

APPENDIX 10

Streets

Introductory Note: In addition to action taken by ordinance, the following is of interest:

- (a) The streets, lanes and alleys of the Borough, as laid out, run, marked and designated in a plot made by Abraham Lamberton, Esq., dated December 10, 1860, were declared to be the lawful streets, lanes, alleys and public highways of the Borough, by the Act of March 16, 1861, P.L. 134, Section 2.

10-1. To level Main Street in the Borough, and to raise a sum of money for that purpose. (Ord. 3, June 17, 1828)

10-2. To turnpike Main Street, and raise money for that purpose. (Ord. 9, April 28, 1830) (The street, from the east Borough line to the west Borough line, was to be paved from curb to curb. For supplement to this ordinance, see § 10-4, below.)

10-3. To make a plot or draught of the Borough and to lay out streets and alleys. (Ord. 10, May 14, 1830) (The regulators and surveyors of the Borough were to make a plot of the Borough indicating all streets and alleys.)

10-4. A supplement to an act entitled an Act to turnpike Main Street in the Borough of Mechanicsburg. (Ord. 11, June 3, 1830) (For ordinance supplemented by this ordinance, see § 10-2, above. This ordinance contains further provisions on the slope of the roadway and the manner of paving the street.)

10-5. To open Market and Locust Streets and an alley. (Ord. 25, July 10, 1848) (This authorized the acquisition of land and opening of the following portions of these streets;

1. Market Street, 30 feet wide, from Staufer's Alley opposite Market Square to Simpson's Road.
2. Locust Street, 25 feet wide, from Arch Street to Market
3. An alley, 14 feet wide, from Michael Hoover's Alley to Lamb and Starner's Alley.)

10-6. A supplement to an act entitled, an Act to open "Race Alley," passed in Town Council on the 11th day of May 1830. (Ord. 28, July 7, 1851) (The ordinance of May 11, 1830 does not appear among the records of the Borough. This supplement directed the opening of the portion, 14 feet wide, beginning at Main Street between lands of Benjamin Eberly and Levi Snell and ending at Simpson's Road between lands of Jonathan Franklin and Levi Howe.)

10-7. To open "St. John's Alley." (July 7, 1851) (This refers to the portion, 14 feet wide, beginning at Poplar Alley between lands of Dr. P.H. Long and David Worster's heirs and ending at Silver Spring Road between lands of Jacob Hartlein and Peter Barnhart.)

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10-8. Untitled ordinance directing that the following streets be opened; Locust Street, 25 feet wide, from the east Borough line to the west Borough line; Arch Street, 30 feet wide, from the south side of Main Street to Simpson's Road; High Street, 25 feet wide, from the north Borough line to the south Borough line; Frederick Street, 27 feet wide, from the north Borough line to the south Borough line; and Allen Street, 50 feet wide, from Market Street to the west Borough line. (Ord. 29, July 18, 1851) (For amendment to this ordinance see § 10-13, below.)

10-9. Untitled ordinance directing that Depot Alley, 16 feet wide, be opened from the north side of Main Street to the railroad, between lands of John Swisher and Simon Arnold. (July 18, 1851)

10-10. To open Arch Street to Green Lane and Allen Street, from Market Street to Arch Street. (Ord. 31, October 29, 1852)

10-11. For grading and paving Locust Street, from Silver Spring Road to Brandt's and Koren's corner at South Market Street. (Ord. 35, April 7, 1855)

10-12. For piking South Market Street, from Main Street to Simpson Road and Frederick Street, from Main Street to Allen Street. (Ord. 36, May 14, 1855)

10-13. Relating to Arch and Race Streets. (August 11, 1860) (This widened Arch Street, from Main Street to Simpson Street, to 36 feet, and fixed the width of Race Street, from Railroad Street to Green Street, at 60 feet.) For ordinance amended by this ordinance, see § 10-8, above.)

10-14. Untitled ordinance locating Arch Street, 37 feet wide, from Main Street to Locust Street, and vacating Hogestown Road as laid out on the New Town Plot, and providing, instead, that Hogestown Road remain as it was originally opened and as then in use. (September 27, 1861)

10-15. Vacating and relocating Chestnut, Filbert, Irving and Walnut Streets. (March 5, 1862) (This vacated Irving Street, from Main Street to the north Borough line, and relocated the other streets as follows:

1. Chestnut Street, to run parallel with Walnut Street from Railroad north to the Borough line.
2. Filbert Street, to run parallel with Walnut Street.
3. Walnut Street, as opened.)

10-16. Relative to the opening of Simpson Street.

(Ord. 14, June 16, 1865) (This refers to the portion from Shepherdstown Road to Washington Street, which was to be opened to its full width.)

10-17. Relative to opening Green Street, from Silver Spring Road to Hogestown Road. (Ord. 15, October 18, 1865) (The width was fixed at 40 feet.)

10-18. Relating to the pavements on the streets included in the Coover Heirs Plot, and the location and opening of Cedar Alley. (Ord. 16, November 1, 1865) (Cedar Alley was to extend from Locust Street to Simpson Road.)

10-19. Relating to the vacation and location of Washington Street, the change in the width of Locust Street, and the widening of the Shepherdstown Road and the pavements on the same. (Ord. 17, March 17, 1866) (This provided as follows:

1. For the vacation of Washington Street as laid out and located by the survey of 1860, from Main Street to the south Borough line.
2. For the relocation of the center line of Washington Street 65 feet east of the vacated center, thence parallel with the same 432 feet to Simpson Road, thence 36 feet east to the center of the Dillsburg Road, thence by the same to the Borough limits, at a width throughout of 40 feet.
3. The width of Locust Street, from Hogestown Road to the west Borough line was reduced from 60 to 30 feet, the center line to remain as fixed.
4. The Shepherdstown Road from Simpson Road to the south Borough line was declared a 60-foot street, with the center line moved eastwardly five feet. This provision, however, was repealed by Ordinance 61.)

