



Legislation Details (With Text)

**File #:** ORD-11:076    **Version:** 1    **Name:** Establishing new ward boundaries  
**Type:** Ordinance    **Status:** Passed  
**File created:** 9/14/2011    **In control:** City Council  
**On agenda:**    **Final action:** 11/15/2011

**Title:** AN ORDINANCE TO AMEND SECTION 2.55 OF THE JONESBORO CODE OF ORDINANCES FOR THE ESTABLISHMENT OF NEW WARD BOUNDARIES BASED ON THE 2010 CENSUS INFORMATION AND UTILIZATION OF THE SECRETARY OF STATE'S SOFTWARE PROGRAM

**Sponsors:** Mayor's Office

**Indexes:** Code of Ordinances amendment

**Code sections:** Chapter 2 - Administration

**Attachments:**

Date	Ver.	Action By	Action	Result
11/15/2011	1	City Council	Passed	Pass
11/1/2011	1	City Council	Held at second reading	
10/20/2011	1	City Council	Held at one reading	

AN ORDINANCE TO AMEND SECTION 2.55 OF THE JONESBORO CODE OF ORDINANCES FOR THE ESTABLISHMENT OF NEW WARD BOUNDARIES BASED ON THE 2010 CENSUS INFORMATION AND UTILIZATION OF THE SECRETARY OF STATE'S SOFTWARE PROGRAM

WHEREAS, the Jonesboro City Council adopted resolution file number RES-11:133 on August 2, 2011, authorizing the Mayor and City Clerk to utilize the assistance of computer software through the Secretary of State's Office for the establishment of new ward boundaries; And

WHEREAS, criteria was submitted based on information from the 2010 census; And

WHEREAS, all effort is being made to have the new ward boundaries completed by mandated State deadlines for the 2012 election.

BE IT THEREFORE ORDAINED by the City Council for the City of Jonesboro, Arkansas:

SECTION 1: That Section 2.55 of the City of Jonesboro Code of Ordinances is hereby amended to read as follows:

WARD 1: Beginning at the intersection of the Railroad and the Corporate Limits (near Mahon Drive); thence easterly along the Railroad to the centerline of South Culberhouse Street; thence south along the centerline of South Culberhouse Street to the centerline of West Oak Street; thence west along the centerline of West Oak Street to the centerline of Flint Street; thence south along the centerline of Flint Street to the centerline of West Nettleton Avenue; thence west along the centerline of West Nettleton to the centerline of Cole Street; thence south along the centerline of Cole Street to the centerline of Wood Street; thence southwesterly along the centerline of Wood Street to the centerline of US Highway 63 (Joe N Martin Expressway); thence easterly along the centerline of US Highway 63 (Joe N Martin Expressway) to the centerline of US Highway 49 (Southwest Drive); thence southerly along the centerline of US Highway 49 (Southwest Drive) to the centerline

of Wood Street; thence northwesterly along the centerline of Wood Street to the centerline of Neely Road; thence westerly along the centerline of Neely Road to the centerline of Woodsprings Road; thence westerly along the centerline of Woodsprings Road to the centerline of Friendly Hope Road; thence southerly along the centerline of Friendly Hope Road to the centerline of Flemon Road; thence easterly along the centerline of Flemon Road to the intersection of Flemon Road, Kellers Chapel Road and Maple Valley Drive; thence southerly along the centerline of Maple Valley Drive to the intersection of Maple Valley Drive, US Highway 49 (Southwest Drive) and Wimpy Lane; thence southerly along the centerline of Wimpy Lane to the Corporate Limits; thence westerly along the Corporate Limits to the point of beginning.

