in a northerly direction along the Virginia Power power line to a Virginia Power transmission line, continuing in an easterly direction along the Virginia Power transmission line to Dooks Crossing Road (Rt. 611), continuing in a northeasterly direction along the centerline of Dooks Crossing Road (Rt. 611) to the intersection of Dooks Crossing Road (Rt. 611) and Calf Mountain Road (Rt. 622), continuing in a southeasterly direction along the centerline of Calf Mountain Road (Rt. 622) to a Virginia Power transmission line, continuing in an easterly direction along the Virginia Power transmission line to the Albemarle County line, continuing in a southerly direction along the Albemarle County line to the intersection of the Albemarle County line and the westbound lane of I-64, continuing in an westerly direction along the westbound lane of I-64 to the intersection of the westbound lane of I-64 and the eastern Corporate Limits of the City of Waynesboro, the beginning.

Fishersville Precinct: Beginning at the intersection of Hermitage Road (Rt. 254) and Hildebrand Church Road (Rt. 619), continuing in an easterly direction along the centerline of Hildebrand Church Road (Rt. 619) to the intersection of Hildebrand Church Road (Rt. 619) and Brower Road (Rt. 782), continuing in a southerly direction along the centerline of Brower Road (Rt. 782) to the intersection of Brower Road (Rt. 782) and Hermitage Road (Rt. 254), continuing in a southeasterly direction along the centerline of Hermitage Road (Rt. 254) to the intersection of Hermitage Road (Rt. 254) and the western Corporate Limits of the City of Waynesboro, continuing in a southerly direction along the Corporate Limits of the City of Waynesboro to the westbound lane of I-64, continuing in a westerly direction along the westbound lane of I-64 to Hickory Hill Road (Rt. 834), continuing in a westerly direction along the eastbound lane of I-64 to Tinkling Spring Road (Rt. 285), continuing in a northerly direction along the centerline of Tinkling Spring Road (Rt. 285) to the intersection of Tinkling Spring Road (Rt. 285) and Jefferson Highway (Rt. 250), continuing in a westerly direction along the centerline of Jefferson Highway (Rt. 250) to the intersection of Jefferson Highway (Rt. 250) and Long Meadow Road (Rt. 608) continuing in a northerly direction along the centerline of Long Meadow Road (Rt. 608) to the intersection of Long Meadow Road (Rt. 608) and Hermitage Road (Rt. 254), continuing in a southeasterly direction along the centerline of Hermitage Road (Rt. 254) to the intersection of Hermitage Road (Rt. 254) and Hildebrand Church Road (Rt. 619), the beginning.

Fort Defiance Precinct: Beginning at the intersection of the Rockingham County line and the southbound lane of Interstate 81, continuing in a southerly direction along the southbound lane of I-81 to Middle River, continuing in a westerly direction along the centerline of Middle River to Lee Highway (Rt. 11), continuing in a southerly direction along the centerline of Lee Highway (Rt. 11) to the intersection of Lee Highway (Rt. 11) and Quicks Mill Road (Rt. 612) continuing in a westerly direction along the centerline of Quicks Mill Road (Rt. 612) to the intersection of Quicks Mill Road (Rt. 612) and Berry Farm Road (Rt. 626), continuing in a southerly direction along the centerline of Berry Farm Road (Rt. 626) to the intersection of Berry Farm Road (Rt. 626) and Spring Hill Road (Rt. 613), continuing in a northerly direction along the centerline of Spring Hill Road (Rt. 613) to the intersection of Spring Hill Road (Rt. 613) and Pleasant View Road (Rt. 612), continuing in a westerly direction along the centerline of Pleasant View Road (Rt. 612) to the intersection of Pleasant View Road (Rt. 612) and Shutterlee Mill Road (Rt. 742), continuing in a westerly direction along the centerline of Shutterlee Mill Road (Rt. 742) to the intersection of Shutterlee Mill Road (Rt. 742) and Luck Stone Road (Rt. 728), continuing in a westerly direction along the centerline of Luck Stone Road (Rt. 728) to the intersection of Luck Stone Road (Rt. 728) and Union Church Road (Rt. 732), continuing in a northerly direction along the centerline of Union Church Road (Rt. 732) to Middle River, continuing in a northeasterly direction along the centerline of Middle River to Springhill Road (Rt. 613), continuing in a westerly direction along the centerline of Spring Hill Road (Rt. 613) to the intersection of Spring Hill Road (Rt. 613) and Roman Road (Rt. 732), continuing in a northeasterly direction along the centerline of Roman Road (Rt. 732) to the intersection of Roman Road (Rt. 732) and Fadley Road (Rt. 646), continuing in a northerly direction along the centerline of Fadley Road (Rt. 646) to the intersection of Fadley Road (Rt. 646) and Summit Church Road (Rt. 698), continuing in a northerly direction along the centerline of Summit Church Road (Rt. 698) to the intersection of Summit Church Road (Rt. 698) and Wise Hollow Road (Rt. 698), continuing in a northerly direction along the centerline of Wise Hollow Road (Rt. 698) to the Rockingham County line, continuing in a southeasterly direction along the Rockingham County line to the intersection of the Rockingham County line and the southbound lane of I-81, the beginning.

Greenville Precinct: Beginning at the intersection of Lee-Jackson Highway (Rt. 11) and White Hill Road (Rt. 654), continuing in an easterly direction along the centerline of White Hill Road (Rt. 654) to the intersection of White Hill Road (Rt. 654) and the southbound lane of Interstate 81/64, continuing in a southerly direction along the

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southbound lane of I-81/64 to Walnut Hills Road (Rt. 655), continuing in a southeasterly direction along the centerline of Walnut Hills Road (Rt. 655) to the intersection of Walnut Hills Road (Rt. 655) and Stuarts Draft Highway (Rt. 340), continuing in an easterly direction along the centerline of Stuarts Draft Highway (Rt. 340) to the intersection of Stuarts Draft Highway (Rt. 340) and University Farm Road (Rt. 652), continuing in a southerly direction along the centerline of University Farm Road (Rt. 652) to the intersection of University Farm Road (Rt. 652) and Indian Ridge Road (Rt. 657), continuing in a southwesterly direction along the centerline of Indian Ridge Road (Rt. 657) to the intersection of Indian Ridge Road (Rt. 657) and Avis Road (Rt. 658), continuing in a southerly direction along the centerline of Avis Road (Rt. 658) to Pine Run, continuing in a southerly direction along the centerline of Pine Run to the confluence of Pine Run and Deep Pond Run, continuing in a southerly direction along the centerline of Deep Pond Run to Cold Springs Road (Rt. 608), continuing in a southwesterly direction along the centerline of Cold Springs Road (Rt. 608) to the intersection of Cold Springs Road (Rt. 608), and Lofton Road (Rt. 666), continuing in a westerly direction along the centerline of Lofton Road (Rt. 666) to the intersection of Lofton Road (Rt. 666) and the Norfolk Southern Railway line, continuing in a northerly direction along the centerline of the Norfolk Southern Railway line to the intersection of the Norfolk Southern Railway line with Poor Creek Lane (Rt. 853), continuing in a northwesterly direction along the centerline of Poor Creek Lane (Rt. 853) to the intersection of Poor Creek Lane (Rt. 853) and Lee-Jackson Highway (Rt. 11), continuing in a northerly direction along the centerline of Lee-Jackson Highway (Rt. 11) to the intersection of Lee-Jackson Highway (Rt. 11) and Broadhead School Road (Rt. 675), continuing in a westerly direction along the centerline of Broadhead School Road (Rt. 675) to the intersection of Broadhead School Road (Rt. 675) and a Virginia Power transmission line, continuing in a northeasterly direction along the Virginia Power transmission line to Springleigh Drive (Rt. 817), continuing in a northerly direction along the centerline of Springleigh Drive (Rt. 817) to the intersection of Springleigh Drive (Rt. 817) and Howardsville Road (Rt. 701), continuing in a northerly direction along the centerline of Howardsville Road (Rt. 701) to the intersection of Howardsville Road (Rt. 701) and Bethel Green Road (Rt. 693), continuing in a northerly direction along the centerline of Bethel Green Road (Rt. 693) to the intersection of Bethel Green Road (Rt. 693) and Chestnut Ridge Road (Rt. 694), continuing in an easterly direction along the centerline of Chestnut Ridge Road (Rt. 694) to the intersection of Chestnut Ridge Road (Rt. 694) and Stingy Hollow Road (Rt. 693), continuing in a northerly direction along the centerline of Stingy Hollow Road (Rt. 693) to the intersection of Stingy Hollow Road (Rt. 693) and Griner Road (Rt. 697), continuing in a westerly direction along the centerline of Griner Road (Rt. 697) to the intersection of Griner Road (Rt. 697) and Arborhill Road (Rt. 695), continuing in a northerly and then westerly direction along the centerline of Arborhill Road (Rt. 695) to the intersection of Arborhill Road (Rt. 695) and Middlebrook Road (Rt. 252), continuing in a northerly direction along the centerline of Middlebrook Road (Rt. 252) to the intersection of Middlebrook Road (Rt. 252) and Stingy Hollow Road (Rt. 693), continuing in a southerly and then easterly direction along the centerline of Stingy Hollow Road (Rt. 693) to the intersection of Stingy Hollow Road (Rt. 693) and Mill Creek Lane (Rt. 872), continuing in an easterly direction along the centerline of Mill Creek Lane (Rt. 872) to the intersection of Mill Creek Lane (Rt. 872) and Old Greenville Road (Rt. 613), continuing in a northerly direction along the centerline of Old Greenville Road (Rt. 613) to the intersection of Old Greenville Road (Rt. 613) and Cochran's Mill Road (Rt. 871), continuing in an easterly direction along the centerline of Cochran's Mill Road (Rt. 871) to the intersection of Cochran's Mill Road (Rt. 871) and Lee-Jackson Highway (Rt. 11), continuing in a southerly direction along the centerline of Lee-Jackson Highway (Rt. 11) to the intersection of Lee-Jackson Highway (Rt. 11) and White Hill Road (Rt. 654), the beginning.