10-20. Regulating and locating certain streets and pavements. (Ord. 22, May 4, 1868) (This served to:

1. Increase the width of Walnut Street from its present location to 60 feet, with the addition to be taken off the west side, except as necessary to keep the northern end in range with the buildings on the east side south of Main Street.
2. Locate Factory Street, 35 feet wide, 272 feet from the center of Green Street north on Market Street.
3. Locate Portland Street, 60 feet wide, to run parallel to Factory Street to the Borough limits.
4. Locate a 20-foot alley 160 feet south of the south line of Portland Street and parallel to it.
5. Vacate Railroad Avenue as located by the survey of 1860 and relocate it, 30 feet wide, measuring from the stables on the east side, as already opened in accordance with the report of viewers.

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10-21. Locating an alley between Locust and Simpson Streets. (Ord. 23, May 4, 1868) (This 14-foot alley was to extend from Lamont Alley to Frederick Street.)

10-22. Relating to North Market Street and pavements on Green Street. (Ord. 24, August 3, 1868) (The width of Market Street, from Main Street to Strawberry Alley, was reduced from 46 to 40 feet. For partial repeal of this ordinance, see § 10-50, below.)

10-23. Vacating Irving Street and making an alley out of it. (Ord. 25, September 6, 1869) (Irving Street, from Main Street, was vacated, and instead, an 18-foot alley was located with the same center line.)

10-24. Relating to Strawberry Alley, between North Market and Arch Streets. (Ord. 33, May 8, 1876) (This increased the width by moving the north line north two feet and by aligning the south line with the corner of the American Hotel.)

10-25. Relating to change of location of West Allen Street. (Ord. 36, December 10, 1878) (This relocated a portion of the street beginning at a point on the Hogestown Road 10 feet south of the existing center line and extending southwestwardly to a point on Washington Street three feet 10-3/4 inches north of the existing center line.)

10-26. Regulating the width of Strawberry Alley. (Ord. 39, April 11, 1881) (This fixed the width of the portion from Railroad Avenue to Frederick Street at 30 feet and located the north line of this portion along the existing north line.)

10-27. Regulating the width of Strawberry Alley. (Ord. 40, May 13, 1881) (This located the south line of the portion from Market Street to Railroad Avenue 12 feet 10 inches from the existing center line.)

10-28. Fixing the curb line on Main Street, changing the name of Hogestown Road to North York Street, and moving the center pins on North York Street. (Ord. 41, May 8, 1882) (This retained existing curb lines on Main Street, irrespective of the width of the street between building lines and irrespective of the width of sidewalks; it provided that since the built-up part of North York Street was only 48 feet wide, the center pins were to be moved eastward one foot, so as to be in the center, as then built up.)

10-29. Regulating shade trees in the Borough, and opening alleys. (Ord. 47, August 14, 1882) (This relates to:

1. The alley from Arch Street to Walnut Street, located between Portland and Factory Streets.
2. Hill Alley, from Market Street to Brandt Alley.

Section 1 of this ordinance was repealed by Ordinance 746.)

10-30. Relative to the width and location of Straight Street, and the width of Locust Street. (Ord. 51, September 3, 1883) (This reduced the width of the following portions of these streets;

1. Straight Street, from 60 feet to 50 feet by removing land on
2. Locust Street, between Washington Street and the Borough line, from 30 feet to 20 feet by removing five feet from each side.

(For amendments to this ordinance, see §§ 11-34 and 11-36, below.)

10-31. Relative to a change of width of Keller and Coover Streets, from York Street to Washington Street. (Ord. 52, September 3, 1883) (This increased the width of each from 20 feet to 60 feet by adding 20 feet to each side. For partial repeal of this ordinance, see § 10-46, below.)

10-32. Relating to the width of Walnut Street. (Ord. 53, October 1, 1883) (This fixed the width of the portion from Locust Street to the north Borough line at 52 feet and located the center line.)

10-33. Relative to the change of grade line on West Main Street, from Railroad Avenue to Frederick Street. (Ord. 54, October 1, 1883)

10-34. Relating to the center of Straight Street. (Ord. 55, September 8, 1883) (This amended the ordinance listed in § 10-30, above, by reducing the width of the street from 60 to 50 feet, by taking 10 feet from each side.)

10-35. Vacating Brandt and Weaver Alleys. (Ord. 57, November 3, 1883) (Both alleys were vacated from Keller Street to Coover Street.)

10-36. Relating to the center of Locust Street, west of Washington. (Ord. 58, November 8, 1883) (This amended the ordinance listed in §10-30, above, by reducing the width of Locust Street, from Washington Street to the west Borough line, to a 20-foot alley, with the center fixed 10 feet from the south line of the portion of Locust Street located east of Washington Street. This ordinance was repealed by Ordinance 66, but reenacted by Ordinance 85, § 10-48, below.)

10-37. Reducing Straight Street to a 20-foot alley, and locating Broad Street. (Ord. 60, May 12, 1884)(This ordinance:

1. Reduced Straight Street from a 50-foot street to a 20-foot alley, to be known as Straight Alley, with the center to remain as located on the Town Plot under the survey of 1860.
2. Widened a 20-foot alley at the extreme western end to a 60-foot street to be known as Broad Street, with the center line moved eastward 20 feet. This provision was repealed by Ordinance 91, § 10-49, below.

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This ordinance was repealed by Ordinance 66, but reenacted by Ordinance 85, § 10-48, below.)

10-38. Relating to width of Strawberry Alley, between Railroad Avenue and North York Street. (Ord. 62, June 9, 1884) (The width was fixed at 20 feet.)

10-39. Untitled ordinance fixing the width of Locust Street, from Walnut Street to Arch Street, at 32 feet and establishing the existing north line of the street as the northern boundary of the street. (Ord. 68, November 3, 1885)

10-40. Changing the width of North High Street. (Ord. 72, August 26, 1886) (The width, from Main Street to the north Borough line, was reduced from 40 to 38 feet, the center to remain where previously located.)

