ORDINANCE NO. 576

AN ORDINANCE LAYING OUT AND ADOPTING AS PUBLIC ROADS BRIAN LANE, ANDREW COURT, AND PORTIONS OF CORNELL DRIVE, BECK MILL ROAD, AND GRANDVIEW ROAD BEING SITUATE IN THE TOWNSHIP OF PENN, YORK COUNTY, PENNSYLVANIA.

BE IT ORDAINED AND ENACTED, by the Township of Penn, York County, Pennsylvania and it is hereby enacted by the authority of the same and hereby laid out and adopted as public roads in Penn Township, York County, Pennsylvania.

ALL those certain descriptions of Brian Lane, Cornell Drive, Andrew Court, Beck Mill Road, and Grandview Road situate in Penn Township, York County, Pennsylvania, and being described hereafter by a subdivision prepared by Group Hanover, it being the final subdivision plan of Grandview Heights, dated August 6,1998, which said plan is recorded in the Recorder of Deeds Office of York County, Pennsylvania, in Plan Book PP, Page 783, which said streets are more fully described as follows:

BRIAN LANE

BEGINNING at a point on the southerly twenty-five feet dedicated right-of-way line of Grandview Road and Lot No. 12 of Grandview Heights Subdivision; thence in and through said subdivision by a curve to the left, having a radius of seventeen and zero one-hundredths (17.00) feet, an arc length of twenty-six and seventy one-hundredths (26.70) feet, with a chord bearing and distance South fifty-six (56) degrees, thirty-seven (37) minutes, twenty-two (22) seconds West, a distance of twenty-four and four one-hundredths (24.04) feet to a point; thence South eleven (11) degrees, (37) minutes, twenty-one (21) seconds West, a distance of two hundred twenty-eight and zero one hundredths (228.00) feet to a point; thence by a curve to the right, having a radius of four hundred five and zero one-hundredths (405.00) feet, an arc length of one hundred ninety-four and twenty-five one hundredths (194.25) feet, with a chord bearing South twenty-five (25) degrees, twenty-one (21) minutes, forty-seven (47) seconds West, a distance of one hundred ninety-two and forty one hundredths (192.40) feet to a point; thence South thirty-nine (39), six (06) minutes, fourteen (14) seconds West, a distance of four hundred eighty-nine and zero hundredths (489.00) feet to a point; thence by a curve to the left, having a radius of one hundred eighty-five and zero one-hundredths (185.00) feet, an arc length of one hundred twenty-one and ninety-four hundredths (121.94) feet, with a chord bearing of South twenty (20) degrees, thirteen (13) minutes, thirteen (13) seconds West, a distance of one hundred nineteen and seventy-five one hundredths (119.75) feet to a point; thence by a curve to the left, having a radius of seventeen and zero one-hundredths (17.00) feet, an arc length of twenty-eight and forty-three one hundredths (28.43) feet, with a chord bearing South forty-six (46) degrees, thirty-four (34) minutes, one (01) second East, a distance of twenty-five and twenty-three one hundredths (25.23) feet to a point at the right-of-way line of Cornell Drive; thence along Cornell Drive, South eighty-five (85) degrees, thirty-one minutes, forty-five (45) seconds West, a distance of eighty-four and twenty-nine one hundredths (84.29) feet to a point at said right-of-way; thence in and through said subdivision by a curve to the left, having a radius of seventeen and zero one-hundredths (17.00) feet, an arc length of twenty-five and fifty-six one-hundredths (25.56) feet, with a chord bearing North forty-two (42) degrees, twenty-seven (27) minutes, forty-eight (48) seconds East, a distance of twenty-three and twenty-two one-hundredths (23.22) feet to a point; thence by a curve to