Lyndhurst Precinct: Beginning at the intersection of Tinkling Spring Road (Rt. 285) and the eastbound lane of Interstate 64, continuing along the eastbound lane of I-64 to Hickory Hill Road (Rt. 834), continuing along the westbound lane of I-64 to the southbound lane of Stuarts Draft Highway (Rt. 340), continuing in a southerly direction along the southbound lane of Stuarts Draft Highway (Rt. 340) to the Corporate Limits of the City of Waynesboro, continuing in an easterly direction along the Corporate Limits of the City of Waynesboro to the eastern intersection of the Corporate Limits of the City of Waynesboro and the westbound lane of I-64, continuing in an easterly direction along the westbound lane of I-64 to the Nelson County Line, continuing in a southerly direction along the Nelson County line to the intersection of the Nelson County line and Howardsville Turnpike (Rt. 610), continuing in a southwesterly direction along the centerline of Howardsville Turnpike (Rt. 610) to the intersection of Howardsville Turnpike (Rt. 610) and an unnamed stream in Robinson Hollow, continuing in a northwesterly direction along the centerline of the unnamed stream to the confluence of the unnamed stream and Inch Branch, continuing in a westerly direction along the centerline of Inch Branch to a Virginia Power transmission line, continuing in a westerly direction along the Virginia Power transmission line to South River, continuing in a northeasterly direction along the centerline of South River to Lipscomb Road (Rt. 971), continuing in a northerly direction along the centerline of Lipscomb Road (Rt. 971) to the intersection of Lipscomb Road (Rt. 971) and Hall School Road (Rt. 970), continuing in a northeasterly direction along the centerline of Hall School Road (Rt. 970) to the intersection of Hall School Road (Rt. 970) and Shalom Road (Rt. 632), continuing in a northwesterly direction along the centerline of Shalom Road (Rt. 632) to the intersection of Shalom Road (Rt. 632) and the southbound lane of Stuarts Draft Highway (Rt. 340), continuing in a southwesterly direction along the southbound lane of Stuarts Draft Highway (Rt. 340) to the intersection of southbound lane of Stuarts Draft Highway (Rt. 340) and Kindig Road (Rt. 635), continuing in a northerly direction along the centerline of Kindig Road (Rt. 635) to the intersection of Kindig Road (Rt. 635) and Augusta Farms Road (Rt. 635), continuing in a northerly direction along the centerline of Augusta Farms Road (Rt. 635) to the intersection of Augusta Farms Road (Rt. 635) and Tinkling Spring Road (Rt. 608), continuing in a northerly direction along the centerline of Tinkling Spring

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Road (Rt. 608/285) to the intersection of Tinkling Spring Road (Rt. 285) and the eastbound lane of I-64, the beginning.

Jolivue Precinct: Beginning at the intersection of the Corporate Limits of the City of Staunton and Interstate 64, continuing in an southeasterly direction along the westbound lane of I-64 to Christians Creek, continuing in a southerly direction along the centerline of Christians Creek to Christians Creek Road (Rt. 648), continuing in a westerly direction along the centerline of Christians Creek Road (Rt. 648) to Folly Mills Creek, continuing in a westerly direction along the centerline of Folly Mills Creek to Lee-Jackson Highway (Rt. 11), continuing in a southerly direction along the centerline of Lee-Jackson Highway (Rt. 11) to the intersection of Lee-Jackson Highway (Rt. 11) and Cochran's Mill Road (Rt. 871), continuing in a westerly direction along the centerline of Cochran's Mill Road (Rt. 871) to the intersection of Cochran's Mill Road (Rt. 871) and Old Greenville Road (Rt. 613), continuing in a northerly direction along the centerline of Old Greenville Road (Rt. 613) to the Corporate Limits of the City of Staunton, continuing in an easterly direction along the Corporate Limits of the City of Staunton to the intersection of the Corporate Limits of the City of Staunton and the westbound lane of I-64, the beginning.

Middlebrook Precinct: Beginning at the intersection of Griner Road (Rt. 697) and Stingy Hollow Road (Rt. 693), continuing in a southerly direction along the centerline of Stingy Hollow Road (Rt. 693) to the intersection of Stingy Hollow Road (Rt. 693) and Chestnut Ridge Road (Rt. 694), continuing in a westerly direction along the centerline of Chestnut Ridge Road (Rt. 694) to the intersection of Chestnut Ridge Road (Rt. 694) and Bethel Green Road (Rt. 693), continuing in a southerly direction along the centerline of Bethel Green Road (Rt. 693) to the intersection of Bethel Green Road (Rt. 693) and Howardsville Road (Rt. 701), continuing in a southerly direction along the centerline of Howardsville Road (Rt. 701) to the intersection of Howardsville Road (Rt. 701) and Springleigh Drive (Rt. 817), continuing in a southerly direction along the centerline of Springleigh Drive (Rt. 817) to a Virginia Power transmission line, continuing in a southwesterly direction along the Virginia Power transmission line to the Rockbridge County line, continuing in a northwesterly direction along the Rockbridge County line to the top of Little North Mountain, continuing in a northeasterly direction along the top of Little North Mountain to the intersection of the top of Little North Mountain with Trimbles Mill Trail, continuing in an easterly direction along the centerline of Trimbles Mill Trail to Boy Scout Lane (Rt. 806), continuing in an easterly direction along the centerline of Boy Scout Lane (Rt. 806) to the intersection of Boy Scout Lane (Rt. 806) and Trimbles Mill Road (Rt. 707), continuing in a northerly then easterly direction along the centerline of Trimbles Mill Road (Rt. 707) to the intersection of Trimbles Mill Road (Rt. 707) and Cattleman Road (Rt. 876), continuing in a northerly direction along the centerline of Cattleman Road (Rt. 876) to the intersection of Cattleman Road (Rt. 876) and Livick Road (Rt. 707), continuing in an easterly, then southerly direction along the centerline of Livick Road (Rt. 707) to the intersection of Livick Road (Rt. 707) and Glebe School Road (Rt.708), continuing in an easterly direction along the centerline of Glebe School Road (Rt.708) to the intersection of Glebe School Road (Rt. 708) and Eidson Creek Road (Rt. 710), continuing in a southeasterly direction along the centerline of Eidson Creek Road (Rt. 710) to the intersection of Eidson Creek Road (Rt. 710) and Sugar Loaf Road (Rt. 695), continuing in an easterly direction along the centerline of Sugar Loaf Road (Rt. 695) to the intersection of Sugar Loaf Road (Rt. 695) and Middlebrook Road (Rt. 252), continuing in a southerly direction along the centerline of Middlebrook Road (Rt. 252) to the intersection of Middlebrook Road (Rt. 252) and Arborhill Road (Rt. 695), continuing in a southerly direction along the centerline of Arborhill Road (Rt. 695) to the intersection of Arborhill Road (Rt. 695) and Griner Road (Rt. 697), continuing in an easterly direction along the centerline of Griner Road (Rt. 697) to the intersection of Griner Road (Rt. 697) and Stingy Hollow Road (Rt. 693), the beginning.