10-41. Relating to curb lines on Locust Street. (Ord. 73, January 7, 1887) (The curb lines as recorded in the Regulator's book by the last surveys, those of July 13 and November 19, 1880, June 15 and June 22, 1885, and July 6 and August 21, 1886, were established as curb lines, regardless of the width of the street between building lines or of the width of the pavements.)

10-42. Locating of Penn Street and Wilson Alley. (Ord. 74, May 26, 1887) (This refers to:

1. Penn Street, 50 feet wide, from Allen Street to Washington Street.
2. Wilson Alley, 14 feet wide, from a point on Allen Street, 140 feet west of the center of York Street northwardly to the Borough line.)

10-43. Relative to the opening of Green Street. (Ord. 75, August 25, 1887) (This street, 50 feet wide, was to extend from York Street to Washington Street.)

10-44. Relative to the opening of Washington Street. (Ord. 76, August 25, 1887) (This street, 50 feet wide, was to extend from Allen Street to Green Street.)

10-45. Relating to the opening of Corman Alley. (Ord. 77, August 25, 1887) (The alley, 14 feet wide, was to be located between Allen and Green Streets and to extend from Wilson Alley to Washington Street.)

10-46. Repealing that portion of Ordinance No. 52, passed September 3rd, 1883, which relates to the change of the width of Keller Street, from York Street to Washington Street, and reducing said portion of Keller Street from 60 feet to 20 feet in width. (Ord. 81, May 7, 1889) (For Ordinance 52. see § 11-31, above.)

10-47. Relating to the widths of Coover, Keller and Race Streets. (Ord. 83, May 2, 1890) (This provides for:

1. Increasing the width of Coover Street, between Washington Street and the west Borough line, from 20 to 60 feet, with the center to remain as fixed.

2. Increasing the width of Keller Street, between York Street and the west Borough line, from 20 to 60 feet, with the center to remain as fixed.
3. Reducing the width of Race Street, from Simpson Street to the south Borough line, from 60 to 40 feet, with the center to remain as fixed.)

10-48. Repealing Ordinance No. 66 and reenacting Ordinance No. 58 and Ordinance No. 60. (Ord. 85, December 5, 1890) (For Ordinance 58, see § 10-36, above; for Ordinance 60, see § 10-37, above; for ordinance partially repealing this ordinance, see § 10-49, below.)

10-49. Vacating Straight Alley south of Main Street and vacating Broad Street. (Ord. 91, June 29, 1891) (This ordinance vacated:

1. Straight Alley, so far as it had been located or laid out south of Main Street; repealing as much of Ordinance 85, § 10-48, above, as related to the second section of Ordinance 66, which had vacated Straight Alley, from Simpson Street to Main Street;
2. Broad Street, repealing Section 2 of Ordinance 60, § 10-37, above, which had located Broad Street.)

10-50. Repealing that portion of Ordinance No. 24, passed August 3, 1868, which fixes the width of North Market Street. (Ord. 92, August 17, 1891) (For Ordinance 24, see § 10-22, above.) (This ordinance also reduced the width of North Market Street from a point 66 feet three inches north of the north line of Main Street to a point 124 feet eight inches north of that point, by four feet four inches, by locating the east line of Main Street four feet four inches west of its former location, and vacating the portion of the street included between the former east line and the relocated east line.)

10-51. Untitled resolution adopting part of the plot of the South Side Extension, including Marble Street, and the first proposed alley, the second proposed street and the second proposed alley south of and parallel to Marble Street, as well as the proposed cross streets intersecting those streets, and referring the balance of the plot back to the Highway Committee and Surveyor. (Resolution, September 15, 1892)

10-52. Relative to widening Marble Street, locating said street to the eastern limits of the Borough, and regulating the width of the pavements on said street. (Ord. 99, May 25, 1893) (Marble Street, from the west Borough line to the old Shepherdstown Road, was widened to 50 feet, with the center of the street to remain as it was previously; the street, 50 feet wide, was to be located from the old Shepherdstown Road to the east Borough line, the center line to be in a straight line from the portion of the street west of the old Shepherdstown Road.)

10-53. Relative to the widening of South Market Street, and regulating the width of the pavements on said street. (Ord. 103, September 7, 1893) (The width was increased to 60 feet, between Coover Street and the south Borough line, with the center of the street remaining as it was previously.)

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10-54. Relative to the locating and widening of South Market Street, and regulating the width of pavements on said street. (Ord. 104, November 3, 1893) (Market Street was located from Coover Street south to Marble Street, the center line to remain as it was previously, and thence from Marble Street 21 40 feet East, to the Borough limits; the street was widened to 60 feet from Coover Street south to Marble Street, the center to remain as it was previously, and from Marble Street to the south Borough line, the center to be as located.)

10-55. Relative to the change of width of South Alley and the opening of Broad Street. (Ord. 108, April 2, 1894) (This served to:

1. Decrease the width of South Alley, from Market Street to Arch Street, from 20 to 18 feet, the center of the alley to be moved one foot north of its former location.
2. Locate, lay out and open Broad Street, from Simpson Street to Keller Street, 60 feet wide, its west line to be the west Borough line as it existed prior to a recent extension of the Borough limits.)

10-56. Untitled resolution adopting the remainder of the plot of the South Side Extension, as referred back to the Highway Committee and

Surveyor by a resolution of September 15, 1892, including the following streets and alleys located parallel to Marble Street and extending from the east Borough line to the west Borough line: a 20-foot alley 167.5 feet south of Marble Street; Maplewood Street, 50 feet wide, 165 feet south of the 20-foot alley; a 20-foot alley 172 feet south of Maplewood Street; and Elmwood Street, 60 feet wide, 211 feet south of the second 20-foot alley; and including the following streets from Marble Street to the south Borough line: High Street, York Street, Washington Street, Arch Street and Race Street; and Frederick Street from Elmwood Street to the south Borough line. (Resolution, April 26, 1894) (For the resolution of September 15, 1902, see §10-51, above.)

