

ORDINANCE NO. 67-15

**AN ORDINANCE REZONING A CERTAIN AREA OF THE CITY OF ASHLAND, OHIO FROM "M-2" HEAVY INDUSTRIAL DISTRICT TO "M-1" LIGHT INDUSTRIAL DISTRICT.**

**WHEREAS**, the City of Ashland Planning Commission has recommended that a certain area in the City of Ashland be zoned as a "M-1" Light Industrial District; and

**WHEREAS**, said area is presently zoned as a "M-2" Heavy Industrial District; and

**WHEREAS**, the Council of the City of Ashland has held a public hearing concerning the Planning Commission's recommendation; and

**WHEREAS**, Council caused publication of notice of said hearing according to law; and

**WHEREAS**, this Council has determined that the recommended zoning is necessary to permit a more suitable type of business and land usage within said area, which area is hereinafter described, and the public necessity, convenience, general welfare and good zoning practice justify such action; now therefore,

**BE IT ORDAINED** by the Council of the City of Ashland, State of Ohio, 5 members thereto concurring:

**Section 1.** That the following described area be and the same is hereby rezoned as a "M-1" Light Industrial District:

Situated in the City of Ashland, County of Ashland, and State of Ohio, and more fully described as follows:

Commencing at the intersection of the centerline of Orange Street (50') and the centerline of East Eight Street (50');

Thence east, along the centerline of East Eight Street, approximately 1942 feet to a point at the southerly extension of the centerline of a 12 foot north-south vacated alley situated between Lot Nos. 1061 and 1032, N.A.;

Thence north, along the centerline of said 12 foot vacated alley, approximately 175.89 feet to a point in the centerline of a 15 foot east-west vacated alley;

Thence east, along the centerline of said 15 foot vacated alley, approximately 228 feet to a point on the west right of way line of a 10 foot north-south vacated alley and the west line of Lot No. 980, N.A.;

Thence south, along the east line of said 10 foot vacated alley and west line of said Lot No. 980, N.A., approximately 149 feet to a point on the northerly right of way line of the Ashland Railway, Inc.;

Thence southwesterly, along the northerly right of way line of said Ashland Railway, Inc., 462.49 feet to a point;

Thence continuing southwesterly, along the northerly right of way line of said Ashland Railway, Inc., 1176.70 feet to a point on the east right of way line of Union Street (50');

Thence west approximately 50 feet to a point on the west right of way line of Union Street and the southeast corner of a 0.284 acre parcel now owned by Enterprise Parkway Leasing, LTD;

Thence west, along the south line of said 0.284 acre parcel and the northerly right of way line of Ashland Railway, Inc., 150.66 feet to a point at the southwest corner of said 0.284 acre parcel and an angle point in the northerly right of way line of Ashland Railway, Inc.;

Thence north, along the northerly right of way line of Ashland Railway, Inc. and the west line of said 0.284 acre parcel, 75.07 feet to a point at the northwest corner of said 0.284 acre parcel and an angle point in the northerly right of way line of Ashland Railway, Inc.;

Thence west, along the northerly right of way line of Ashland Railway, Inc., 415.49 feet to a point;

Thence northwesterly, along the northerly right of way line of Ashland Railway, Inc., 129.04 feet to a point on the east right of way line of Orange Street (50');

Thence northwesterly approximately 60 feet to a point on the west right of way line of Orange Street, the southeast corner of Lot No. 555, N.A., and the northerly right of way line of Ashland Railway, Inc.;

Thence northwesterly, along the northerly right of way line of Ashland Railway, Inc. and the south line of Lot No. 555, N.A., 326.68 feet to the northwest corner of Lot No. 555, N.A. and an angle point in said right of way line;

Thence west, along the northerly right of way line of Ashland Railway, Inc., 15 feet to an angle point in said northerly right of way line;

Thence northwesterly, along the northerly right of way line of Ashland Railway, Inc., 319.52 feet to an angle point in said northerly right of way line;

Thence northeasterly, along the northerly right of way line of Ashland Railway, Inc., 5 feet to an angle point in said northerly right of way line;

Thence northwesterly, along the northerly right of way line of Ashland Railway, Inc., 564.78 feet to a point on the east right of way line of Cottage Street (60');

Thence northerly, along the east right of way line of Cottage Street, 166.10 feet to a point at the northwest corner of Lot No. 543, N.A.;

Thence easterly, along the north line of said Lot No. 543, N.A., 168 feet to a point on the centerline of a 16.5 foot north-south vacated alley;

Thence southerly, along the centerline of said 16.5 foot alley, 128 feet to a point on the centerline of a 16 foot east-west alley;

Thence easterly, along the centerline of said 16 foot alley, 258 feet to a point on the centerline of a 10 foot north-south alley;

Thence north, along the centerline of said 10 foot alley, 117 feet to a point at the westerly extension of the north line of Lot No. 547, N.A.;

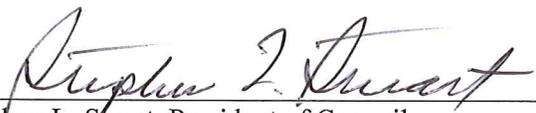
Thence east, along the north line of said Lot No. 547, N.A., 502 feet to a point on the centerline of Orange Street;

Thence south, along the centerline of Orange Street approximately 551.34 feet to the place of beginning;

**Section 2.** That the foregoing zoning be incorporated in a revision of the Zoning Map and that said revision of the Zoning Map be filed with the Clerk of Council in accordance with the requirements of the Zoning Ordinance.