Mount Solon Precinct: Beginning at the intersection of the Rockingham County line and Scenic Highway (Rt. 42), continuing in a southerly direction along the centerline of Scenic Highway (Rt. 42) to the intersection of Scenic Highway (Rt. 42) and Whitmore Road (Rt. 837), continuing in a northwesterly direction along the centerline of Whitmore Road (Rt. 837) to the intersection of Whitmore Road (Rt. 837) and Stover Shop Road (Rt. 728), continuing in a northwesterly direction along the centerline of Stover Shop Road (Rt. 728) to the intersection of Stover Shop Road (Rt. 728) and Staunton Aqueduct Tunnel, continuing in a northwesterly direction along the Staunton Aqueduct Tunnel to North River, continuing in a northwesterly direction along the centerline of North River to the confluence of North River and Little River, continuing in a westerly direction along the centerline of Little River to the corner of Augusta County, Highland County, and Pendleton County, West Virginia continuing in a northerly direction along the Pendleton County, West Virginia line to the Rockingham County line, continuing in an easterly direction to the intersection of the Rockingham County line and Scenic Highway (Rt. 42), the beginning.

New Hope Precinct: Beginning at the intersection of Rockfish Road (Rt. 865) and Round Hill School Road (Rt. 617), continuing in a westerly direction along the centerline of Round Hill School Road (Rt. 617) to the intersection of Round Hill School Road (Rt. 617) and Barnhart Road (Rt. 782), continuing in a southerly direction along the centerline of Barnhart Road (Rt. 782) to the intersection of Barnhart Road (Rt. 782) and Madrid Road (Rt. 785), continuing in a westerly direction along the centerline of Madrid Road (Rt. 785) to the intersection of Madrid Road (Rt. 785) and North Point School Road (Rt. 782), continuing in a southerly direction along the centerline of North Point School Road (Rt. 782) to the intersection of North Point School Road (Rt. 782) and Hildebrand Church Road (Rt. 619), continuing in a westerly direction along the centerline of Hildebrand Church Road (Rt. 619) to the

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REDISTRICTING – ORDINANCE (cont'd)

intersection of Hildebrand Church Road (Rt. 619) and Hermitage Road (Rt. 254), continuing in westerly direction along the centerline of Hermitage Road (Rt. 254) to the intersection of Hermitage Road (Rt. 254) and Barrenridge Road (Rt. 642), continuing in a northwesterly direction along the centerline of Barrenridge Road (Rt. 642) to the intersection of Barrenridge Road (Rt. 642) and Cricket Road (Rt. 787), continuing in a northeasterly direction along the centerline of Cricket Road (Rt. 787) to the intersection of Cricket Road (Rt. 787) and Niswander Road (Rt. 788), continuing in a southeasterly direction along the centerline of Niswander Road (Rt. 788) to the intersection of Niswander Road (Rt. 788) and Old Mill Road (Rt. 787), continuing in a northerly direction along the centerline of Old Mill Road (Rt. 787) to the intersection of Old Mill Road (Rt. 787) and Tilthammer Circle (Rt. 907), continuing in a northerly direction along the centerline of Tilthammer Circle (Rt. 907) to Meadow Run, continuing in a northwesterly direction along the centerline of Meadow Run to the confluence of Meadow Run and Christians Creek, continuing in a northerly direction along the centerline of Christians Creek to the confluence of Christians Creek and the Middle River, continuing in a northwesterly direction along the centerline of Middle River to the confluence of Middle River and an intermittent stream, continuing in a northerly direction along the centerline of the intermittent stream to Toll Gate Road (Rt. 816), continuing in a northerly direction along Toll Gate Road (Rt. 816) to the southbound lane of Interstate 81, continuing in a northerly direction along the southbound lane of I-81 to the intersection of the southbound lane of I-81 and Dam Town Road (Rt. 616), continuing in an easterly direction along the centerline of Dam Town Road (Rt. 616) to the intersection of Dam Town Road (Rt. 616) and Knightly Lane (Rt. 777), continuing in a northerly and then easterly direction along the centerline of Knightly Lane (Rt. 777) to the intersection of Knightly Lane (Rt. 777) and Knightly Mill Road (Rt. 778), continuing in a southeasterly direction along the centerline of Knightly Mill Road (Rt. 778) to Middle River, continuing in an easterly and then northerly direction along the centerline of Middle River to Cline River Road (Rt. 774), continuing in a southerly and then easterly direction along the centerline of Cline River Road (Rt. 774) to the intersection of Cline River Road (Rt. 774) and Piedmont Road (Rt. 774), continuing in an easterly direction along the centerline of Piedmont Road (Rt. 774) to the intersection of Piedmont Road (Rt. 774) and Battlefield Road (Rt. 608), continuing in a northerly direction along the centerline of Battlefield Road (Rt. 608) to the intersection of Battlefield Road (Rt. 608) and Hatchery Road (Rt. 776), continuing in an easterly direction along the centerline of Hatchery Road (Rt. 776) to the intersection of Hatchery Road (Rt. 776) and Rockfish Road (Rt. 865), continuing in a southerly direction along the centerline of Rockfish Road (Rt. 865) to the intersection of Rockfish Road (Rt. 865) and Round Hill School Road (Rt. 617), the beginning.

North River Precinct: Beginning at the intersection of the Rockingham County line and Wise Hollow Road (Rt. 698), continuing in a southerly direction along the centerline of Wise Hollow Road (Rt. 698) to the intersection of Wise Hollow Road (Rt. 698) and Summit Church Road (Rt. 698), continuing in a southerly direction along Summit Church Road (Rt. 698) to the intersection of Summit Church Road (Rt. 698) and Fadley Road (Rt. 646), continuing in a southerly direction along the centerline of Fadley Road (Rt. 646) to the intersection of Fadley Road (Rt. 646) and Roman Road (Rt. 732), continuing in a southerly direction along the centerline of Roman Road (Rt. 732) to the intersection of Roman Road (Rt. 732) and Spring Hill Road (Rt. 613), continuing in a southerly direction along the centerline of Spring Hill Road (Rt. 613) to Middle River, continuing in a southerly direction along the centerline of Middle River to the confluence of the Middle River and Moffett Creek, continuing in a westerly direction along the centerline of Moffett Creek to the confluence of Moffett Creek and Elk Run, continuing in a northerly direction along the centerline of Elk Run to Dudley Farm Road (Rt. 835), continuing in a westerly direction along the centerline of Dudley Farm Road (Rt. 835) to the intersection of Dudley Farm Road (Rt. 835) and Union Church Road (Rt. 736), continuing in a northwesterly direction along the centerline of Union Church Road (Rt. 736) to the intersection of Union Church Road (Rt. 736) and Scenic Highway (Rt. 42) continuing in a northerly direction along the centerline of Scenic Highway (Rt. 42) to the intersection of Scenic Highway (Rt. 42) and the Rockingham County line, continuing in an easterly direction along the Rockingham County line to the intersection of the Rockingham County line and Wise Hollow Road (Rt. 698), the beginning.

Sherando Precinct: Beginning at the Nelson County line on top of Bald Mountain, continuing in a northerly direction along the centerline of the Jeep Trail along the top of Bald Mountain across Flint Mountain and along Big Levels to Coles Run, continuing in a northeasterly direction along the centerline of Coles Run to the Coal Road, continuing in an easterly direction along the centerline of the Coal Road to Kennedy Creek, continuing in a northerly direction along the centerline of Kennedy Creek to Howardsville Turnpike (Rt. 610), continuing in an easterly direction along the centerline of Howardsville Turnpike (Rt. 610) to Canada Run, continuing in a northerly direction along the centerline of Canada Run to the confluence of Canada Run and South River, continuing in a northeasterly direction along the centerline of South River to a Virginia Power transmission line, continuing in an easterly direction along the Virginia Power transmission line to Inch Branch, continuing in a southeasterly direction along the centerline of Inch Branch to the confluence of Inch Branch and an unnamed stream in Robinson Hollow, continuing in a southeasterly direction along the centerline of the unnamed stream to Howardsville Turnpike (Rt. 610), continuing in a northeasterly direction along the centerline of Howardsville Turnpike (Rt. 610) to the intersection of Howardsville Turnpike (Rt. 610), the Blue Ridge Parkway and the Nelson County line, continuing in a southerly and then westerly direction along the Nelson County line to the Jeep Trail, the beginning.

