

ORDINANCE NO. 242

AN ORDINANCE OF RICHLAND TOWNSHIP, CAMBRIA COUNTY, PENNSYLVANIA FORMALLY ACCEPTING AS PUBLIC STREETS AND ESTABLISHING THE CENTER LINE AND WIDTH OF JARI DRIVE ON THE PLAN OF MAJOR SUBDIVISION FOR JOHNSTOWN INDUSTRIAL PARK EXPANSION AS RECORDED IN CAMBRIA COUNTY PLAT BOOK VOLUME 7, PAGE 493, WYNDEMERE DRIVE AND WYNDAHVEN DRIVE ON THE WYNDAHVEN ESTATE PLAN OF LOTS AS RECORDED IN CAMBRIA COUNTY PLAT BOOK VOLUME 7, PAGE 465, STONYBROOK LANE ON THE STONYBROOK ESTATES SUBDIVISION AS RECORDED IN CAMBRIA COUNTY PLAT BOOK VOLUME 7, PAGE 388, AND BUCHANAN STREET, HEMLOCK STREET AND RIDGEVIEW, NOW RIDGEWAY, AVENUE ON THE PLAN OF LOTS LAID OUT FOR FETTERMAN ENGINEERING COMPANY AS RECORDED IN CAMBRIA COUNTY PLAT BOOK VOLUME 2, PAGE 55.

BE IT ORDAINED AND ENACTED by the Board of Supervisors of Richland Township, Cambria County, Pennsylvania under the authority of the Second Class Township Code, Act of May 1, 1933, (P.L. 103 No. 69, as amended) Article XI, and It Is Hereby Ordained and Enacted as follows:

SECTION 1. Jaci Drive, hereinafter described, located on the Plan of Major Subdivision for Johnstown Industrial Park Expansion in Richland Township, Cambria County, Pennsylvania as recorded in Cambria County Plat Book Volume 7, Page 493, Wyndemere Drive and Wyndhaven Drive located on the Wyndham Estates Plan of Lots in Richland Township, Cambria County, Pennsylvania as recorded in Cambria County Plat Book Volume 7, Page 465, Stonybrook Lane on the Stonybrook Estates subdivision as recorded in Cambria County

Plat Book Volume 7, Page 388, and Buchanan Street, Hemlock Street and Ridgeview, now Ridgeway, Avenue on the Plan of Lots laid out for Fetterman Engineering Company as recorded in Cambria County Plat Book Volume 2, Page 55, are hereby accepted by Richland Township as public streets.

SECTION 2. The legal description of Jari Drive, accepted as a public street, is as follows:

BEGINNING at a concrete monument on the required southern right-of-way line of Township Road T-319 (Oak Ridge Drive) at a corner common to land now or formerly of Barbara A. and Lewis C. Hegadus and at northwest corner of Lot 31 of the Johnstown Industrial Park Expansion, thence, along the said right-of-way line North  $80^{\circ} 35' 24''$  East, a distance of One Hundred Thirty-Six and Seventy Hundredths (136.70) Feet to an iron pin at a corner common to Lot 1 of the Johnstown Industrial Park Expansion, thence, through the Johnstown Industrial Park Expansion, of which this is a part, the following courses and distances Southeast, along a curve to the left having a radius of Fifty (50.00) Feet and an arc length of Seventy-Two and Six Hundredths (72.06) Feet to an iron pin, South  $01^{\circ} 58' 50''$  East, a distance of Four Hundred Seventy-Two and Thirty-Nine Hundredths (472.39) Feet to an iron pin, Southeast along a curve to the left having a radius of One Thousand Four Hundred Seventy-Five (1475.00) Feet and an arc length of Five Hundred Eighty-One and Seventy Hundredths (581.70) Feet to an iron pin, South  $24^{\circ} 34' 35''$  East, a distance of Nine Hundred Forty-Three and Forty-Seven Hundredths (943.47) Feet to an iron pin, Southeast, along a curve to the right having a radius of Six Hundred Twenty-Five (625.00) Feet and an arc length of Three Hundred Fifty-Six and Thirty-Five Hundredths (356.35) Feet to an iron pin, South  $08^{\circ} 05' 26''$  West, a distance of One Thousand Seven Hundred Thirty-Three and Six Hundredths (1733.06) Feet to an iron pin at the beginning of a cul-de-sac, Southeast, along a curve to the left having a radius of Thirty-Five (35.00) Feet and an arc length of Fifty-Two and Seventy-Two Hundredths (52.72) Feet to an iron pin, Southeast, along a curve to the right having a radius of One Hundred Twenty (120.00) Feet and an arc length of Three Hundred Ninety-Four and Forty-Three Hundredths