WARD 2: Beginning at the intersection of Culberhouse Street and the Railroad; thence south along the centerline of South Culberhouse Street to the centerline of West Oak Street ; thence east along the centerline of West Oak Street to the centerline of Flint Street; thence south along the centerline of Flint Street to the centerline of West Nettleton Avenue; thence east along the centerline of Nettleton Avenue to the centerline of Kitchen Street; thence north along the centerline of Kitchen Street to the centerline of East Oak Avenue; thence east along the centerline of East Oak Avenue to the centerline of South Patrick Street; thence north along the centerline of South Patrick Street to the Railroad; thence westerly along the Railroad to the centerline of North Fisher Street; thence Northerly along the centerline of North Fisher Street to the centerline of Aggie Road; thence easterly along the centerline of Aggie Road to the centerline of Howard Street; thence north along the centerline of Howard Street to the centerline of AR Highway 91 (East Johnson Avenue); thence east along the centerline of AR Highway 91 (East Johnson Avenue) to the centerline of Howard Street; thence north along the centerline of Howard Street to the centerline of Calion Street; thence west and north along the centerline of Calion Street to the centerline of Belt Street; thence east along the centerline of Belt Street to the centerline of Greensboro Road; thence northeasterly along the centerline of Greensboro Road to the centerline of North Caraway Road; thence north to the centerline of Lost Creek; thence northeasterly along the centerline of Lost Creek to the intersection of Lost Creek and the Corporate Limits; thence westerly along the Corporate Limits to the intersection of the Corporate Limits and the Railroad (near Mahon Drive); thence easterly along the Railroad to the point of beginning.

WARD 3: Beginning at the intersection of US Highway 49 (East Johnson Avenue) and Clinton School Road; thence southwestly along the centerline of US Highway 49 (East Johnson Avenue) to the intersection of US Highway 49 (East Johnson Avenue) and Stadium Boulevard; thence south along the centerline of Stadium Boulevard to the centerline of AR Highway 18 (East Highland Drive); thence west along the center line of AR Highway 18 (East Highland Drive) to the centerline of South Caraway Road; thence north along the centerline of South Caraway Road to the centerline of East Nettleton Avenue; thence west along the centerline of East Nettleton Avenue to the centerline of Kitchen Street; thence north along the centerline of Kitchen Street to the centerline of East Oak Avenue; thence east along the centerline of East Oak Avenue to the centerline of South Patrick Street; thence north along the centerline of South Patrick Street to the Railroad; thence westerly along the Railroad to the centerline of North Fisher Street; thence Northerly along the centerline of North Fisher Street to the centerline of Aggie Road; thence easterly along the centerline of Aggie Road to the centerline of Howard Street; thence north along the centerline of Howard Street to the centerline of AR Highway 91 (East Johnson Avenue); thence east along the centerline of AR Highway 91 (East Johnson Avenue) to the centerline of Howard Street; thence north along the centerline of Howard Street to the centerline of Calion Street; thence west and north along the centerline of Calion Street to the centerline of Belt Street; thence east along the centerline of Belt Street to the centerline of Greensboro Road; thence northeasterly along the centerline of Greensboro Road to the centerline of North Caraway Road; thence north to the centerline of Lost Creek; thence northeasterly along the centerline of Lost Creek to the intersection of Lost Creek and the Corporate Limits; thence along the Corporate Limits to the point of beginning.

WARD 4: Beginning at the intersection of West Nettleton Avenue and Cole Street; thence south along the

centerline of Cole Street to the centerline of Wood Street; thence southwesterly along the centerline of Wood Street to the centerline of US Highway 63 (Joe N Martin Expressway); thence southeasterly along the centerline of US Highway 63 (Joe N Martin Expressway) to the centerline of US Highway 49 (Southwest Drive); thence southwesterly along the centerline of US Highway 49 (Southwest Drive) to the centerline of Wood Street; thence northwesterly along the centerline of Wood Street to the centerline of Neely Road; thence westerly along the centerline of Neely Road to the centerline of Woodsprings Road; thence westerly along the centerline of Woodsprings Road to the centerline of Friendly Hope Road; thence southerly along the centerline of Friendly Hope Road to the centerline of Flemon Road; thence easterly along the centerline of Flemon Road to the intersection of Flemon Road, Kellers Chapel Road and Maple Valley Drive; thence southerly along the centerline of Maple Valley Drive to the intersection of Maple Valley Drive, US Highway 49 (Southwest Drive) and Wimpy Lane; thence southerly along the centerline of Wimpy Lane to the Corporate Limits; thence easterly along the Corporate Limits to the centerline of the Railroad (east of South Caraway Road and south of Glover Road); thence northerly along the Railroad to the centerline of AR Highway 1B (Harrisburg Road); thence northerly along the centerline of AR Highway 1B (Harrisburg Road); to the centerline of East Craighead Forest Road; thence west along the centerline of East Craighead Forest Road to the centerline of AR Highway 141 (South Culberhouse Road); thence north along the centerline of AR Highway 141 (South Culberhouse Road) to the centerline of US Highway 63 (Joe N Martin Expressway); thence east along US Highway 63 (Joe N Martin Expressway) to the centerline of AR Highway 1B (Harrisburg Road); thence northerly along the centerline of AR Highway 1B (Harrisburg Road) to the centerline of Stonebridge Drive; thence easterly along the centerline of Stonebridge Drive to the easternmost intersection of Stonebridge Drive and Arrowhead Drive; thence east along the centerline of Arrowhead Drive to the centerline of Indian Trails; thence north along the centerline of Indian Trails to the centerline of AR Highway 18 (East Highland Drive); thence east along the centerline of AR Highway 18 (East Highland Drive) to the centerline of South Caraway Road; thence north along the centerline of South Caraway Road to the centerline of East Nettleton Avenue; thence west along the centerline of East Nettleton Avenue to the point of beginning.