Spottswood Precinct: Beginning at the intersection of the Rockbridge County line and a Virginia Power transmission line, continuing in a northeasterly direction along the Virginia Power transmission line to Broadhead School Road (Rt. 675), continuing in an easterly direction along the centerline of Broadhead School Road (Rt. 675

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and 604) to the intersection of Broadhead School Road (Rt. 675) and Lee-Jackson Highway (Rt. 11), continuing in a southerly direction along the centerline of Lee-Jackson Highway (Rt. 11) to the intersection of Lee-Jackson Highway (Rt. 11) and Poor Creek Lane (Rt. 853), continuing in a southeasterly direction along the centerline of Poor Creek Lane (Rt. 853) to the Norfolk Southern Railway line, continuing in a southerly direction along the centerline of the Norfolk Southern Railway line to Lofton Road (Rt. 666), continuing in an easterly direction along the centerline of Lofton Road (Rt. 666) to the intersection of Lofton Road (Rt. 666), Cold Springs Road (Rt. 608) and Old Sandbank Lane, continuing in an easterly direction along the centerline of Old Sandbank Lane to Pine Run, continuing in a southerly direction along the centerline of Pine Run to the Coal Road, continuing in a northeasterly direction along the centerline of the Coal Road to Cold Spring Bald Mountain Trail, continuing in a southerly direction along the centerline of Cold Spring Bald Mountain Trail to Cold Spring Trail, continuing in an easterly direction along the centerline of Cold Spring Trail to the intersection of Cold Spring Trail and Bald Mountain Trail, continuing in an easterly direction along the centerline of Bald Mountain Trail to the intersection of Bald Mountain Trail and a Jeep Trail, continuing in a southerly direction along the centerline of the Jeep Trail along Big Levels across Flint Mountain and along the top of Bald Mountain to the Nelson County line, continuing in a southwesterly direction along the Nelson County line to the Rockbridge County line, continuing in a northwesterly direction along the Rockbridge County line to the intersection with the Virginia Power transmission line, the beginning.

Stuarts Draft Elementary Precinct: Beginning at the intersection of Interstate 64 and Tinkling Spring Road (Rt. 285), continuing in a southwesterly direction along the centerline of Tinkling Spring Road (Rt. 285 and 608) to the intersection of Tinkling Spring Road (Rt. 608) and Augusta Farms Road (Rt. 635), continuing in a southerly direction along the centerline of Augusta Farms Road (Rt. 635) to the intersection of Augusta Farms Road (Rt. 635) and Kindig Road (Rt. 635), continuing in a southerly direction along the centerline of Kindig Road (Rt. 635), to the intersection of Kindig Road (Rt. 635) and the northbound lane of Stuarts Draft Highway (Rt. 340), continuing in a westerly direction along the northbound lane of Stuarts Draft Highway (Rt. 340) to King Lane, continuing in a westerly direction along the centerline of Stuarts Draft Highway (Rt. 340) to the intersection of Stuarts Draft Highway (Rt. 340) and Tinkling Spring Road (Rt. 608), continuing in a northerly direction along the centerline of Tinkling Spring Road (Rt. 608) to the intersection of Tinkling Spring Road (Rt. 608) and Churchman's Mill Road (Rt. 651), continuing in a westerly direction along the centerline of Churchman's Mill Road (Rt. 651) to the intersection of Churchman's Mill Road (Rt. 651) and Old Draft Road (Rt. 609), continuing in a northerly direction along the centerline of Old Draft Road (Rt. 609) to the intersection of Old Draft Road (Rt. 609) and Tinkling Spring Road (Rt. 608), continuing in a northerly direction along the centerline of Tinkling Spring Road (Rt. 608) to the intersection of Tinkling Spring Road (Rt. 608) and Christians Creek Road (Rt. 648), continuing in a northwesterly direction along the centerline of Christians Creek Road (Rt. 648) to Christians Creek, continuing in a northerly direction along the centerline of Christians Creek to the westbound lane of I-64, continuing in an easterly direction along the westbound lane of I-64 to the intersection of I-64 and Tinkling Spring Road (Rt. 285), the beginning.

Stuarts Draft Rescue Precinct: Beginning at the intersection of Edgewood Lane (Rt. 1562) and Stuarts Draft Highway (Rt. 340), continuing in an easterly direction along the centerline of Stuarts Draft Highway (Rt. 340) to King Lane, continuing in an easterly direction along the northbound lane of Stuarts Draft Highway (Rt. 340) to Kindig Road (Rt. 635), continuing in an easterly direction along the southbound lane of Stuarts Draft Highway (Rt. 340) to the intersection of the southbound lane of Stuarts Draft Highway (Rt. 340) and Shalom Road (Rt. 632), continuing in a southeasterly direction along the centerline of Shalom Road (Rt. 632) to the intersection of Shalom Road (Rt. 632) and Hall School Road (Rt. 970), continuing in a southwesterly direction along the centerline of Hall School Road (Rt. 970) to the intersection of Hall School Road (Rt. 970) and Lipscomb Road (Rt. 971), continuing in a southerly direction along the centerline of Lipscomb Road (Rt. 971) to South River, continuing in a southwesterly direction along the centerline of South River to the confluence of South River and Canada Run, continuing in a southerly direction along the centerline of Canada Run to Howardsville Turnpike (Rt. 610), continuing in a westerly direction along the centerline of Howardsville Turnpike (Rt. 610) to Kennedy Creek, continuing in a southerly direction along the centerline of Kennedy Creek to the Coal Road, continuing in a westerly direction along the centerline of the Coal Road to Johns Run, continuing in a northerly direction along the centerline of Johns Run to Horseshoe Circle (Rt. 842), continuing in a northerly direction along the centerline of Horseshoe Circle (Rt. 842) to the intersection of Horseshoe Circle (Rt. 842) and Cold Springs Road (Rt. 608), continuing in a westerly direction along the centerline of Cold Springs Road (Rt. 608) to Johns Run, continuing in a northerly direction along the centerline of Johns Run to the confluence of Johns Run and South River, continuing in a northwesterly direction along the centerline of South River to Johnson Drive (Rt. 909), continuing in a northerly direction along the centerline of Johnson Drive (Rt. 909) to the Norfolk Southern Railway line, continuing in an easterly direction along the centerline of the Norfolk Southern Railway line to the intersection of the Norfolk Southern Railway line and Draft Avenue (Rt. 608), continuing in a northerly direction along the centerline of Draft Avenue (Rt. 608) to the intersection of Draft Avenue (Rt. 608) and the Stump Elementary School Access Road, continuing in a westerly direction along the Stump Elementary School Access Road to Kiser Court (Rt. 1563), continuing in a westerly direction along the centerline of Kiser Court (Rt. 1563) to the intersection of Kiser Court (Rt. 1563) and Edgewood Lane (Rt. 1562), continuing in a northerly direction along the centerline of Edgewood Lane (Rt. 1562) to the intersection of Edgewood Lane (Rt. 1562) and Stuarts Draft Highway (Rt. 340), the beginning.