10-57. Relating to the change in width of East Green Street, running from Walnut Street east to Borough limits. (Ord. 118, November 12, 1895) (The width was reduced from 60 to 50 feet, with the center to remain as previously located.)

10-58. West Strawberry Alley, west of North Washington Street laid out and opened for public use. (Ord. 121, August 28, 1897) (This alley, 14 feet wide, was located from North Washington Street to the West Borough line, and the portion from the west line of North Washington Street and the west line of the property of S. N. Miller.

10-59. Locating the southern building line of East Main Street, between Filbert Street and the Borough line. (Ord. 122, October 29, 1897)

10-60. Vacating a portion of Railroad Avenue. (Ord. 129, August 16, 1899) (The street was to be vacated between the north line of Strawberry Alley and the south line of Allen Street, following removal by the Cumberland Valley Railroad Company of an old building known as the "Thompson House," which was located on both sides of and over part

of the vacated portion. However, a right-of-way for the Railroad Avenue sewer, located in the vacated portion, was perpetually reserved.)

10-61. Vacating that portion of Allen Street, from Chestnut Street to Filbert Street. (Ord. 143, June 13, 1903)

10-62. Untitled resolution authorizing the widening of Marble Street, between Market Street and Frederick Street. (Resolution, June 15, 1904)

10-63. Coover Street extended and opened, at a width of 60 feet, from Arch Street to the Lower Shepherdstown Road. (Ord. 149, December 31, 1904)

10-64. Relative to the extension of Broad Street and regulating the width of the pavements of the same. (Ord. 156, December 7, 1905) (The street was extended to its full width of 60 feet from Simpson Street to West Main Street, and from Keller Street to Williams Grove Road.)

10-65. Providing for the grading and macadamizing of High Street, from Coover Street to Marble Street; Factory Street, from Frederick Street to Market Street; and providing for the payment of same. (Ord. 171, June 12, 1908)

10-66. Providing for the grading and macadamizing of Marble Street, from York Street to Market Street, and providing for the payment of the same; and relating to placing curbing and sidewalks on said street, from York Street to Market Street. (Ord. 174, September 4, 1908)

10-67. Untitled resolution directing that Simpson Street be opened to its full width, from Washington Street as far as it can be opened without the award of damages to property owners, and that the opened portion be graded from curb line to curb line. (Resolution, December 1, 1908)

10-68. Relative to fixing the location of Factory Street, east of Walnut Street. (Ord. 182, May 1, 1909) (This refers to the portion from Walnut Street to the east Borough line.)

10-69. Relative to the extension and opening of Locust Alley. (Ord. 183, May 1, 1909) (The alley was extended westwardly and opened to Broad Street, the width to be 20 feet, with the center, to extend on a straight line with the portion already opened.)

10-70. Pertaining to the grading and macadamizing of the following named parts of streets: Simpson Street, from the western terminus of the macadam of said street to Broad Street; Coover Street, from Frederick Street to High Street; Keller Street, from Arch Street to Race Street; Portland Street, from Market Street to Walnut Street; Allen Street, from York Street to Washington Street; Washington Street, from Main Street to Keller Street; Arch Street, from Keller Street to Marble Street; Locust Street, from Walnut Street to Chestnut Street; and providing for the payment of the same, and the establishing and reestablishing of the curb lines thereof, and the setting or resetting, and construction or reconstruction of required legal curb. (Ord. 185, July 29, 1909)

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10-71. Relating to the curbing on Marble Street. (Ord. 191, September 3, 1909) (The curbing on Marble Street, from Market Street to the Lower Shepherdstown Road, was to be placed 12 feet from the center of the street.)

10-72. Establishing the curb line on Broad Street, and providing for uniform sidewalks on said street. (Ord. 192, October 16, 1909) (The curb line, on each side of the street, was to be located 15 feet from the center of the street.)

10-73. Providing for the paving and uniform curbing of Main Street, from Filbert to western terminus of said street, and for the apportionment and payment of the cost thereof, and providing also in connection therewith for fixing and readjusting the curb lines thereof, and for all gas and water mains with their service connection to be tested, overhauled and connected up to the curb of all abutting lots of properties thereon in advance of said street improvement. (Ord. 194, December 24, 1909) (Curb lines were established as follows:

1. Filbert Street to Chestnut Street, both lines to be 19 feet from center line, making a 38-foot roadway.
2. Chestnut Street to Walnut Street, north side to be 18 feet at Chestnut Street and 18.6 feet at Walnut Street, on the south side 20 feet at Chestnut Street and 19.4 feet at Walnut Street, all from the center line making a 38-foot roadway.
3. Walnut Street to Race Street, north side to be 18.6 feet at Walnut Street and 19 feet at Race Street, on the south side 19.4 feet at Walnut Street and 19 feet at Race Street, all from the center line making a 38-foot roadway.
4. Race Street to Arch Street, both lines to be 20 feet from the center line making a 40-foot roadway.
5. Arch Street to Market Street, north side to be 20 feet at Arch Street and 20.5 feet at Market Street, on the south side 20 feet at Arch Street and 19.5 feet at Market Street, all from the center line making a 40-foot roadway.
6. Market Street to Frederick Street, north side to be 20 feet at Frederick Street and 20.5 feet at Market Street and on south side 19.5 feet at Market Street and 20 feet at Frederick Street, all from the center line making a 40-foot roadway.
7. Frederick Street to High Street, north side 20 feet at Frederick Street and 21 feet at High Street, on the south side 20 feet at Frederick Street and 18.6 feet at High Street, all from the center line making a 40-foot roadway.
8. High Street to York Street, north side 20 feet from the center line, and on the south side 18 feet from the center line making a 38-foot roadway.
9. York Street to Washington Street, and from Washington Street to Broad Street, both lines to be 18 feet from the center line making a 36-foot roadway.

10. Broad Street to the western terminus of Main Street, both lines to be 18 feet from the center line.

For amendment to this ordinance, see §10-78, below.)