(394.43) Feet to an icon pin at a corner of Jaci Drive from the end of cul-de-sac to Elton Road, Northwest, along a curve to the right having a radius of One Hundred Twenty (120.00) Feet and an arc length of Fifty-Five and Eighty-Three Hundredths (55.83) Feet to an icon pin at another corner of Jaci Drive from the end of cul-de-sac to Elton Road, North  $08^{\circ} 05' 26''$  East, a distance of Twenty and Nineteen Hundredths (20.19) Feet to an icon pin, Northeast, along a curve to the right having a radius of One Hundred Five (105.00) Feet and an arc length of One Hundred Forty-Eight and Ninety-Six Hundredths (148.96) Feet, Northeast, along a curve to the left having a radius of Forty-Five (45.00) Feet and an arc length of Twenty-Eight and Ninety-Six Hundredths (28.96) Feet to an icon pin at the end of a cul-de-sac, North  $08^{\circ} 05' 26''$  East, a distance of One Thousand Seven Hundred Ninety-Seven and Seventy-Five Hundredths (1797.75) Feet to an icon pin, Northwest, along a curve to the left having a radius of Five Hundred Seventy-Five (575.00) Feet and an arc length of Three Hundred Twenty-Seven and Eighty-Three Hundredths (327.83) Feet to an icon pin, North  $24^{\circ} 34' 35''$  West, a distance of Nine Hundred Forty-Three and Forty-Seven Hundredths (943.47) Feet to an icon pin, Northwest, along a curve to the right having a radius of One Thousand Five Hundred Twenty-Five (1525.00) Feet and an arc length of One Hundred Fifty-Two and Fourteen Hundredths (152.14) Feet to an icon pin, and South  $71^{\circ} 43' 10''$  West, a distance of Thirty-Seven and Twenty-One Hundredths (37.21) Feet to an icon pin at a corner common to land now or formerly of Nicholas Fabina, thence, along said land North  $06^{\circ} 16' 50''$  West, a distance of Two Hundred Ninety-Nine and Forty-Two Hundredths (299.42) Feet to a concrete monument at a corner common to land now or formerly of Anthony Matula and Macy Chalkey, thence, along said land North  $06^{\circ} 16' 50''$  West, a distance of Sixty-Five and Eighty-Two Hundredths (65.82) Feet to an icon pin, thence, again through the Johnstown Industrial Park Expansion, of which this is a part, the following courses and distances: Northwest, along a curve to the right having a radius of One Thousand Five Hundred Twenty-Five (1525.00) Feet and an arc length of Eighty-Nine and Nine Hundredths (89.09) Feet to an icon pin, North  $01^{\circ} 58' 50''$  West, a distance of Four Hundred Sixty-Seven and Forty-One Hundredths (467.41) Feet to an icon pin, and Northwest, along a curve to the left having a radius of Thirty-Seven and Twenty Hundredths (37.20) Feet and arc length

of Sixty-Three and Twenty-Six Hundredths (63.26) Feet to the point of beginning.

The bearings of the above-described parcel are based on the Pennsylvania State Plane Coordinate System, South Zone.

Said right-of-way is depicted on the attached map "A" which is incorporated herein by reference.

SECTION 3. The legal description of Wyndemere Drive, accepted as a public street, is as follows:

BEGINNING at a concrete monument on the northerly line of Lot 4, said point being the intersection of the southerly line of Ellsmere Drive and the westerly line of Elgin Drive as shown on the Wyndham Estates Subdivision which is recorded in Plat Book Volume 7, at Page 460A, B, C, and D; thence by the northerly line of Lots 4 and 5 North  $83^{\circ} 21' 00''$  West One Hundred Twenty-Seven and Eighty-Two Hundredths (127.82) Feet to a point of curvature; thence by Lots 5, 6, 7, and 8 along a curve to the right having a radius of Two Hundred Twenty-Five (225.00) Feet for an arc length of One Hundred Ninety-One and Ninety-Five Hundredths (191.95) Feet to a point of tangency; thence along the northerly line of Lots 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18 and 19, North  $34^{\circ} 28' 20''$  West One Thousand One Hundred Seventy-One and Twenty-Two Hundredths (1171.22) Feet to a point of curvature; thence by Lots 19, 20, 21, 22, 23, 24 and 25 along a curve to the right having a radius of One Hundred Twenty-Five (125.00) Feet for an arc length of Four Hundred Twenty-Six and Forty-Seven Hundredths (426.47) Feet to the point of tangency at the common corner of Lots 25 and 26; thence along the westerly line of Lots 26 and 27 South  $18^{\circ} 59' 34''$  East One Hundred Three and Seventy-Six Hundredths (103.76) Feet to a point of curvature; thence by Lots 27, 28 and 29 along a curve to the right having a radius of One Hundred Seventy-Five (175.00) Feet for an arc length of Two Hundred Ten and Forty-Six Hundredths (210.46) Feet to the beginning of a reverse curve; thence by Lot 29 along a curve to the left having a radius of Eighteen (18.00) Feet for an arc length of Twenty-Six and Fifty-One Hundredths (26.51) Feet to a point of tangency; thence along the westerly line of Lots 29, 30, 41, 42, 43, 44 and 45 South  $34^{\circ} 28' 20''$  East Eight Hundred Ninety-Two and Eleven

Hundredths (892.11) Feet to the point of curvature at the common corner of Lots 45 and 46; thence by Lot 46 along a curve to the left having a radius of One Hundred Seventy-Five (175.00) Feet for an arc length of One Hundred Forty-Nine and Twenty-Nine Hundredths (149.29) Feet to a point of tangency; thence along the southerly line of Lots 46 and 47 South  $83^{\circ} 21' 00''$  East One Hundred Nine and Eighty-Two Hundredths (109.82) Feet to a point of curvature; thence continuing along Lot 47 in a northeasterly direction along a curve to the left having a radius of Eighteen (18.00) Feet for an arc length of Twenty-Eight and Twenty-Seven (28.27) Feet to the westerly line of Elgin Drive; thence along said westerly line South  $06^{\circ} 39' 00''$  West Sixty-Eight (68.00) Feet to the place of beginning.

Excepting that parcel being marked, known and numbered as Lot 50, bounded and described as follows:

BEGINNING at an iron pin on the easterly line of Lot 50, said point begin South  $71^{\circ} 00' 26''$  West Fifty (50.00) Feet from the common corner of Lots 25 and 26; thence along the easterly line of Lot 50 South  $18^{\circ} 59' 34''$  East One Hundred Three and Seventy-Six Hundredths (103.76) Feet to a point of curvature; thence along a curve to the right having a radius of One Hundred Twenty-Five (125.00) Feet for an arc length of One Hundred Forty and Forty-One Hundredths (140.41) Feet to the beginning of a compound curve; thence continuing along said curve to the right having a radius of Eighteen (18.00) Feet for an arc length of Thirty-One and Forty-Seven Hundredths (31.47) Feet to a point of tangency; thence along the westerly line of Lot 50 North  $34^{\circ} 28' 20''$  West One Hundred Ninety-One and Ninety-Eight Hundredths (191.98) Feet to a point of curvature; thence along a curve to the right having a radius of Seventy-Five (75.00) Feet for an arc length of Two Hundred Fifty-Five and Eighty-Eight Hundredths (255.88) Feet to the place of beginning.  
CONTAINING 33,144 S.F.

Said right-of-way is depicted on the attached map "B" which is incorporated herein by reference.