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REDISTRICTING – ORDINANCE (cont'd)

Verona Precinct: Beginning at the intersection of Interstate 81 and Toll Gate Road (Rt. 742), continuing in a southeasterly direction along the centerline of Toll Gate Road (Rt. 742) to an intermittent stream, continuing in a southerly direction along the centerline of the intermittent stream to the confluence of the intermittent stream and Middle River, continuing in an easterly direction along the centerline of Middle River to the confluence of Middle River and Christians Creek, continuing in a southerly direction along the centerline of Christians Creek to the confluence of Christians Creek and Meadow Run, continuing in a southerly direction along the centerline of Meadow Run to Tilthammer Circle (Rt. 907), continuing in a southerly direction along the centerline of Tilthammer Circle (Rt. 907) to the intersection of Tilthammer Circle (Rt. 907) and Old Mill Road (Rt. 787), continuing in a southerly direction along the centerline of Old Mill Road (Rt. 787) to the intersection of Old Mill Road (Rt. 787) and Niswander Road (Rt. 788), continuing in a northwesterly direction along the centerline of Niswander Road (Rt. 788) to the intersection of Niswander Road (Rt. 788) and Cricket Road (Rt. 787), continuing in a southerly direction along the centerline of Cricket Road (Rt. 787) to the intersection of Cricket Road (Rt. 787) and Barrenridge Road (Rt. 742), continuing in a southerly direction along the centerline of Barrenridge Road (Rt. 742) to a Virginia Power transmission line, continuing in a westerly direction along the Virginia Power transmission line to Christians Creek, continuing in a southerly direction along the centerline of Christians Creeks to Jefferson Highway (Rt. 250), continuing in a westerly direction along the centerline of Jefferson Highway (Rt. 250) to the intersection of Jefferson Highway (Rt. 250) and Jericho Road (Rt. 637), continuing in a southerly direction along the centerline of Jericho Road (Rt. 637) to the westbound lane of I-64, continuing in a northwesterly direction along the westbound lane of I-64 to the Corporate Limits of the City of Staunton, continuing in a northerly and then westerly and then southerly direction along the Corporate Limits of the City of Staunton to the intersection of the Corporate Limits of the City of Staunton and Spring Hill Road (Rt. 613), continuing in a northerly direction along the centerline of Spring Hill Road (Rt. 613) to the intersection of Spring Hill Road (Rt. 613) and Berry Farm Road (Rt. 626), continuing in a northerly direction along the centerline of Berry Farm Road (Rt. 626) to the intersection of Berry Farm Road (Rt. 626) and Quicks Mill Road (Rt. 612), continuing in an easterly direction along the centerline of Quicks Mill Road (Rt. 612) to the intersection of Quicks Mill Road (Rt. 612) and Lee Highway (Rt. 11), continuing in a northerly direction along the centerline of Lee Highway (Rt. 11) to Middle River, continuing in an easterly direction along the centerline of Middle River to the southbound lane of I-81, continuing in a northerly direction along the southbound lane of I-81 to Toll Gate Road (Rt. 742), the beginning.

Weyers Cave Precinct: Beginning at the intersection of Paine Run and the Rockingham County line, continuing in a southwesterly direction along the centerline of Paine Run to Horsehead Road (Rt. 661), continuing in a northerly direction along the centerline of Horsehead Road (Rt. 661) to the intersection of Horsehead Road (Rt. 661) and Harriston Road (Rt. 778), continuing in a westerly direction along the centerline of Harriston Road (Rt. 778) to the intersection of Harriston Road (Rt. 778) and East Side Highway (Rt. 340), continuing in a northerly direction along the centerline of East Side Highway (Rt. 340) to the intersection of East Side Highway (Rt. 340) and Patterson Mill Road (Rt. 778), continuing in a westerly direction along the centerline of Patterson Mill Road (Rt. 778) to the intersection of Patterson Mill Road (Rt. 778) and Rockfish Road (Rt. 865), continuing in a northerly direction along the centerline of Rockfish Road (Rt. 865) to the intersection of Rockfish Road (Rt. 865) and Hatchery Road (Rt. 776), continuing in a westerly direction along the centerline of Hatchery Road (Rt. 776) to the intersection of Hatchery Road (Rt. 776) and Battlefield Road (Rt. 608), continuing in a southerly direction along the centerline of Battlefield Road (Rt. 608) to the intersection of Battlefield Road (Rt. 608) and Piedmont Road (Rt. 774), continuing in a westerly direction along the centerline of Piedmont Road (Rt. 774) to the intersection of Piedmont Road (Rt. 774) and Cline River Road (Rt. 774), continuing in a northerly direction along the centerline of Cline River Road (Rt. 774) to Middle River, continuing in a southwesterly and then westerly direction along the centerline of Middle River to Knightly Mill Road (Rt. 778), continuing in a northerly direction along the centerline of Knightly Mill Road (Rt. 778) to the intersection of Knightly Mill Road (Rt. 778) and Knightly Lane (Rt. 777), continuing in a westerly and then southerly direction along the centerline of Knightly Lane (Rt. 777) to the intersection of Knightly Lane (Rt. 777) and Dam Town Road (Rt. 616), continuing in a northwesterly direction along the centerline of Dam Town Road (Rt. 616) to the southbound lane of I-81, continuing in a northerly direction along the southbound lane of I-81 to the Rockingham County line, continuing in a southeasterly direction along the Rockingham County line to Paine Run, the beginning.

White Hill Precinct: Beginning at the intersection of Christians Creek Road (Rt. 648) and Tinkling Spring Road (Rt. 608), continuing in a southerly direction along the centerline of Tinkling Spring Road (Rt. 608) to the intersection of Tinkling Spring Road (Rt. 608) and Old Draft Road (Rt. 609), continuing in a southerly direction along the centerline of Old Draft Road (Rt. 609) to the intersection of Old Draft Road (Rt. 609) and Churchman's Mill Road (Rt. 651), continuing in an easterly direction along the centerline of Churchman's Mill Road (Rt. 651) to the intersection of Churchman's Mill Road (Rt. 651) and Tinkling Spring Road (Rt. 608), continuing in a southerly direction along the centerline of Tinkling Spring Road (Rt. 608) to the intersection of Tinkling Spring Road (Rt. 608) and Stuarts Draft Highway (Rt. 340), continuing in a westerly direction along the centerline of Stuarts Draft Highway (Rt. 340) to the intersection of Stuarts Draft Highway (Rt. 340) and Edgewood Lane (Rt. 1562), continuing in a southerly direction along the centerline of Edgewood Lane (Rt. 1562) to the intersection of Edgewood Lane (Rt. 1562) and Kiser Court (Rt. 1563), continuing in an easterly direction along the centerline of Kiser Court (Rt. 1563) to the Stump Elementary School Access Road, continuing in a westerly direction along the Stump Elementary School Access Road to the intersection of the Stump Elementary School Access Road and Kiser

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REDISTRICTING – ORDINANCE (cont'd)

Court (Rt. 1563) and Draft Avenue (Rt. 608), continuing in a southerly direction along the centerline of Draft Avenue (Rt. 608) to the intersection of Draft Avenue (Rt. 608) and Norfolk Southern Railway line, continuing in a westerly direction along the centerline of the Norfolk Southern Railway line to the intersection of the Norfolk Southern Railway line and Johnson Drive (Rt. 909), continuing in a southerly direction along the centerline of Johnson Drive (Rt. 909) to South River, continuing in a southeasterly direction along the centerline of South River to the confluence of South River and Johns Run, continuing in a southerly direction along the centerline of Johns Run to Cold Springs Road (Rt. 608), continuing in an easterly direction along the centerline of Cold Springs Road (Rt. 608) to the intersection of Cold Springs Road (Rt. 608) and Horseshoe Circle (Rt. 842), continuing in a southerly direction along the centerline of Horseshoe Circle (Rt. 842) to Johns Run, continuing in a southeasterly direction along the centerline of Johns Run to the Coal Road, continuing in an easterly direction along the centerline of the Coal Road to Coles Run, continuing in a southwesterly direction along the centerline of Coles Run to Cold Spring Bald Mountain Trail continuing in a westerly direction along the centerline of Cold Spring Bald Mountain Trail to the Coal Road, continuing in a southerly direction along the centerline of the Coal Road to Pine Run, continuing in a westerly direction along the centerline of Pine Run to Old Sandbank Lane, continuing in a westerly direction along the centerline of Old Sandbank Lane to the intersection of Old Sandbank Lane and Cold Springs Road (Rt. 608), continuing in a northerly direction along the centerline of Cold Springs Road (Rt. 608) to Deep Pond Run, continuing in a northerly direction along the centerline of Deep Pond Run to the confluence of Deep Pond Run and Pine Run, continuing in a northeasterly direction along the centerline of Pine Run to Avis Road (Rt. 658), continuing in a northerly direction along the centerline of Avis Road (Rt. 658) to the intersection of Avis Road (Rt. 658) and Indian Ridge Road (Rt. 657), continuing in a northeasterly direction along the centerline of Indian Ridge Road (Rt. 657) to the intersection of Indian Ridge Road (Rt. 657) and University Farm Road (Rt. 652), continuing in a northerly direction along the centerline of University Farm Road (Rt. 652) to the intersection of University Farm Road (Rt. 652) and Stuarts Draft Highway (Rt. 340), continuing in a northwesterly direction along the centerline of Stuarts Draft Highway (Rt. 340) to the intersection of Stuarts Draft Highway (Rt. 340) and Walnut Hills Road (Rt. 655), continuing in a northwesterly direction along the centerline of Walnut Hills Road (Rt. 655) to the intersection of Walnut Hills Road (Rt. 655) and the southbound lane of I-81/64, continuing in a northerly direction along the southbound lane of I-81/64 to the intersection of the southbound lane of I-81/64 and White Hill Road (Rt. 654), continuing in a westerly direction along the centerline of White Hill Road (Rt. 654) to the intersection of White Hill Road (Rt. 654) and Lee-Jackson Highway (Rt. 11), continuing in a northerly direction along the centerline of Lee-Jackson Highway (Rt. 11) to Folly Mills Creek, continuing in an easterly direction along the centerline of Folly Mills Creek to Christians Creek Road (Rt. 648), continuing in an easterly direction along the centerline of Christians Creek Road (Rt. 648) to the intersection of Christians Creek Road (Rt. 648) and Tinkling Spring Road (Rt. 608), the beginning.

