



Legislation Text

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AN ORDINANCE TO AMEND ORDINANCE NO.954, SAME BEING AN ORDINANCE ESTABLISHING ZONING REGULATIONS FOR THE CITY OF JONESBORO, ARKANSAS AND PROVIDING FOR THE ADMINISTRATION, ENFORCEMENT AND AMENDMENT THEREOF AND CREATING A BOARD OF ZONING ADJUSTMENT IN ACCORDANCE WITH THE STATUTES OF ARKANSAS GOVERNMENT CITY PLANNING, PROVIDING A PENALTY FOR VIOLATION THEREOF, AND FOR OTHER PURPOSES

BE IT ORDAINED AND ENACTED by the City Council of the City of Jonesboro, Arkansas:

WHEREAS, the City of Nettleton, Arkansas was consolidated with the City of Jonesboro, Arkansas on May 31, 1958 and a public hearing upon a proposed zoning plan for said area was held on May 30, 1959, and the City Planning Commission by its resolution dated September 8, 1959 did propose to the City Council a zoning plan for such area; and

WHEREAS, various property owners have proposed changes or amendments to the original zoning boundaries, and the City Planning Commission has published notice of and held public hearings upon said proposed changes, and by a majority vote of such City Planning Commission have recommended changes in the original zoning boundaries.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED by the City Council of the City of Jonesboro, Arkansas:

SECTION 1: Ordinance No.954 be and is hereby amended to change the boundaries of certain districts therein established as follows:

(A) Change from I-2 to I-1 as follows: Begin at the intersection of Whiteman's Creek and present City Limits of Jonesboro, which point is approximately 400 feet North of East Nettleton Avenue, proceed easterly to the West right-of-way line of airport entrance road, then South along said right-of-way approximately 35 feet, then West to center line of Whiteman's Creek, then North along center line of Whiteman's Creek approximately 35 feet to point of beginning.

(B) Change from I-2 to C-3 as follows: Begin at a point where the easterly right-of-way line of the San Francisco Railroad intersects the present City Limits of Jonesboro, said point being approximately 400 feet Northerly of center line of East Nettleton Avenue Extended, proceed southeasterly along easterly right-of-way line of said right-of-way with the present City Limits line. That area lying North of and along East Nettleton Avenue westerly from above described line is hereby included in the C-3 zoned area now existing and lying adjacent thereto, excepting that portion specifically described and zoned as I-1.

(C) Change from R-2 to C-2 as follows: Begin at the intersection of West Matthews and Madison, proceed east along center line of West Matthews to Union, then South along center line of Union to West Oak, then West along center line of West Oak to Madison, then North along center line of Madison to point of beginning.

(D) Change from R-3 to I-1 as follows: Begin at East Johnson and Lebaum, proceed North along center line of Lebaum to East Allen, then West along center line of East Allen to North Church to a point 175 feet (approximately) South of the South line of Gordon, then West approximately 122.5 feet approximately from the West line of Church Street to the present boundary line between R-3 and I-1 zoned areas.

SECTION 2: Ordinance No.954 be and is hereby amended to include the land area hereinafter described, which land area shall be zoned and classified as hereinafter indicated. The said land area having been annexed to or consolidated with the City of Jonesboro by reason of the consolidation of the former City of Nettleton, Arkansas with the City of Jonesboro, Arkansas, and described and zoned as follows:

(A) C-1 Begin at the South right-of-way line of the St. Louis San Francisco Railroad and the center line of Watt Street, follow the St. Louis San Francisco Railroad right-of-way line to the center line of the Missouri Pacific Railroad, follow the center line of Missouri Pacific Railroad to the center line of School Street Extended, follow the center line of School Street to the east line of the Pardew Addition, north on the east line of Pardew's Addition to the Center line of East Main Street, Northwest on East Main Street to the center line of Watt Street, north on Watt Street to the point of beginning.

(B) C-3 Begin at the east line of Pardew's Addition and School Street, follow the center line of School Street to a point 100 feet west of Thorn Street thence North to a point 100 feet North of Main Street, thence East to the center line of Clark Street, South on Clark Street to the center line of East Main Street, thence east on Main Street to the Center line of Watt Street, thence Southeast on East Main Street to the east line of Pardew's Addition, South on the East line of Pardew's Addition to the point of beginning.