WARD 5: Beginning at the intersection of AR Highway 18 (East Highland Drive) and Stadium Boulevard; thence south along the centerline of Stadium Boulevard to the centerline of Race Street; thence east along the centerline of Race Street to the centerline of Richardson Drive; thence south along the centerline of Richardson drive to the centerline of US Highway 63 (Joe N Martin Expressway); thence east along the centerline of US Highway 63 (Joe N Martin Expressway) to the centerline of the Railroad; thence southwesterly along the Railroad to the centerline of Colony Drive; thence east along the centerline of Colony Drive to the centerline of Richardson Drive; thence south along the centerline of Richardson Drive to the centerline of Limestone Drive; thence east along the centerline of Limestone Drive to the Corporate Limits; thence southwesterly along the Corporate Limits to the centerline of the Railroad (east of South Caraway Road and south of Glover Road); thence northerly along the Railroad to the centerline of AR Highway 1B (Harrisburg Road); thence northerly along the centerline of AR Highway 1B (Harrisburg Road); to the centerline of East Craighead Forest Road; thence west along the centerline of East Craighead Forest Road to the centerline of AR Highway 141 (South Culberhouse Road); thence north along the centerline of AR Highway 141 (South Culberhouse Road) to the centerline of US Highway 63 (Joe N Martin Expressway); thence east along US Highway 63 (Joe N Martin Expressway) to the centerline of AR Highway 1B (Harrisburg Road); thence northerly along the centerline of AR Highway 1B (Harrisburg Road) to the centerline of Stonebridge Drive; thence easterly along the centerline of Stonebridge Drive to the easternmost intersection of Stonebridge Drive and Arrowhead Drive; thence east along the centerline of Arrowhead Drive to the centerline of Indian Trails; thence north along the centerline of Indian Trails to the centerline of AR Highway 18 (East Highland Drive); thence east along the centerline of AR Highway 18 (East Highland Drive) to the point of beginning.

WARD 6: Beginning at the intersection of US Highway 49 (East Johnson Avenue) and Clinton School Road; thence southwesterly along the centerline of US Highway 49 (East Johnson Avenue) to the intersection of US

Highway 49 (East Johnson Avenue) and Stadium Boulevard; thence south along the centerline of Stadium Boulevard to the centerline of Race Street; thence east along the centerline of Race Street to the centerline of Richardson Drive; thence south along the centerline of Richardson Drive to the centerline of US Highway 63 (Joe N Martin Expressway); thence east along the centerline of US Highway 63 (Joe N Martin Expressway) to the centerline of the Railroad; thence southwesterly along the Railroad to the centerline of Colony Drive; thence east along the centerline of Colony Drive to the centerline of Richardson Drive; thence south along the centerline of Richardson Drive to the centerline of Limestone Drive; thence east along the centerline of Limestone Drive to the Corporate Limits; thence northeasterly along the Corporate Limits to the point of beginning.

SECTION 2: All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 3: It is found and declared by the City Council that an emergency exists and this ordinance being necessary for the preservation of the public peace, health, and safety, shall take effect from and after its passage and approval.

PASSED AND ADOPTED this 15<sup>th</sup> day of November, 2011.