Wilson Precinct: Beginning at the intersection of the westbound lane of Interstate 64 and Tinkling Spring Road (Rt. 285), continuing in a westerly direction along the westbound lane of I-64 to Jericho Road (Rt. 637), continuing in a northerly direction along the centerline of Jericho Road (Rt. 637) to the intersection of Jericho Road (Rt. 637) and Jefferson Highway (Rt. 250), continuing in an easterly direction along the centerline of Jefferson Highway (Rt. 250) to Christians Creek, continuing in a northerly direction along the centerline of Christians Creek to a Virginia Power transmission line, continuing in an easterly direction along the Virginia Power transmission line to Barrenridge Road (Rt. 642), continuing in a northerly direction along the centerline of Barrenridge Road (Rt. 642) to the intersection of Barrenridge Road (Rt. 642) and Hermitage Road (Rt. 254), continuing in an easterly direction along the centerline of Hermitage Road (Rt. 254) to the intersection of Hermitage Road (Rt. 254) and Long Meadow Road (Rt. 608), continuing in a southerly direction along the centerline of Long Meadow Road (Rt. 608) to the intersection of Long Meadow Road (Rt. 608) and Jefferson Highway (Rt. 250), continuing in an easterly direction along the centerline of Jefferson Highway (Rt. 250) to the intersection of Jefferson Highway (Rt. 250) and Tinkling Spring Road (Rt. 285), continuing in a southerly direction along the centerline of Tinkling Spring Road (Rt. 285) to the intersection of Tinkling Spring Road (Rt. 285) and westbound lane of I-64, the beginning.
(Ord. 12/12/01)

Sections 8-24 through 8-30 reserved.

Article IV. Polling Places.

§ 8-31. Number of polling places.

There shall be one polling place in each precinct.

§ 8-32. Location of polling places.

The locations of the polling places are:

May 25, 2011, at 7:00 p.m.

REDISTRICTING – ORDINANCE (cont'd)

<u>Precinct Name</u>	<u>Location of Polling Place</u>
Buffalo Gap	Buffalo Gap High School
Cedar Green	Beverly Manor Elementary School
Churchville Elementary	Churchville Elementary School
Churchville Fire Station	Churchville Fire Station
Craigsville	Craigsville Community Center
Crimora	Crimora United Methodist Church
Deerfield	Deerfield Fire Station
Dooms	Hugh K. Cassell Elementary School
Stuarts Draft Elementary	Stuarts Draft Elementary School
Fishersville	Yancey Fire Station
Fort Defiance	Edward G. Clymore Elementary School
Greenville	Riverheads High School
Jolivue	Victory Worship Center
Lyndhurst	Wilson Fire Station
Middlebrook	Middlebrook Fire Station
Mount Solon	Sangerville-Towers Ruritan Hall
New Hope	New Hope United Methodist Church
North River	North River Elementary School
Sherando	Sherando Community Center
Spottswood	Spottswood Community Center
Stuarts Draft Rescue	Stuarts Draft Rescue Squad Building
Verona	Augusta County Government Center
Weyers Cave	Weyers Cave Community Center
White Hill	White Hill Church of the Brethren
Wilson	Valley Vocational Technical Center

Vote was as follows: Yeas: Howdyshell, Sorrells, Garber, Beyeler, Shifflett and Coleman

Nays: Pyles

Motion carried.

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MATTERS TO BE PRESENTED BY THE PUBLIC - NONE

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VOLUNTEER FIRE AND RESCUE AGREEMENTS

The Board considered draft agreements as revised by Board's Emergency Services Committee. **This was tabled at the October 13, 2010 and April 27, 2011 Board of Supervisors regular meetings.**

Mr. Garber moved, seconded by Ms. Sorrells, that the Board remove this item from the table.

Vote was as follows: Yeas: Howdyshell, Sorrells, Garber, Beyeler, Shifflett, Pyles and Coleman

Nays: None

Motion carried.

* * *

Mr. Morgan reported that the agreement tonight was another draft of the agreement with several revisions from Board members who had spoken with fire companies with suggested changes to the proposed document. Mr. Morgan mentioned the following proposals:

1. Paragraph 4 – The language, “applicable state and county laws, and policies and procedures adopted by the County” be deleted. **Mr. Morgan agreed.**

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VOLUNTEER FIRE AND RESCUE AGREEMENTS (cont'd)

2. Paragraph 5 – Last sentence, referring to funding for casualty and property insurance and accident and health insurance shall be, “subject to yearly appropriations,” provided by the County. It was asked that “subject to yearly appropriations,” be struck. **Mr. Morgan stated that one Board of Supervisors cannot bind another Board of Supervisors to make any particular appropriations; therefore, Mr. Morgan felt that language needed to remain.**
3. Paragraph 6 – The language referring to ISO ratings, “Failure to maintain a rating that is within the parameters of like and similar companies within the county that company shall be subject to corrective action by the Board of Supervisors” be struck. **Mr. Morgan and Ms. Sorrells had discussed this and felt that something less drastic in dissolving a fire company and was intended to show improvement needed to be stated. This was discussed at the Fire Committee meeting and the following language was suggested to be added: “Any Company or Squad that fails to maintain a rating of acceptable readiness in accordance with the guidelines of the FSRS or ISO within the county shall develop a performance improvement plan with the guidance of the County Fire Chief. In that manner, the County Fire Chief, or his designee, shall work with the fire companies to help maintain a good ISO Rating.” Mr. Morgan felt this language needed to be included.**
4. Paragraph 8 – “Failure to do so will be reviewed by the Augusta County Board of Supervisors and be subject to corrective action including, but not limited to, disbanding the company and redistribution of assets for Fire/Rescue Services” be struck. **Mr. Morgan agreed because the agreement included other provisions about taking corrective action.**
5. Paragraph 9 - The language in the first sentence, “an annual budget Revenue Recovery” be deleted. **Mr. Morgan said that some fire companies had stated that it would be difficult to submit an annual budget. The County was looking for accountability. If the County is distributing funds to the local squads and fire companies, it should have some type of report. It was suggested that the audit and funding request should suffice without asking for a formal budget.**
6. Paragraph 17 – “and if all efforts to resolve the situation have been exhausted”, to be struck. **Mr. Morgan said that this brought in the subjective standard as to who determines when all efforts have been exhausted. He felt that better language should be used to tie it back to the performance plans before considering anything more drastic. He suggested that that language remain and add the following language: “and the Company fails to make improvements outlined in its performance improvement plan.” Mr. Morgan added that he was told that the plan for distribution of assets in the event that a company is disbanded is acceptable.**

Mr. Morgan recommended that these changes to be made and the revised agreement be adopted.

Ms. Sorrells felt these changes to be acceptable and was pleased with discussions. She felt that Mr. Morgan’s input was invaluable. “This agreement put us together as a team rather than individual companies. It has legal strength as well.”

Ms. Sorrells moved, seconded by Mr. Beyeler, that the Board approve the agreement with revisions. Mr. Beyeler suggested that the revised agreement be sent to the fire companies immediately for review and discussion if needed.

Mr. Coleman stated that this has been discussed for the last eight months trying to get an agreement. During that process, the Virginia Fire Services Board came and spoke with all the volunteer agencies. He noted that the report reflected that the Fire Chiefs

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VOLUNTEER FIRE AND RESCUE AGREEMENTS (cont'd)

throughout the County were asking for something different in terms of a new structure that clearly put the Fire Chief of Augusta County in charge. The Emergency Services Officers Association, as it currently exists, were challenged to get standardized SOGs, standardizing the procurement of equipment. Mr. Coleman asked if this was possible, when, in fact, it took so long to get an agreement together. He added that the Fire Chiefs in his district wanted this to move forward. He stated that he was well aware of the ongoing issues in each of the organizations. "They say one thing, but when it comes to actually trying to get something implemented, then it is a horse of a different color." He felt the need of an agreement with each agency.