SECTION 4. The legal description of Wyndhaven Drive, accepted as a public street, is as follows:

BEGINNING at an iron pin on the easterly line of Lot 36, said point being on the westerly line of

Elgin Drive and lies South  $12^{\circ} 46' 00''$  West One Hundred Forty-Nine and Forty-Three Hundredths (149.43) Feet from a concrete monument which is the northeast corner of Lot 36 as shown on the Wyndham Estates Subdivision, which is recorded in Plat Book Volume 7, Page 460, A, B, C and D; thence continuing along the westerly line of Elgin Drive South  $12^{\circ} 46' 00''$  West Eighty-Six (86.00) Feet to an iron pin at the northeast corner of Lot 37; thence continuing along Lot 37, in northwesterly direction, along a curve to the left having a radius of Eighteen (18.00) Feet for an arc length of Twenty-Eight and Twenty-Seven Hundredths (28.27) Feet to a point of tangency; thence along the northerly line of Lots 37, 38, 39, 40 and 41 South  $77^{\circ} 14' 00''$  East Five Hundred Seven and Ten Hundredths (507.10) Feet to a point of curvature; thence along Lot 41 in a southwesterly direction along a curve to the left having a radius of One Hundred Seventy-Five (175.00) Feet for an arc length of One Hundred Twenty-Four and Eighteen Hundredths (124.18) Feet to the beginning of a compound curve; thence continuing along Lot 41 in a southerly direction along said curve to the left having a radius of Eighteen (18.00) Feet for an arc length of Thirty and Thirty-Four Hundredths (30.34) Feet to a point on the northerly line of Wyndmere Drive; thence along said northerly line North  $34^{\circ} 28' 20''$  West Eighty-Six (86.00) Feet to an iron at the southwest corner of Lot 30; thence continuing along Lot 30, in a northerly direction, along a curve to the left having a radius of Eighteen (18.00) Feet for an arc length of Twenty-Six and Ninety-Four Hundredths (26.94) Feet to the beginning of a reverse curve; thence by Lots 30 and 31, in a northeasterly direction, along a curve to the right having a radius of Two Hundred Twenty-Five (225.00) Feet for an arc length of One Hundred Sixty-Eight and Eighty-Three Hundredths (168.83) Feet to a point of tangency; thence along the southerly line of Lots 31, 32, 33, 34, 35 and 36 North  $77^{\circ} 14' 00''$  West Five Hundred Seven and Nine Hundredths (507.09) Feet to a point curvature; thence continuing along Lot 36, in a northeasterly direction, along a curve to the left having a radius of Eighteen (18.00) Feet for an arc length of Twenty-Eight and Twenty-Seven Hundredths (28.27) Feet to the place of beginning.

Said right-of-way is depicted on the attached map "B" which is incorporated herein by reference.

SECTION 5. The legal description of Stonybrook Lane, accepted as a public street, is as follows:

BEGINNING at an iron pin on the westerly line of Lot No. 1, said point being on the easterly right-of-way line of Hostetler Road and lies South  $29^{\circ} 23' 53''$  East Seventy and Forty-Two Hundredths (70.42) Feet from a concrete monument which is the northwest corner of Lot No. 1 as shown on the Stonybrook Estates Subdivision, which is recorded in Plat Book Volume 7 at Page 388; thence by the Southerly line of Lot 1 in an easterly direction along a curve to the left having a radius of Thirty (30.00) Feet for an arc length of Forty-Five and Eighty-Seven Hundredths (45.87) Feet to the beginning of a reverse curve; thence continuing along Lot No. 1 in an easterly direction along said curve to the right having a radius of Four Hundred Sixty-Five (465.00) Feet for an arc length of One Hundred and Thirty-Four Hundredths (100.34) Feet to the point of tangency; thence continuing along Lot No. 1 North  $75^{\circ} 19' 45''$  East One Hundred One and Seventeen Hundredths (101.17) Feet to a point of curvature; thence continuing along Lot No. 1 by a curve to the left having a radius of Three Hundred Seventy-Five (375.00) Feet for an arc length of Ninety-Eight and Eighteen Hundredths (98.18) Feet to a point of tangency; thence along the southerly line of Lots 1, 2, 3, 4 and 5 North  $60^{\circ} 19' 45''$  East Three Hundred Fifty and Nineteen Hundredths (350.19) Feet to a point of curvature; thence along Lot 5 in a northerly direction along a curve to the left having a radius of Thirty (30.00) Feet for an arc length of Twenty-Six and One Tenth (26.01) Feet to the beginning of a reverse curve; thence by Lots 5, 6, 7 and 8 along a curve to the right having a radius of Fifty-Five (55.00) Feet for an arc length of Two Hundred Sixty-Eight and Eighteen Hundredths (268.18) Feet to the beginning of a reverse curve; thence along Lot 8 in a westerly direction along a curve to the left having a radius of Thirty (30.00) Feet for an arc length of Twenty-Six and One Tenth (26.01) Feet to a point of tangency; thence along the northerly line of Lots 8, 9, 10 and 11 South  $60^{\circ} 19' 45''$  West Three Hundred Fifty and Nineteen Hundredths (350.19) Feet to a point of curvature; thence by Lots 12 and 13 in a westerly direction along a curve to the right having a radius of Four Hundred Twenty-Five (425.00) Feet for an arc length of One Hundred Eleven and Twenty-Six Hundredths (111.26) Feet to a point of tangency; thence along Lots 13