the right, having a radius of two hundred thirty-five and zero one-hundredths (235.00) feet, an arc length of one hundred sixty-two and eighty-six one-hundredths (162.86) feet, with a chord bearing North nineteen (19) degrees, fifteen (15) minutes, two (02) seconds East, a distance of one hundred fifty-nine and sixty-two one-hundredths (159.62) feet to a point; thence North thirty-nine (39) degrees, six (06) minutes, fourteen (14) seconds East, a distance of three hundred fifty-two and zero one-hundredths (352.00) feet to a point at the entrance to Andrew Court; thence along the entrance to Andrew Court, North thirty-nine (39) degrees, six (06) minutes, fourteen (14) seconds East, a distance of eighty-four and zero one-hundredths (84.00) feet to a point at said entrance; thence in and through said subdivision, North thirty-nine (39) degrees, six (06) minutes fourteen (14) seconds East, a distance of fifty-three and zero one-hundredths (53.00) feet to a point; thence by a curve to the left, having a radius of three hundred fifty-five and zero one-hundredths (355.00) feet, an arc length of one hundred seventy and twenty-seven one-hundredths (170.27) feet, with a chord bearing North twenty-five (25) degrees, twenty-one (21) minutes, forty-seven (47) seconds East, a distance of one hundred sixty-eight and sixty-four one-hundredths (168.64) feet to a point; thence North eleven (11) degrees, thirty-seven (37) minutes, twenty-one (21) seconds East, a distance of two hundred twenty-eight and zero one-hundredths (228.00) feet to a point; thence by a curve to the left, having a radius of seventeen and zero one-hundredths (17.00) feet, an arc length of twenty-six and seventy one-hundredths (26.70) feet, with a chord bearing North thirty-three (33) degrees, twenty-two (22) minutes, thirty-eight (38) seconds West, a distance of twenty-four and four one-hundredths (24.04) feet to appoint a the southerly dedicated right-of-way line of Grandview Road; thence along said right-of-way, South seventy-eight (78) degree, twenty-two (22) minutes, thirty-nine (39) seconds East, a distance of eighty-four and zero one hundredths (84.00) feet to the point a place of BEGINNING. Containing 1.241 acres.

CORNELL DRIVE

BEGINNING at a point on the westerly twenty-five feet dedicated right-of-way line of Beck Mill Road and Lot No. 4 of Grandview Heights Subdivision; thence along said right-of-way, South twenty-eight (28) degrees, twenty (20) minutes, sixteen (16) seconds West, a distance of eighty-four and zero one-hundredths (84.00) feet to a point at said right-of–way and Lot No. 3; thence in and through Grandview Heights Subdivision by a curve to the left, having a radius of seventeen and zero-one hundredths (17.00) feet, an arc length of twenty-six and seventy one-hundredths (26.70) feet, with a chord bearing North sixteen (16) degrees, thirty-nine (39) minutes, forty-four (44) seconds West, a distance of twenty-four and four one-hundredths (24.04) feet to a point; thence North sixty-one (61) degrees, thirty-nine (39) minutes, forty-three (43) seconds West, a distance of fifty-seven and seventy-one hundredths (57.70) feet to a point; thence by a curve to the left, having a radius of two hundred thirty-six and ninety-five one-hundredths (236.95) feet, an arc length of one hundred thirty-five and sixty-eight one-hundredths (135.68) feet, with a chord bearing North seventy-eight (78) degrees, three (03) minutes, fifty-nine (59) seconds West, a distance of one hundred thirty-three and eighty-four one-hundredths (133.84) feet to a point; thence South eighty-five (85) degrees, thirty-one (31) minutes, forty-five (45) seconds West, a distance of three hundred ten and ninety-eight one-hundredths (310.98) feet to a point; thence by a curve to the right, having a radius of four hundred fifty and zero on-hundredths (450.00) feet, an arc length of one hunted eighty and seventy-four one-hundredths (180.74) feet, with a chord bearing North eighty-two (82) degrees, fifty-seven (57) minutes, fifty-three (53) seconds West, a distance of one hundred seventy-nine and fifty-two one-hundredths (179.52) feet to a point; thence North seventy-one (71) degrees,