Mr. Pyles felt that this was a vast difference from the original agreement. What was originally presented hit at the core of what volunteers feared the most of the County taking control. "No one wants that equipment not to stay in the community. Nobody wants anybody to go out of business. They want to operate with a certain amount of latitude, but they realize that they have to conform." He was pleased with the revised agreement.

Mr. Garber asked Mr. Morgan what would happen if a company chooses not to sign the agreement.

Mr. Morgan stated that "rescue squads' current agreement does not allow them to charge for emergency runs. The County has put in the revenue recovery. In theory, it is still contractually does not have the authority to charge for emergency runs. If the Board wanted to force the issue, they would be able to stop the company from doing that. It would create an awkward situation as to one company can and one company cannot. For fire departments, I don't know that, other than, I guess the Board could withdraw whatever support financially we have for those companies. That would be the other option."

Vote was as follows: Yeas: Howdyshell, Sorrells, Garber, Beyeler, Shifflett, Pyles and Coleman

Nays: None

Motion carried.

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PARKS AND RECREATION GRANT – NORTH RIVER PTA

The Board considered (A) recommendation of Parks and Recreation Commission to award a grant in an amount not to exceed \$15,000 to North River Parent Teachers Association for replacement of the wooden playground; and (B) approval of grant agreement.

Funding Source: North River Recreation Account #80000-8023-32

Mr. Coffield advised that this issue was discussed at the Staff Briefing on Monday.

Mr. Howdyshell stated that the parents and teachers have worked diligently on this project to upgrade and put in new playground equipment and have achieved two-thirds of what was needed. "They have vested interest in this project and the community has vested in this."

Mr. Howdyshell moved, seconded by Mr. Coleman, that the Board approve the request.

Vote was as follows: Yeas: Howdyshell, Sorrells, Garber, Beyeler, Shifflett, Pyles and Coleman

Nays: None

Motion carried.

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PRESTON L. YANCEY FIRE DEPARTMENT

The Board considered building modifications/equipment purchases necessary for additional staffing.

Funding Sources:

Wayne District Infrastructure Account	#80000-8017-67	\$ 82,725
Beverley Manor District Infrastructure Account	#80000-8011-45	\$ <u>27,575</u>
		\$110,300

Mr. Coffield advised that this had been discussed at Monday’s Staff Briefing.

Mr. Coleman, for the benefit of people present tonight, explained that this item was thoroughly discussed at the Staff Briefing on Monday. He noted that two of the largest items incurred in this cost is a ventilation system and an Emergency generator.

Mr. Coleman moved, seconded by Mr. Howdysshell, that the Board approve the request.

Vote was as follows: Yeas: Howdysshell, Sorrells, Garber, Beyeler, Shifflett, Pyles and Coleman

Nays: None

Motion carried.

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FUND BALANCE

The Board considered GASB54 fund balance policy.

Melissa Meyerhoeffer, Assistant Director of Finance, briefly reviewed the new fund balance reporting requirements that were enacted by the Governmental Accounting Standards Board (GASB) Statement No. 54 *Fund Balance Reporting and Governmental Fund Definitions* effective for Fiscal Year Ending June 30, 2011. She noted that this was reviewed in depth at the Staff Briefing on Monday and also been reviewed by the Audit Committee, consisting of Mr. Pyles and Mr. Beyeler. She gave a PowerPoint presentation, high-lighting the following:

Current Fund Balance Classifications

- Reserved
- Unreserved
- Depending on whether resources are available for appropriation.

On June 30, 2010, the majority of fund balance was classified as reserved; approximately \$37 million. Reserved Fund Balance included the Fire Revolving Loans, the Drug Enforcement Funds, the EMS Contribution for Revenue Recovery, and funds that were reserved for construction in the County Capital Improvement Fund. Approximately \$12 million was reported in the General Fund as unreserved.

New Fund Balance Classifications that can be used for Fund Balance

- Nonspendable
- Restricted
- Committed
- Assigned
- Unassigned
- Note:** Not all governments will have all category classifications.

Ms. Meyerhoeffer presented the below chart as an example of how the fund balance

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FUND BALANCE (cont'd)

may look with the GASB 54 classifications in the General Fund. She noted that the previous Reserved Fund Balance was now broken down into Restricted, Committed, and Assigned. Ms. Meyerhoeffer also noted that the previous Unreserved Fund Balance would now be reflected as Unassigned Fund Balance.

General Fund Balance Presentation

General Fund	Old Classifications	GASB 54 Classifications
Fund Balance:		
Reserved	1,631,079	N/A
Nonspendable	N/A	--
Restricted	N/A	1,318,422
Committed	N/A	134,285
Assigned	N/A	178,372
Unreserved	12,201,976	N/A
Unassigned	N/A	12,201,976
Total Fund Balance	13,833,055	13,833,055

Ms. Meyerhoeffer presented the below chart as an example of how the fund balance may look with the GASB 54 classifications for the Capital Improvement Fund. She noted that the previous Reserved Fund Balance accounted for the entire balance in the fund and it was noted as reserved for County construction projects. Ms. Meyerhoeffer explained that under the new classifications that the fund balance would now be split into Committed Fund Balance and Assigned Fund Balance. The Committed Fund Balance will include funds that the Board has taken a specific action on, for example, Infrastructure Accounts, P&R Matching Grant Accounts, and construction contracts. The Assigned Fund Balance will include the remaining balance of the fund, including depreciation accounts set up for building improvements, vehicle replacement, computer upgrades/replacements, etc.

County Capital Improvement Fund Balance Presentation

County Capital Improvements	Old Classifications	GASB 54 Classifications
Fund Balance:		
Reserved	35,477,239	N/A
Nonspendable	N/A	--
Restricted	N/A	--
Committed	N/A	11,313,951
Assigned	N/A	24,163,288
Total Fund Balance	35,477,239	35,477,239

Ms. Meyerhoeffer noted that if you take an action to commit funds, they have to be uncommitted by the same action. Also commitments must be done by the end of the Fiscal Year even if the amount is determined in a subsequent period.

Ms. Meyerhoeffer then explained that the Board needs to approve a comprehensive fund balance policy. The fund balance policy will include minimum fund balance requirements, clarification regarding committing and assigning funds in regards to the highest level of decision making authority, and the order of spending resources when they become available. Ms. Meyerhoeffer noted that the fund balance policy was

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FUND BALANCE (cont'd)

reviewed in depth at the Monday staff briefing and asked if there were any specific questions in regards to the policy as presented.

Mr. Coleman mentioned to the public that this had thoroughly been discussed at Monday's Staff Briefing. He also added that Messrs. Pyles and Beyeler, as Board representations, have worked diligently with this.

Mr. Beyeler moved, seconded by Mr. Pyles, that the Board approve the policy.

Vote was as follows: Yeas: Howdyshell, Sorrells, Garber, Beyeler, Shifflett, Pyles and Coleman

Nays: None

Motion carried.

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UVA HEALTH SERVICES FOUNDATION – TAX EXEMPT ORDINANCE

The Board considered UVA Health Services Foundation's request for exemption from real and personal property taxation. (An ordinance would need to be drafted and advertised for Board consideration prior to action being taken.)

Mr. Coffield advised that this had been discussed at the Staff Briefing on Monday. He recommended that this be referred to the Commissioner of Revenue and County Attorney to review and submit recommendations at a subsequent meeting.

Mr. Pyles moved, seconded by Mr. Beyeler, that the Board refer to Commissioner of Revenue and County Attorney for analysis and bring back recommendations to the Board at a future date.

Vote was as follows: Yeas: Howdyshell, Sorrells, Garber, Beyeler, Shifflett, Pyles and Coleman

Nays: None

Motion carried.

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COMMUNITY WILDFIRE PROTECTION PLAN

The Board considered staff recommendations regarding Planning District Commission contract for preparation of Wildfire Protection Plan.