and 14 South 75° 19' 45" West One Hundred One and  
*Start* Seventeen Hundredths (101.17) Feet to a point of  
curvature; thence along Lot 14 in a westerly  
direction along a curve to the left having a radius  
of Four Hundred Fifteen (415.00) Feet for an arc  
length of Eighty-Four and Sixty-Six Hundredths  
(84.66) Feet to the beginning of a compound curve;  
thence continuing along Lot 14 in a southerly  
direction along said curve to the left having a  
radius of Thirty (30.00) Feet for an arc length of  
Forty-Eight and Seventy-Two Hundredths (48.72) Feet  
to a point on the easterly right-of-way line of  
Hostetter Road; thence along said easterly  
right-of-way line North 29° 23' 53" West One  
Hundred Ten (110.00) Feet to the Place of  
Beginning.

Said right-of-way is depicted on the attached map "C"  
which is incorporated herein by reference.

SECTION 6. The legal descriptions of Buchanan Street,  
Hemlock Street and Ridgeview, now Ridgeway, Avenue accepted  
as public streets, are as follows:

BEGINNING at a point on the northwesterly side of  
Buchanan Street on the plan of lots laid out for  
Fetterman Engineering Company as recorded in  
Cambria County Plat Book Volume 2, Page 55, thence  
North 78° 17' East Forty (40.00) Feet to a point;  
thence South 11° 43' East Two Hundred Forty  
(240.00) Feet to a point; thence North 78° 17' East  
Two Hundred Fifty-Six (256.00) Feet to a point;  
thence North 11° 43' West Ninety-Six (96.00) Feet  
to a point; thence North 78° 17' East Forty (40.00)  
Feet to a point; thence South 11° 43' East One  
Hundred Thirty-Six (136.00) Feet to a point; thence  
South 78° 17' West Three Hundred Thirty-Six  
(336.00) Feet to a point; thence North 11° 43' West  
Two Hundred Eighty (280.00) Feet to a point, place  
of beginning.

Said right-of-way is depicted on the attached map "D"  
which is incorporated herein by reference.

SECTION 7. All ordinances, or parts thereof,  
inconsistent herewith are hereby repealed.