twenty-seven (27) minutes, thirty-one (31) seconds West, a distance of three hundred ninety and zero one-hundredths (390.00) feet to a point; thence by a curve to the left, having a radius of one hundred eighty-five and zero one-hundredths (185.00) feet an arc length of two hundred eight and eight and eighty-four one-hundredths (208.84) feet, with a chord bearing South seventy-six (76) degrees, twelve (12) minutes, four (04) seconds West, a distance of one hundred ninety-seven and ninety-three one-hundredths (197.93) feet to a point on the cul-de-sac of the existing Cornell Drive; thence along said cul-de-sac by a curve to the left, having a radius of fifty and zero one-hundredths (50.00) feet an arc length of fifty-two and forty-two one-hundredths (52.42) feet, with a chord bearing North forty-nine (49) degrees, seven (07) minutes, thirty-seven (37) seconds West, a distance of fifty and five one hundredths (50.05) feet to a point on said cul-de-sac; thence in and through said subdivision by a curve to the right, having a radius of two hundred thirty five and zero one-hundredths (235.00) feet, an arc length of two hundred sixty-seven and ninety one hundredths (267.90) feet, with a chord bearing North seventy-five (75) degrees, fifty-two (52) minutes, fifty-nine (59) seconds East, a distance of two hundred fifty-three and sixty-three one-hundredths (253.63) feet to a point; thence South seventy-one (71) degrees, twenty-seven (27) minutes, thirty-one (31) seconds East, a distance of three hundred ninety and zero one-hundredths (390.00) feet to a point; thence by a curve to the left, having a radius of four hundred and zero one-hundredths (400.00) feet, an arc length of one hundred sixty and sixty-five one-hundredths (160.65) feet, with a chord bearing South eighty-two (82) degrees, fifty-seven (57) minutes, fifty-three (53) seconds East, a distance of one hundred fifty-nine and fifty-eight one-hundredths (159.58) feet to a point, thence North eighty-five (85) degrees, thirty-one (31) minutes, forty-five (45) seconds East, a distance of twenty and eleven one-hundredths (20.11) feet to a point at the entrance to Brian Lane; thence along the entrance of Brian Lane, North eighty-five (85) degrees, thirty-one (31) minutes, forty-five (45) seconds East, a distance of eighty-four and twenty-nine one-hundredths (84.29) feet to a point; thence North eighty-five (85) degrees, thirty-one (31) minutes, forty-five seconds East, a distance of to hundred six and fifty-nine one-hundredths (206.59) feet to a point; thence by a curve to the right, having a radius of two hundred eighty-six and ninety-five one-hundredths (286.95) feet, an arc length of one hundred sixty-four and thirty-two one-hundredths (164.32) feet, with a chord bearing South seventy-eight (78) degrees, three (03) minutes, fifty-nine (59) seconds East, a distance of one hundred sixty-two and eight one-hundredths (162.08) feet to a point; thence South sixty-one (61) degrees, thirty-nine minutes, forty-four (44) seconds East, a distance of fifty-seven and seventy one-hundredths (57.70) feet to a point; thence by a curve to the left, having a radius of seventeen and zero one-hundredths (17.00), an arc length of twenty-six and seventy one-hundredths (26.70) feet, with a chord bearing North seventy-three (73) degrees, twenty (20) minutes, sixteen (16) seconds East, a distance of twenty-four and four one-hundredths (24.04) feet to a point of BEGINNING. Containing 1.530 acres.

ANDREW COURT

BEGINNING at a point on the westerly right-of-way line of Brian Lane of Grandview Heights Subdivision and at Lot No. 34 of said subdivision; thence in and through said subdivision by a curve to the left, having a radius of seventeen and zero one-hundredths (17.00) feet, an arc length of twenty-six and seventy one-hundredths (26.70) feet, a chord bearing and distance of North five (05) degrees, fifty-three (53) minutes, forty-six (46) seconds West, a distance of twenty-four and four hundredths (24.04) feet to a point; thence North fifty (50) degrees, fifty-three (53) minutes, forty-six (46) seconds West, a distance of one hundred and eighty-five one-hundredths (100.85) feet to a point; thence by