**Section 3.** That this Ordinance shall take effect and be in force from and after the earliest period allowed by law.

PASSED: September 1, 2015

  
Stephen L. Stuart, President of Council

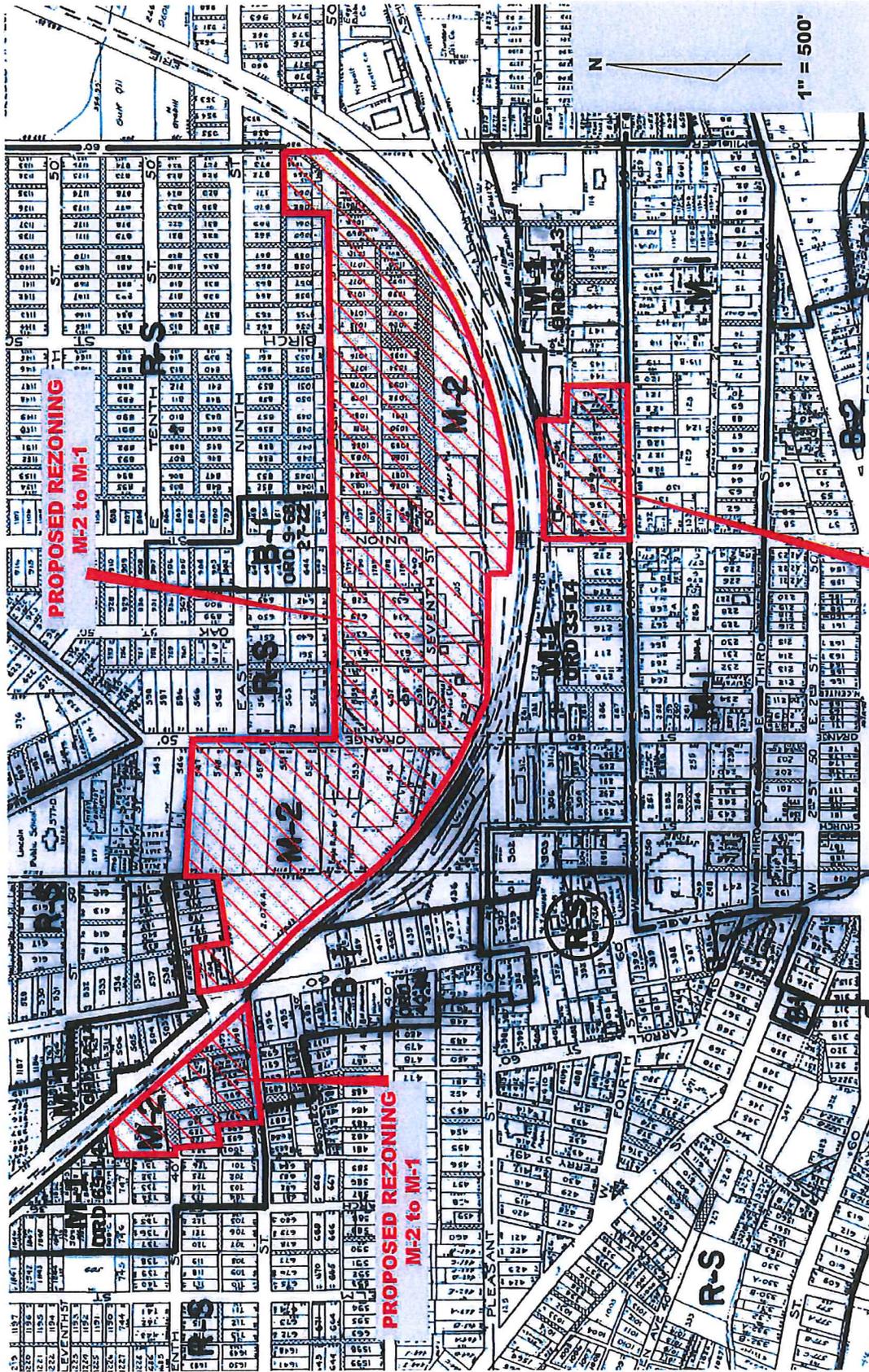
Attest: Elizabeth A. McClurg  
Elizabeth A. McClurg, Interim Clerk of Council

Approved: Glen P. Stewart  
Glen P. Stewart, Mayor

Approved as to form & correctness:

  
Richard P. Wolfe II, Director of Law

Date: September 1, 2015



**PROPOSED REZONING  
M-2 to M-1**

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M-2 to M-1**

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