ORDAINED and ENACTED this 26th day of May,

1995

ATTEST

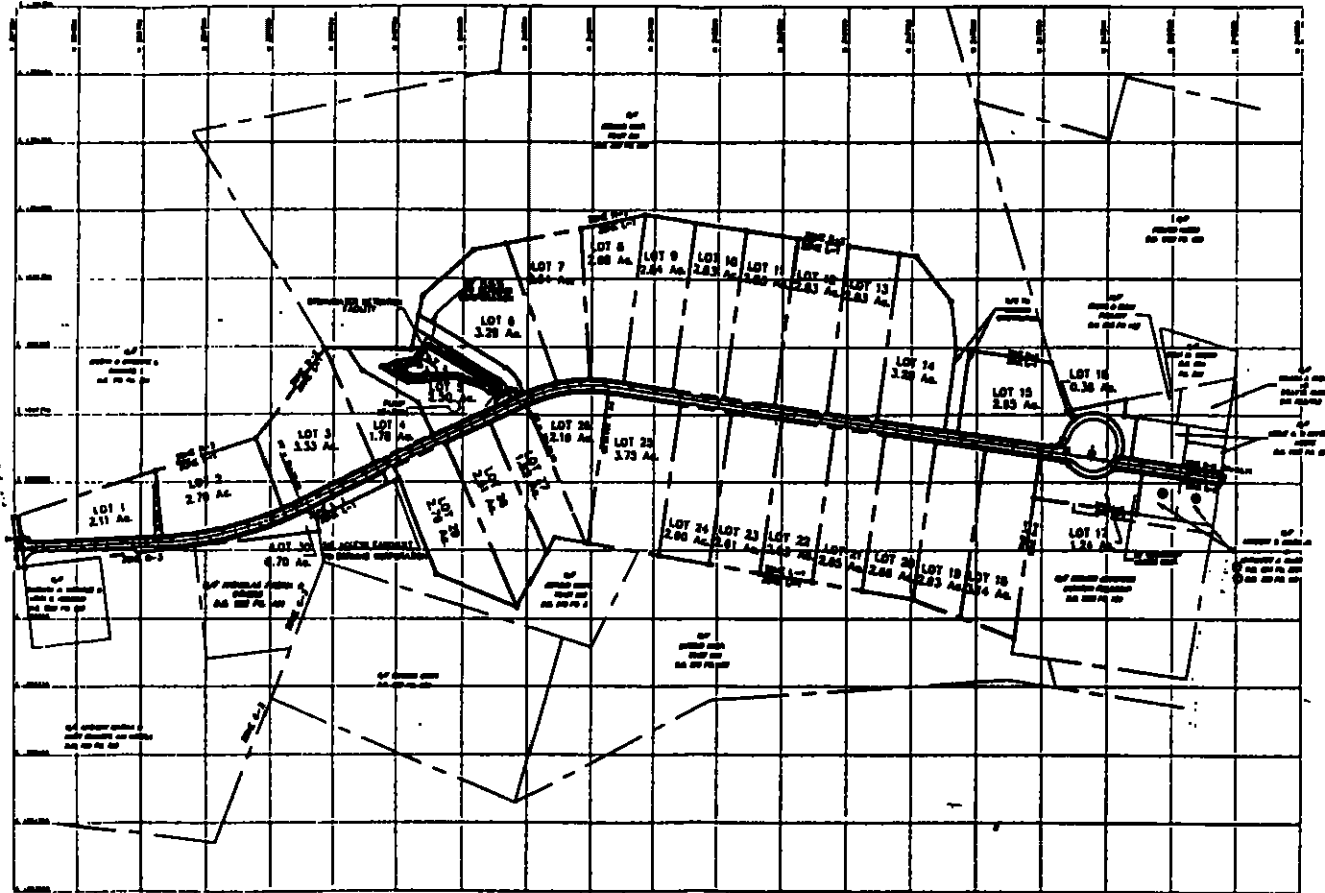
TOWNSHIP OF RICHLAND

Melvin D. Steigard  
Secretary

By Ralph E. Milholla

TOWNSHIP SEAL

NOTE:  
 ALL DIMENSIONS SHOWN ARE FIELD DIMENSIONS BY THE SURVEYOR  
 AND SHOWN FROM THE SURVEY. DIMENSIONS IN PARENTHESES ARE  
 DIMENSIONS OF A LOT OR LOTS SHOWN BY THE SURVEY.  
 ALL DIMENSIONS FOR THIS SHEET ARE SHOWN ON SHEET LP-1 & LP-2.



NO.	DATE	BY	REVISION
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# JOHNS TOWN INDUSTRIAL PARK EXPANSION

APPROVED  
 BY: [Signature]  
 DATE: [Date]