(C) C-3 Begin at the center line of the Missouri Pacific Railroad and the South line of St. Louis San Francisco Railroad right-of-way, follow the south line of the St. Louis San Francisco Railroad right-of-way to the east line of Lot 2 - Kiech's First Addition, thence South to the center line of East Main Street, thence Northwest to the center line of the Missouri Pacific Railroad, thence northeast along the center line of the Missouri Pacific Railroad to the point of beginning.

(D) C-3 Begin at the Southwest corner of Lot 3, Block D, of Earl Kiech's Addition, thence north to the center line of East Lake City, thence east to the east line of Lot 8, Block C, Earl Kiech Addition, thence South to the center line of Alley, thence West to the East line of Cotton Street, South on Cotton Street to the South line extended of Lot 1,, Block D, Earl Kiech Addition, thence West along South line of Lots 1, 2 and 3, Block D, Earl Kiech Addition to the point of beginning.

(E) C-3 Begin at the center line of Cain Street and the North line of West Lake City Avenue, thence North on Cain Street to the center line of Brookfield Avenue, thence northwest on center line of Brookfield Avenue to center line of Houghton Street, thence northeast on Houghton Street to the right-of-way of the St. Louis San Francisco Railroad, thence southeast to the intersection of Lake City Avenue and Thorn Street, thence South on center line of Thorn Street to the south line extended of lot 1, Thorn Addition, thence West to the Southwest corner of Lot 1, Thorn Addition thence North to the North line of West Lake City Avenue, thence West on the North line of West Lake City to the point of beginning.

(F) I- 1 Begin at the center line of East Lake City Avenue and the south line of the St. Louis San Francisco Railroad right-of-way line, thence Southeast on the right-of-way line to the east line of Section 27, Township 14 North, Range 4 East, thence North to the north right-of-way line of the J, L, C & E Railroad, thence West to a point 175 feet West of Cotton Street, thence north to the center line of East Lake City Avenue, thence West to the point of beginning.

(G) Begin at the center line of East Lake City Avenue and corner of Sections 27 and 22, follow the East line of Section 22 to appoint approximately 475 feet North of center line of East Lake City Avenue, thence West approximately 100 feet, thence north to the original city limits line of Nettleton, Arkansas, thence West to the east line of Gant's Subdivision of Cobb's Survey, thence South to the Southeast corner of Lot 26, Cobb's Survey, thence east to the West line of Lot 41, Cobb's Survey - Extended - north, thence South to the center line of East Lake City Avenue, thence East on the center line of East Lake City Avenue to the point of beginning.

(H) I-2 Begin at the east right-of-way line of the St. Louis San Francisco Railroad and the north line of Nettleton City Limits, run east to the Northeast corner of Lot 15 of Cobb's Survey, thence southwest on the north line of Cox addition to the right-of-way of St. Louis San Francisco Railroad, thence north on the right-of-way line to the point of beginning.

(I) R-3 Begin at the center line of Cain Street and the North line of West Lake City Avenue, thence West to the West Line of Stickler's Subdivision of Roleson's Addition thence northwest to the center line of Houghton Street, thence northeast to the center line of Brookfield Avenue, thence southeast to the center line of Brookfield Avenue, thence southeast to center line of Cain, thence South on center line of Cain to the point of beginning.

(J) R-2 All land in the town limits of Nettleton, Arkansas, before annexation to the City of Jonesboro, Arkansas, not otherwise described, will be R-2.

SECTION 3: The City Clerk is hereby directed to cause the official zoning map to be corrected to conform to the changes herein provided.

SECTION 4: It is hereby found and declared by the City Council that certain construction and land development is being delayed pending zoning classification of the land areas herein described, and that said construction is in the public interest and contributes to the public welfare, health and safety, and an emergency therefore exists, and this ordinance being necessary for the preservation and protection of the general public health, peace and safety shall be in full force and effect from and after it's passage and adoption.

PASSED and ADOPTED this 19th day of October 1959.