10-74. Pertaining to locating, laying out and opening Trent Alley, between Simpson and Keller Streets, from Washington Street west to Clinch Alley; and locating, laying out and opening Clinch Alley, from Trent Alley north to Simpson Street. (Ord. 195, February 1, 1910) (Each alley was to be 16 feet wide.)

10-75. Locating and naming Elmwood Avenue; vacating the streets and alleys between Marble Street and Elmwood Avenue extending from Market Street east to Borough limits; and locating, laying out and opening Maplewood Avenue and alleys, as designated in the Lamb and Coover Plot; and the acceptance by the Borough of said street and alleys as designated and dedicated to the Borough by Lamb and Coover in said plot. (Ord. 196, February 19, 1910) (This provided:

1. Elmwood Street, from Market Street to the east Borough line, was to be 60 feet wide.
2. In place of the vacated streets and alleys, located between Marble Street and Elmwood Avenue, and extending to the east Borough line, the following, as designated on the Lamb and Coover Plot, were accepted, laid out and opened:
 - a. Maplewood Avenue, 50 feet wide, from Market Street to the east Borough line.
 - b. Willow Lane, a 20-foot alley, from Marble Street to Elmwood Avenue, located 205.57 feet east of the center of Market Street at Marble Street.
 - c. Beech Alley, 20 feet wide, from Willow Lane to Arch Street.
 - d. Hazel Alley, 20 feet wide, from Willow Lane to Arch Street.)

10-76. Pertaining to the grading and macadamizing of the following named parts of streets and for the payment of the same; and providing for the establishing and reestablishing of the curb lines of said parts of streets, and the setting or resetting and the construction or reconstruction of required legal curb: East Marble Street, from Market to Arch Street; West Marble Street, from York Street west to Borough limits; West Coover Street, from High Street to York Street; West Keller Street, from York to Broad Street; North Arch Street, from Factory to Portland Street; South Filbert Street, from Main to Simpson Street; North York Street, from Green Street north to Borough limits; Brandy Lane Road, from Portland Street to Borough limits; Silver Spring Road, from Brandy Lane Road to Borough limits; South Washington Street, from Keller to Marble Street. (Ord. 200, May 10, 1910) (This fixed the width of the streets as follows:

1. East Marble Street, 30 feet wide, curbing to be 15 feet from the center line on both sides.

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2. West Marble Street, 16 feet wide, eight feet on each side of center line.
3. West Coover Street, from curb to curb.
4. West Keller Street, 30 feet wide, curbing to be 15 feet from the center line on both sides.
5. North Arch Street, 30 feet wide, curbing to be 15 feet from the center line on both sides.
6. South Filbert Street, 20 feet wide, curbing to be 10 feet from the center line on both sides.
7. North York Street, 20 feet wide, from Green Street to Portland Street, curbing to be 10 feet on each side, and from Portland Street to the north Borough line, to be 16 feet wide, eight feet on each side of the center line.
8. BrandyLane Road, 16 feet wide, eight feet on each side of the center line.
9. Silver Springs Road, 16 feet wide, eight feet from center line on both sides.

For amendment to items “4” and “6”, see § 10-81, below.)

10-77. Authorizing the grading and macadamizing of South Market Street, from Marble Street south to the Borough limits; North Frederick Street, from Green Street to Portland Street and fixing the width of said streets. (Ord. 202, July 13, 1910) (This fixed the width of Market Street at 40 feet, 20 feet on each side of the center of the street, and Frederick Street at 30 feet, 15 feet on each side of the center of the street.)

10-78. Amending Section 4, paragraph four, of Ordinance No. 194. (Ord. 205, July 25, 1910) (For ordinance amended by this ordinance, see § 10-73, above.) This changed the curb line on Main Street, from Walnut Street to Race Street, so as to be located 18 feet from the center line of the street on both sides, making a 36-foot roadway.)

10-79. Pertaining to the grade of the water-gutter at the intersection of Main and Arch Streets. (Ord. 208, September 16, 1910)

10-80. Pertaining to locating, laying out and opening Trent Alley, between Simpson and Keller Streets, from Broad Street east to Clinch Alley. (Ord. 209, September 23, 1910) (The width was fixed at 16 feet.)

10-81. Amending Ordinance No. 200, pertaining to the width of roadway on South Filbert Street and West Keller Street. (Ord. 210, November 5, 1910) (For ordinance amended by this ordinance, see §10-76, above.) This ordinance provided as follows:

1. For the grading and macadamizing of South Filbert Street, 40 feet in width, 20 feet on each side of the center line, with the curbing to be placed 20 feet from the center line.
2. For the grading and macadamizing of West Keller Street 40 feet in width, 20 feet on each side of the center line, with the curbing to be placed 20 feet from the center line.)

10-82. Establishing the grade of Maplewood Avenue, from Market Street east, and authorizing and providing for the grading of said avenue. (Ord. 211, November 5, 1910) (This refers to the portion from Market Street to Arch Street.)

10-83. Pertaining to the widening of Main Street, from Broad Street west to the Borough limits. (Ord. 212, November 18, 1910) (The width was fixed at 60 feet.)

10-84. Defining the location of Railroad Avenue, north of Allen Street, and fixing the width of the pavements thereof. (Ord. 215, January 7, 1911) (Railroad Avenue, from Allen Street to Portland Street was to be 30 feet wide between building lines.)

10-85. Pertaining to locating and laying out Trent Alley, between Simpson and Keller Streets, from Broad Street west to Borough limits. (Ord. 221, April 21, 1911) (The width was fixed at 16 feet.)

10-86. Pertaining to locating, laying out and opening West Street. (Ord. 222, April 21, 1911) (This street, 60 feet wide, with curb line located 15 feet from the center line, was to extend from Simpson Street to Strawberry Alley.)

10-87. Pertaining to locating and laying out Clover Alley, between Allen and Green Streets, from Frederick Street west to York Street. (Ord. 225, June 2, 1911) (The width was fixed at 14 feet.)