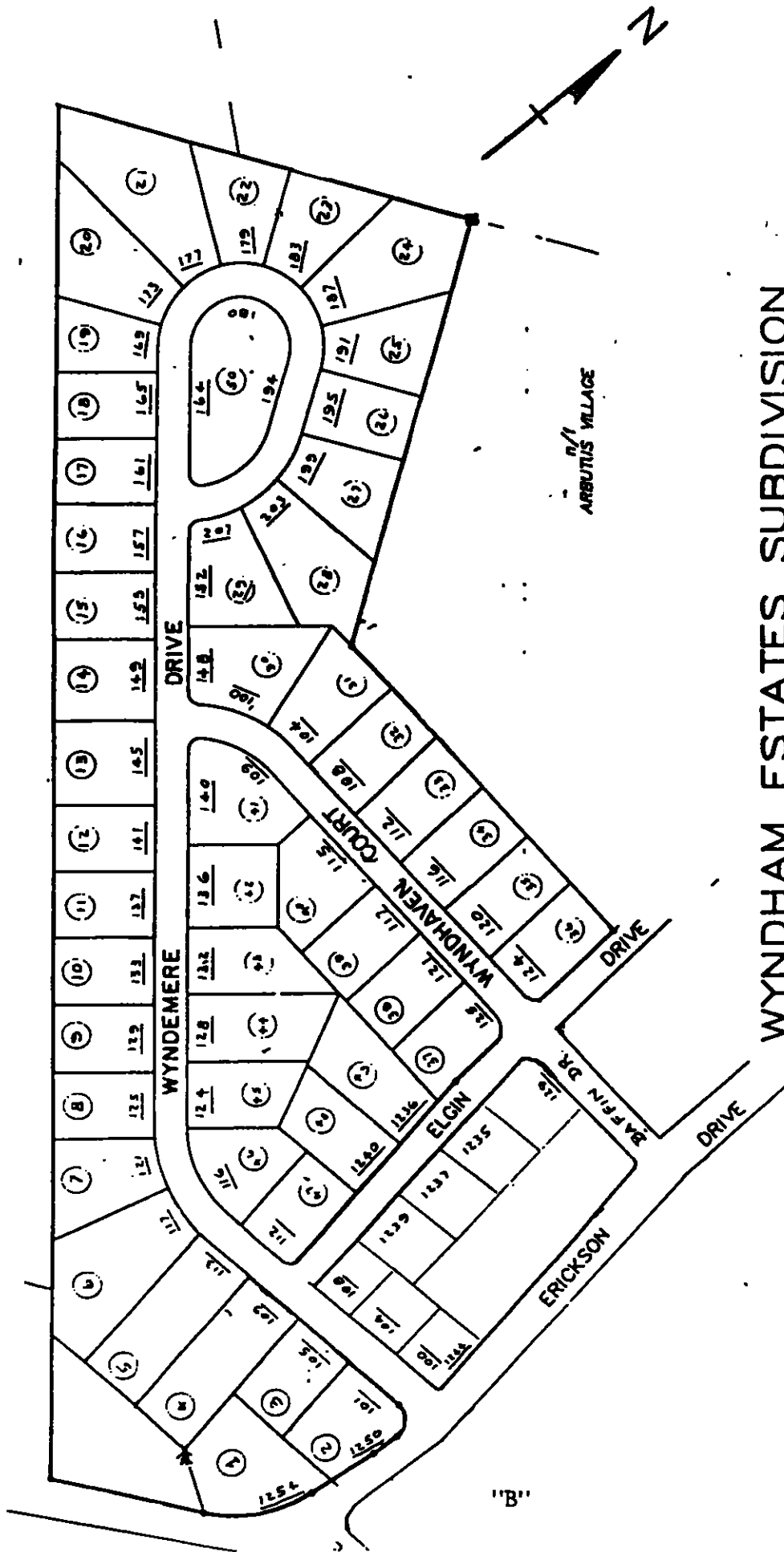
SEA Project No. [Number]