Funding Source: Secured Rural Schools Account #0-11-000000-9200 \$45,000

Mr. Coffield reported that the Planning District Commission presented their outline for the Wildfire Protection Plan on Monday. He felt it to be well-thought out in coordination with the Planning District Commission and the County Fire staff. "With what has happened nationwide with natural catastrophes, it is a good idea to have plans like this in place. What I like about this one is actually giving tools for the homeowner to help themselves. I think it is going to be a great educational tool. I think it will be a model for the Planning District Commission to use in discussions with other communities who do not have access to federal "payment of lieu of taxes" as we do.

Mr. Pyles moved, seconded by Ms. Sorrells, that the Board approve the request.

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COMMUNITY WILDFIRE PROTECTION PLAN (cont'd)

Vote was as follows: Yeas: Howdysshell, Sorrells, Garber, Beyeler, Shifflett, Pyles and Coleman

Nays: None

Motion carried.

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FIRE AND RESCUE HOLIDAY PAY

The Board considered request to fund Doods Volunteer Fire Department for holiday pay for career personnel.

Funding Source: Wayne Infrastructure Account #80000-8017-68 \$4,521.30

Mr. Coffield advised that Mr. Coleman brought to the Board's attention on Monday that this funding request was part of the \$2.4 million that was identified as "unfunded" Fire and Rescue considerations. Mr. Coffield had recommended expenditures of approximately \$800,000 of which the Board approved \$500-600,000. The request for Doods, which was included in the \$2.4 million, was not funded. After action was taken on the budget, Mr. Coleman suggested an allocation of his infrastructure to allow this to be considered as part of the budget process and/or the Officers Association prioritization review is underway. This is not a permanent funding source, just a one-time-only "bridge financing" until other countywide considerations can be discussed.

Mr. Coleman moved, seconded by Mr. Beyeler, that the Board approve the request.

Vote was as follows: Yeas: Howdysshell, Sorrells, Garber, Beyeler, Shifflett, Pyles and Coleman

Nays: None

Motion carried.

Mr. Coleman added that this allows Doods career people to be compensated for holidays, beginning July 1, 2011 to June 30, 2012.

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WAIVERS/VARIANCES - NONE

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CONSENT AGENDA

Mr. Coleman moved, seconded by Ms. Sorrells, that the Board approve the consent agenda as follows:

MINUTES

Approved the following minutes:

- Budget Meeting, Wednesday, May 4, 2011
- Regular Meeting, Wednesday, May 11, 2011

Vote was as follows: Yeas: Howdysshell, Sorrells, Garber, Beyeler, Shifflett, Pyles and Coleman

Nays: None

Motion carried.

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(END OF CONSENT AGENDA)

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May 25, 2011, at 7:00 p.m.

MATTERS TO BE PRESENTED BY THE BOARD (cont'd)

change it. Politics in the County have changed. The attitude of politics have changed; and I do not need to have myself drug through the way things are looking. I have five grandchildren. I'm going on 65 years old and I want to spend some time with them. What goes on this boardroom, and some of our decisions shouldn't flow back through those kids, but it does; and that hurts me bad. I have more respect; I have respect for my peers for what their decisions are and we move forward. Sometimes, some of us have a problem getting over it. I will work the best I can for the remainder of my time and this will give Mr. Pyles a little more time; he won't have to send me anymore hate mail.

Mr. Garber:

- 1. Draft Horse Day at his farm – Saturday, May 29th.
- 2. Contract problems – calls from media – will be discussed in Closed Session.

Ms. Sorrells:

- 1. Emergency Officers Meeting last night submitted a request for additional over-time assistance to modify fire and rescue boxes.

Funding Source: #92040-9999 (Contingency Account) \$3,000

Ms. Sorrells moved, seconded by Mr. Beyeler, that the Board approve the request.

Vote was as follows: Yeas: Howdyshell, Sorrells, Garber, Beyeler, Shifflett, Pyles and Coleman

Nays: None

Motion carried.

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- 2. Assessments (mentioned by Mr. Pyles) – 1) Greenville – It had not been sold because it had been in Dr. Thomas' family for three generations. Multiple lots had to be divided as the settlement of the estate. 2) Meade West Vaco – Difference in value was because of a 400,000 sq. ft. improvement going from manufacturing to warehouse, to distribution. "Those are always factors when you start looking at individual parcels and using that to pick apart a mass appraisal, then you get into some interesting situations."

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MATTERS TO BE PRESENTED BY STAFF

Staff discussed the following issues:

- 1. Augusta County Library/Staunton City Library in-house training: Augusta County will close Friday, August 19th; Waynesboro and Staunton will be open. On Friday, August 26th, Staunton will close.
- 2. VDOT I-64, Exit 91 public hearing will occur June 30th (instead of June 9th) at the Preston Yancey Fire Department.

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CLOSED SESSION

On motion of Mr. Coleman, seconded by Mr. Garber, the Board went into closed session pursuant to:

- (1) the personnel exemption under Virginia Code § 2.2-3711(A)(1)**
[discussion, consideration or interviews of (a) prospective candidates for employment, or (b) assignment, appointment, promotion, performance, demotion, salaries, disciplining or resignation of specific employees]:
- A) Boards and Commissions

May 25, 2011, at 7:00 p.m.

CLOSED SESSION (cont'd)

(2) the legal counsel exemption under Virginia Code § 2.2-3711(A)(7)

[consultation with legal counsel and briefings by staff members or consultants pertaining to actual or probable litigation, and consultation with legal counsel regarding specific legal matters requiring the provision of legal advice by such counsel, as permitted under subsection (A) (7)]:

A) Animal Control

On motion of Mr. Beyeler, seconded by Mr. Howdysshell, the Board came out of closed Session.

Vote was as follows: Yeas: Howdysshell, Sorrells, Garber, Beyeler, Shifflett, Pyles and Coleman

Nays: None

Motion carried.

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The Chairman advised that each member is required to certify that to the best of their knowledge during the closed session only the following was discussed:

1. Public business matters lawfully exempted from statutory open meeting requirements, and
2. Only such public business matters identified in the motion to convene the executive session.

The Chairman asked if there is any Board member who cannot so certify.

Hearing none, the Chairman called upon the County Administrator/ Clerk of the Board to call the roll noting members of the Board who approve the certification shall answer AYE and those who cannot shall answer NAY.

Roll Call Vote was as follows:

AYE: Coleman, Garber, Howdysshell, Shifflett, Sorrells, Pyles and Beyeler
NAY: None

The Chairman authorized the County Administrator/Clerk of the Board to record this certification in the minutes.

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BOARDS AND COMMISSIONS APPOINTMENTS/REAPPOINTMENTS

Mr. Coleman moved, seconded by Mr. Pyles, that the Board approve the following appointments:

VALLEY COMMUNITY SERVICES BOARD

Reappoint Stella-Louise Sabados to serve another 3-year term, effective July 1, 2011, to expire June 30, 2014.

COMMUNITY ACTION AGENCY (CAP-SAW)

Reappoint Justine Carter-Moats to serve another 2-year term, effective July 1, 2011, to expire June 30, 2013.

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BOARDS AND COMMISSIONS APPOINTMENTS/REAPPOINTMENTS (cont'd)

SHENANDOAH VALLEY PARTNERSHIP

Reappoint Wendell L. Coleman to serve another 2-year term, effective July 1, 2011, to expire June 30, 2013.

BLUE RIDGE CRIMINAL JUSTICE BOARD

Reappoint Miles Bobbitt to serve another 2-year term, effective July 1, 2011, to expire June 30, 2013.

COMMUNITY POLICY AND MANAGEMENT TEAM (CPMT)

Reappoint John C. McGehee to serve another 2-year term, effective July 1, 2011, to expire June 30, 2013.

YOUTH COMMISSION

Reappoint Kendra Leigh Beyeler to serve another 1-year term, effective July 1, 2011, to expire June 30, 2012.

AUGUSTA COUNTY RECYCLING COMMITTEE

Appoint Elizabeth P. Godfrey to serve a 4-year term on the Augusta County Recycling Committee, effective immediately, to expire September 24, 2015.

Vote was as follows: Yeas: Howdysshell, Sorrells, Garber, Beyeler, Shifflett, Pyles and Coleman

Nays: None

Motion carried.

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ADJOURNMENT

There being no other business to come before the Board, Mr. Beyeler moved, seconded by Mr. Howdysshell, the Board adjourned subject to call of the Chairman.

Vote was as follows: Yeas: Howdysshell, Sorrells, Garber, Beyeler, Shifflett, Pyles and Coleman

Nays: None

Motion carried.

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Chairman

County Administrator