10-88. Pertaining to locating, laying out and opening Weaver Alley, from Marble Street south to the southern boundary of the property of Dr. R.P. Long. (Ord. 227, August 14, 1911) (This alley, 20 feet wide, was to run parallel to Market Street, with its center line 169 feet four inches west of the center of Market Street.)

10-89. Authorizing the grading and macadamizing of South York Street, from Marble Street south to the Borough limits. (Ord. 230, May 18, 1912) (The street was to be macadamized to a width of 30 feet; if the property owners on each side of the street failed to set back their fences making the street the full width, and release the ground, grade the sidewalks and make their curbs, the street was to be paved to a width of 20 feet only. For amendment to this ordinance, see §10-95, below.)

10-90. Relating to the change of width of Long Alley, from Arch Street to Walnut Street. (Ord. 233, October 14, 1912) (The width was reduced from 20 to 16 feet, with the line on the north side to remain unchanged.)

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10-91. Authorizing the grading and paving of Market Street, from the north side of Allen Street south to the north tracks of the Cumberland Valley Railroad; also from the south side of the tracks of the Cumberland Valley Railroad south to the south side of Simpson Street except the portion of street already paved at the intersection of Main and Market Streets, and South Frederick Street be paved from the south side of Main Street south to the south side of Simpson Street. (Ord. 236, April 4, 1913)

10-92. Pertaining to reducing the width of Clinch Alley, from the south side of West Simpson Street south to Trent Alley. (Ord. 237, April 11, 1913) (The width was reduced from 16 to 14 feet, with the lines to remain as already opened.)

10-93. Establishing the grade and curb lines as given by the Borough Engineer on Market Street, from the south side of Allen Street south to the north side of Simpson Street; also on Frederick Street, from the south side of Main Street south to the north side of Simpson Street. (Ord. 238, November 1, 1913)

10-94. Pertaining to locating and laying out North Alley, located as the first alley north of Portland Street and running parallel therewith, from North Market Street east to North Walnut Street. (Ord. 239, November 17, 1913) (The width was fixed at 12 feet.)

10-95. Amending Section 1 of Ordinance No. 230. (Ord. 240, November 17, 1913) (For ordinance amended by this ordinance, see §10-89, above. This provided that York Street, from Marble Street to the south Borough line, was to be graded and macadamized 30 feet wide, 15 feet on each side of the center of the street; if the abutting property owners released the ground to the full width of the street, the street was to be paved 30 feet on each side of the center.)

10-96. Relating to the vacating of the portion of High Street extending through the Hays' plot of ground south of Green Street. (Ord. 262, July 3, 1919) (This refers to the portion of High Street from the Milleison Plot north to Green Street.)

10-97. Relative to the rounding of the corners of the pavements at the intersection of Main and Market Streets; and establishing the curb lines and grades of the pavements and streets at that intersection. (Ord. 263, July 19, 1919)

10-98. Relative to the rounding of the north-east corner of the pavement at the intersection of Main and York Street, and establishing the curb line and the grade of the pavements and streets at that intersection. (Ord. 264, November 20, 1919)

10-99. Pertaining to locating, laying out and opening West Maplewood Avenue. (Ord. 278, December 8, 1922) (This street, 50 feet wide, with curb lines 15 feet from the center of the street, was to extend from Market Street to Frederick Street.)

10-100. Relating to laying out, taking over and opening Bosh Alley. (Ord. 284, September 20, 1923) (This 20-foot alley extended from Hill Alley to Coover Street.)

10-101. Relating to locating, laying out and opening West Maplewood Avenue, from the Mechanicsburg Cemetery to York Street. (Ord. 290, November 20, 1924) (The width was fixed at 50 feet, with curb lines 15 feet from the center of the street.)

10-102. Pertaining to the extension and opening for public use of Maplewood Avenue from its present eastern terminus to the Lower Shepherdstown Road. (Ord. 294, November 6, 1925) (The width was fixed at 50 feet.)

10-103. Relating to the vacating of an alley extending from Keller Street and intersecting the St. Mark's Evangelical Lutheran Church and Congregation property. (Ord. 301, August 28, 1926)

10-104. Providing for the taking over by the Borough of certain streets and highways now used by the public, and for plotting the same. (Ord. 312, April 24, 1928) (These streets were to be taken over as part of the system of streets of the Borough, subject to the right of the Borough to straighten the lines and to grade the streets:

1. High Street, 60 feet wide, from Marble Street to West Maplewood Street
2. Valley Street, 50 feet wide, from Washington Street to Broad
3. Glenn Street, 50 feet wide, from Valley Street to Williams Grove Road
4. Broad Street, 60 feet wide, from Keller Street to Williams Grove Road.)

10-105. Providing for the taking over by the Borough of a certain street or highway now used by the public and for plotting the same. (Ord. 319, May 17, 1929) (This refers to Pine Street, 50 feet wide, from Main Street northwardly for a distance of 875 feet.)

10-106. Providing for the taking over by the Borough of a certain street or highway, now used by the public, and for plotting the same. (Ord. 340, December 13, 1932) (This refers to Simpson Street, from Broad Street to the west Borough line; the width was fixed at 60 feet, comprising a 30-foot cartway, and on each side a seven-foot grassplot, a five-foot sidewalk, and additional three-foot area.)

10-107. Approving and establishing the lines, grades, drainage structures and all other structures appearing on the plans of the Department of Highways of the Commonwealth of Pennsylvania, showing proposed improvement on West Marble Street. The proposed improvement was to extent for a distance of 3,777 feet, from Station 644+58 to Station 682+35.) (Ord. 351, May 14, 1934)

10-108. Establishing a curb grade on the north side of West Main Street at Railroad Street. (Ord. 356, February 11, 1935)

10-109. Providing for the widening of the driveway of Railroad Avenue from Main Street northwardly to Strawberry Avenue. (Ord. 357, March 21, 1935) (The cartway was to be widened to 17 feet, by removing and appropriating for cartway purposes as much as necessary of the sidewalks on each side of the street.)