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OVERALL SITE PLAN

LP-1

AS BUILT DRAWING

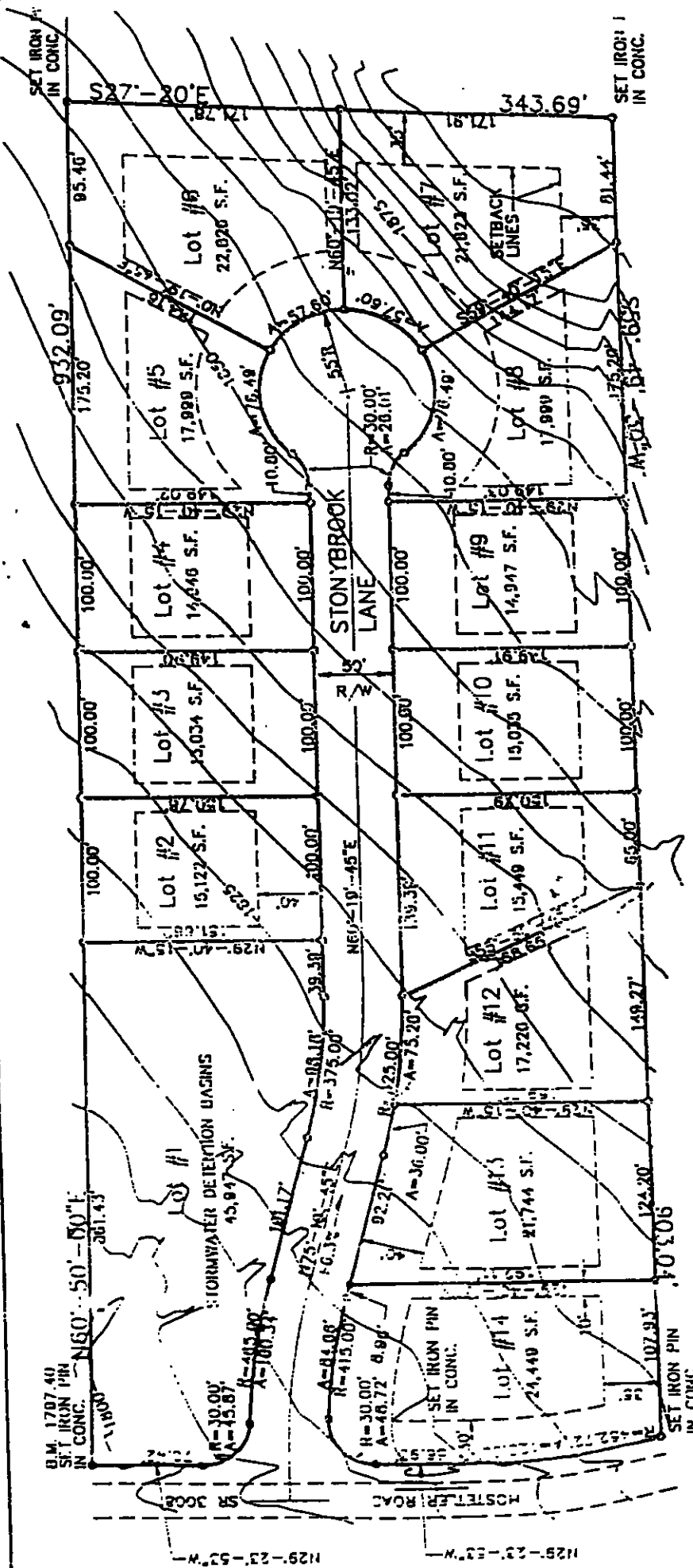


# WYNDHAM ESTATES SUBDIVISION

SITUATE IN

CAMBRIA, COUNTY, PA

RICHLAND TOWNSHIP



**SITE MAP**  
**SCALE: 1" = 100'**

**BICYCLE SAFE  
STEEL GRATE**

SCALE ~ 1" = 50' ~ JUNE 27, 1994

# Richland Township Supervisors

322 Schoolhouse Road  
Johnstown, Pennsylvania 15904-2924  
Phone: (814) 266-2922  
FAX: (814) 266-2024

DONALD C. PEPE, *Township Manager*  
PATRICK T. KINIRY, *Solicitor*  
RICHARD J. BOXLER, *Zoning and Codes Officer*

RALPH E. MULHOLLEN, *Chairman*  
JEAN GASTON McGUIRE, *Vice Chairman*  
MELVYN D. WINGARD, *Secretary*  
KEVIN P. GRADY  
E. ARTHUR WATTS

June 22, 1995

Cambria County  
Clerk of Courts  
Cambria County Courthouse  
Ebensburg, PA 15931

RE: Township Street Adoption  
Ordinance No. 242

Gentlemen:

Enclosed are two copies of Richland Township Ordinance, No. 242, relative to the adoption of township streets. Specifically, the Board of Supervisors adopted Hemlock Street, Wyndemere Drive, Wyndhaven Drive, Jari Drive and Stonybrook Lane at their May 26, 1995 meeting. General fund check No. 13182 is enclosed for the filing fee. Please provide the Township with a certificate of filing that we may in turn give a copy to Municipal Services at the Pennsylvania Department of Transportation in order that the newly adopted streets be included in the Township street list applicable to State Liquid Fuels funding.

If you have any questions or desire additional information, please contact me at the above telephone number. Thank you in advance for your assistance with this matter.

Sincerely,

  
Joyce Neumann

cc: Richland Township  
Joe Lamer, PennDOT

Enclosures