a curve to the left, having a radius of four hundred sixty-three and ninety-four one-hundredths (463.94) feet, an arc length of one hundred forty-two and thirty-three one-hundredths (142.33) feet, a chord bearing and distance of North fifty-nine (59) degrees, forty-one (41) minutes, six (06) seconds West, a distance of one hundred forty-one and seventy-seven one-hundredths (141.77) feet to a point; thence North sixty-eight (68) degrees, twenty-eight (28) minutes, twenty-six (26) seconds West, a distance of one hundred thirty and sixty-six one-hundredths (130.66) feet to a point at the cul-de-sac of Andrew Court; thence along the entrance to the said cul-de-sac by a curve to the left, having a radius of twenty-five and zero one-hundredths (25.00) feet an arc length of thirty and seventy-seven (30.77) feet, a chord bearing and distance of South seventy-six (76) degrees, fifteen (15) minutes, forty-two (42) seconds West, a distance of twenty-eight and eighty-seven one-hundredths (28.87) feet to a point at said cul-de-sac by a curve to the right, having a radius of fifty and zero one-hundredths (50.00) feet, an arc length of one hundred twenty and thirty-five one-hundredths (120.35) feet, a chord bearing and distance of North seventy (70) degrees, two (02) minutes, forty-four (44) seconds West, a distance of ninety-three and thirty-three one-hundredths (93.33) feet to a point on said cul-de-sac; thence along said cul-de-sac by a curve to the right having a radius of fifty and zero one-hundredths (50.00) feet, an arc length of ninety-eight and twenty-seven one-hundredths (98.27) feet, a chord bearing and distance of North fifty-five (55) degrees, thirteen (13) minutes, eight (08) seconds East, a distance of eighty-three and twenty one-hundredths (83.20) feet to a point; thence South sixty-eight (68) degrees, twenty-eight (28) minutes, twenty-six (26) seconds East, a distance of two hundred one and thirty-seven one-hundredths (201.37) feet to a point; thence by a curve to the right, having a radius of five hundred thirteen and ninety-four one-hundredths (513.94) feet, an arc length of one hundred fifty-seven and sixty-seven one-hundredths (157.67) feet, a chord bearing and distance of South fifty-nine (59) degrees, forty-one (41) minutes, six (06) seconds east, a distance of one hundred fifty-seven and five one-hundredths (157.05) feet to a point; thence South fifty (50) degrees, fifty-three (53) minutes, forty-six (46) seconds East, a distance of one hundred and eighty-five one-hundredths (100.85) feet to a point; thence by a curve to the left, having a radius of seventeen and zero one-hundredths (17.00) feet, an arc length of twenty-six and seventy one-hundredths (26.70) feet, a chord bearing and distance of North eighty-four (84) degrees, six (06) minutes, fourteen (14) seconds East, a distance of twenty-four and four one-hundredths (24.04) feet to a point on the westerly right-of-way line of Brian Lane of said subdivision and at Lot No. 27 of said subdivision; thence along said right-of-way, South thirty-nine (39) degree, six (06) minutes, fourteen (14) seconds West, a distance of eighty-four and zero one-hundredths (84.00) feet to a the point of BEGINNING. Containing 0.678 acres.

BECK MILL ROAD

The legal right-of-way of Beck Mill Road is currently sixteen and five-tenths (16.5) feet from the centerline of said road. An additional eight and five tenths (8.5) feet is hereby dedicated along the western side of Beck Mill Road to provide a right-of-way width of twenty-five and zero one-hundredths (25.00) feet parallel to the centerline of said road. Dedication will extend from the northernmost boundary of Grandview Heights of Lot No. 10 and the intersection of Grandview Road and extending southward to the southernmost boundary of Lot No. 1.

GRANDVIEW ROAD

The legal right-of-way of Beck Mill Road is currently sixteen and five tenths (16.5) feet from the centerline of said road. An additional eight and five tenths (8.5) feet is hereby dedicated along the western side of Beck Mill Road to provide a right-of-way width of twenty-five and zero one-hundredths (25.00) feet parallel to the centerline of said road. Dedication will extend from the northernmost boundary of Grandview Height of Lot No. 10 and the intersection of Grandview Road and extending southward to the southernmost boundary of Lot No. 18.

BEING part of the same premises which Fred C. Warehime and Patricia F. Warehime by their Deed dated October 29, 1998, and recorded November 2, 1998, in the Office of the Recorder of Deeds in and for York County, Pennsylvania, in Land Record Book 1342, Page 3581, granted and conveyed unto Grandview Partners, a Pennsylvania general partnership, the Grantor herein.

BE IT FURTHER ORDAINED AND ENACTED, by the Township of Penn, York County, Pennsylvania and it is hereby enacted by the authority of the same and hereby laid out and adopted as public roads in Penn Township, York County, Pennsylvania

ALL those certain descriptions of Brian Lane situate in Penn Township, York County, Pennsylvania, and being described hereafter by a subdivision prepared by Worley Surveying, it being the final subdivision plan of Martin Ridge, dated January 3, 2001, which said plan is recorded in the Recorder of Deeds Office of York County, Pennsylvania, in Plan Book QQ, Page 547, which said streets are more fully described as follows:

BRIAN LANE:

BEGINNING for a point in the center of the intersection of Grandview Road, a 50 foot wide street and the herein described Brian Lane also a 50 wide street, then leaving Grandview Road North eleven (11) degrees, thirty seven (37) minutes twenty-one (21) seconds East, two hundred eight and fifty hundredths (208.50) feet to a point at other lands of Clyde E. and Anna Mae Martin, being the point of temporary terminus of the herein described street: the above description being the centerline of the herein described street, having a uniform width of fifty (50) feet.

ENACTED AND ORDAINED this 15th day of October, 2001.

BOARD OF COMMISSIONERS OF PENN TOWNSHIP

By: _Charles A Stauffer_

Charles A. Stauffer, President

Attest:

Kristina J Rodgers

Kristina J. Rodgers, Secretary