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10-110. Providing for the acceptance and ordaining of St. Johns Alley, between Filbert Street and Norway Street, and also for the acceptance and ordaining of Norway Street, from St. Johns Alley to Simpson Street. (Ord. 393, August 16, 1939)

10-111. Providing for the acceptance, grading and macadamizing of East Locust Street, between Filbert Street and Norway Street extended. (Ord. 398, July 12, 1940) (The width of the cartway was fixed at 30 feet.)

10-112. Providing for the acceptance, grading, macadamizing and curbing of East Maplewood Avenue between South Arch Street extended and a point on East Maplewood Avenue, said point being 275 feet measured in a westerly direction from the east side of South Arch Street extended in the Second Ward. (Ord. 403, January 3, 1941) (The width of the cartway was fixed at 30 feet.)

10-113. Providing for the acceptance, grading, macadamizing and curbing of South Arch Street between East Marble Street and East Maplewood Avenue extended, in the Second Ward. (Ord. 404, January 31, 1941) (The width of the cartway was fixed at 30 feet.)

10-114. Providing for the acceptance and grading of North Alley, between North Market Street and North Walnut Street, in the Third Ward. (Ord. 412, December 17, 1941) (The width between building lines was fixed at 14 feet.)

10-115. Providing for the acceptance and grading of a certain alley extending from the east curb line of South York Street to the west curb line of South High Street, and between West Maplewood Avenue and West Marble Street, in the Fifth Ward. (Ord. 417, February 11, 1942) (The width of the alley was fixed at 20 feet.)

10-116. Providing for the acceptance and grading of a certain alley extending from the northern curb line of Elmwood Avenue (proposed), to the southern line of an alley which is 150 feet north of the northern curb line of Maplewood Avenue, said alley being 142 feet east of York Street, in the Fifth Ward. (Ord. 427, September 16, 1943) (The width of the alley was fixed at 20 feet.)

10-117. Providing for the acceptance and grading of East Green Street, extending from the eastern line of North Walnut Street to a private alley being 175 feet in length in the Third Ward. (Ord. 428, December 20, 1943) (The width was fixed at 20 feet.)

10-118. Providing for the acceptance and grading of North Race Street, extending from East Green Street to the first alley north of Portland Street, being 805 feet in length and 60 feet in width, in the Third Ward. (Ord. 434, February 20, 1946)

10-119. Providing for the acceptance and grading of a certain alley, extending from West Coover Street to West Marble Street, and being parallel with and between South Frederick Street and South High Street, in the First Ward. (Ord. 437, April 20, 1946) (This refers to Fredhigh Alley, and fixed the width at 20 feet.)

10-120. Providing for the vacation of South Race Street, from East Coover Street to East Marble Street, in the Second Ward, and the extinguishment of all easements and rights in said South Race Street from East Coover Street to East Marble Street; and providing for the payment of all costs and/or damages incurred by reason of said vacation by the petitioners for said vacation. (Ord. 438, April 20, 1946)

10-121. Providing for reducing the width of West Street, in the Fifth Ward, from 60 feet to 40 feet, and relocating the property lines and curb lines on both sides of said West Street. (Ord. 443, February 24, 1947) (This refers to the portion of West Street between West Main Street and West Simpson Street.)

10-122. Providing for the acceptance and grading of a certain alley extending from South High Street to South York Street and being parallel with and immediately south of West Maplewood Avenue, in the Fifth Ward. (Ord. 446, June 17, 1947) (The width of the alley was fixed at 20 feet.)

10-123. Providing for the acceptance and grading of a portion of George Street, which extends from Simpson Street southwardly a distance of 1646.5 feet in the Fifth Ward. (Ord. 458, October 28, 1948) (The width was fixed at 30 feet.)

10-124. Providing for the vacation of an unnamed alley situated in the Fourth Ward, and lying between Allen and Green Streets, and extending westwardly a distance of 125 feet from the western side of North Frederick Street. (Ord. 459, October 28, 1948)

10-125. Providing for the vacation of East Maplewood Street, extended, from the Shepherdstown Road eastwardly to South Chestnut Street extended, and the extinguishment of all easements and rights of East Maplewood Street extended from Shepherdstown Road eastwardly to South Chestnut Street extended. (Ord. 461, December 16, 1948)

10-126. Providing for the vacation of North Race Street, between Strawberry Alley and East Allen Street, and the extinguishment of all easements and rights of North Race Street, between Strawberry Alley and East Allen Street. (Ord. 468, April 18, 1949)

10-127. Providing for the vacation of South Race Street, from East Marble Street to the southern Borough line, and the extinguishment of all easements and rights in South Race Street, from East Marble Street to the southern Borough line. (Ord. 471, May 23, 1949)

10-128. Providing for the ordaining, accepting, opening, grading and macadamizing of a certain street, to be known as Mumma Avenue. (Ord. 481, November 4, 1949) (This street was to extend from South Market Street, at the south Borough line, to South Frederick Street, extended, the width to be 29 feet at Market Street, 50 feet at South Frederick Street extended.)

10-129. Providing for the accepting, ordaining, opening, grading and paving of South Arch Street, between East Maplewood Avenue and East Elmwood Avenue, in the Second Ward. (Ord. 483, December 16, 1949)

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10-130. Providing for the accepting, ordaining, opening, grading and paving of Wild Cherry Alley, between the east side of Brandt Alley and the west curb line of Arch Street; and also Hazel Alley, between the east side of Brandt Alley and the west curb line of Arch Street. (Ord. 486, February 1, 1950) (The width of each alley was fixed at 20 feet.)

10-131. Accepting, ordaining, opening and grading West Elmwood Avenue, between South High Street extended and South York Street, and also South High Street, between Maplewood Avenue and Elmwood Avenue extended. (Ord. 490, March 27, 1950)

10-132. Accepting and ordaining East Maplewood Avenue Extended from the Lower Shepherdstown Road to South Arch Street. Ordinance 520, August 14, 1952) (The width as fixed at 50 feet, with a 30-foot cartway.)

10-133. Accepting and ordaining certain streets in the Borough of Mechanicsburg. (Ord. 524, December 4, 1952) This refers to:

1. West Keller Street, 60 feet wide, from George Street to the west Borough line
2. George Street, 50 feet wide, from West Keller Street to Greenacre Street
3. Greenacre Street, 50 feet wide, from George Street to the west Borough line
4. Central Street, 50 feet wide, from George Street to the west Borough line
5. Orchard Street, 50 feet wide, from West Keller Street to Greenacre Street.

10-134. Fixing the width of East Elmwood Avenue from South Market Street to the eastern Borough boundary line. (Ord. 531, February 20, 1953) (The width was fixed at 60 feet, with a 40-foot cartway.)

10-135. Accepting and ordaining parts of Portland Street and Filbert Street as public streets. (Ord. 538, August 19, 1953) This refers to:

1. East Portland Street, 50 feet wide, on the White Acres Plan, to North Walnut Street
2. Filbert Street, 50 feet wide, to Brandy Lane.

10-136. Accepting and ordaining West Keller Street from South Broad Street to South George Street. (Ord. 540, September 28, 1953)

10-137. Accepting and ordaining Jenna Court as a public street. (Ord. 1035, January 15, 2002, §1)

10-137. Approving and establishing the widths, lines, grades, drainage structures, and all other structures appearing on the plan of the Department of Highways of the Commonwealth of Pennsylvania, showing proposed improvement on West Simpson Street,

adopting the said plan as the official Borough plan for said street approving the opening as a public highway the relocation of the said State Highway Route and providing for the removal of structures. (Ord. 553, April 19, 1954) (The improvement was to extend from Station 5+50 to Station 43+00, a distance of 3,750 feet.)

10-138. Ordaining and accepting certain streets. (Ord. 558, September 9, 1954) (This refers to the following portions of streets in "Blackburn Village":

1. East Coover Street, 50 feet wide, from the Shepherdstown Road to the former east Borough line
2. East Marble Street, 50 feet wide, from South Chestnut Street to the former east Borough line
3. East Keller Street, 50 feet wide, from South Filbert Street to the former east Borough line
4. South Chestnut Street, 50 feet wide, from East Marble Street to a point approximately 130 feet north of East Coover Street
5. South Filbert Street, 50 feet wide, from land of Wilbur Fought to East Simpson Street.)

10-139. Ordaining and accepting part of a certain alley lying between West Maplewood Avenue and West Marble Street. (Ord. 566, May 17, 1955) (The width of the alley was fixed at 12 feet.)

10-140. Accepting and ordaining a portion of South Chestnut Street lying south of East Keller Street. (Ord. 567, May 17, 1955) (This 50-foot-wide street extended southwardly from East Keller Street approximately 177 feet.)

10-141. Accepting and ordaining an alley, from East Main Street to Strawberry Alley, prohibiting the obstruction and parking of vehicles in said alley at all times and making all vehicular travel one way. (Ord. 571, November 18, 1955) (This alley was located between the property of the Parker H. Kuhns Estate and the property of Harry B. and Almeda A. Jumper. Sections 2 to 4 of this ordinance were repealed by Ordinance 746.)

10-142. Accepting and ordaining East Reller Street from Lower Shepherdstown Road to South Filbert Street. (Ord. 572, November 18, 1955) (The width was fixed at 50 feet, with 30-foot cartway.)

10-143. Accepting and ordaining East Keller Street from Norway Street eastwardly to East Marble Street, and South Norway Street from East Keller Street northwardly to rear of Lot F-12 and Lot 40 of the Blackburn Village Plan. (Ord. 574, November 18, 1955) (The width of each street was fixed at 50 feet, with 30-foot cartway.)

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10-144. Vacating an unnamed alley, running southwardly from West Simpson Street to another alley, and being between South Frederick Street and South High Street. (Ord. 578, March 24, 1956)

10-145. Ordaining and accepting certain streets. (Ord. 590, November 27, 1956) (This refers to the streets shown on the plan of lots known as Section H, Blackburn Village, recorded in Plan Book Seven, page seven, in the office of the County Recorder of Deeds; widths were established as on the recorded plan.)

10-146. Ordaining and accepting a certain tract of land as a public street, said street to be known as part of East Factory Street. (Ord. 600, July 10, 1957) (This street, 50 feet wide, was to extend 430 feet southwestwardly from proposed Chestnut Street.)

10-147. Approving and establishing the grades, structures and all other structures appearing on the plan of the Department of Highways of the Commonwealth of Pennsylvania, showing proposed improvements on Walnut Street; adopting the said plan as the official Borough plan for said street and providing for the removal of non-utility structures. (Ord. 614, April 19, 1958) (The improvement was to extend from Station 15+15.61 to Station 36+37, a distance of 2131.39 feet.)

10-148. Approving and establishing the grades, structures, and all other structures appearing on the plan of the Department of Highways of the Commonwealth of Pennsylvania, showing proposed improvement on Williams Grove Road and Marble Street; adopting the said plan as the official Borough plan for said street and providing for the removal of non-utility structures. (Ord. 618, September 10, 1958) (The improvement was to extend from Station 307+53.25 to Station 329+12.)

10-149. Approving and establishing the grades, structures, and all other structures appearing on the plan of the Department of Highways of the Commonwealth of Pennsylvania, showing proposed Improvement on York and South Market Streets; adopting the said plan as the official Borough plan for said streets and providing for the removal of non-utility structures. (Ord. 619, September 10, 1958) (The improvement was to extend from Station 109+40 to Section 165+46.

10-150. Vacating a portion of West Locust Street. (Ord. 631, July 8, 1959) (The vacated portion extended from a point 108 feet west of the center line of South High Street, on the east side of an alley to be opened, graded and paved by the School District, westwardly 194 feet to the west side of an alley extending from West Locust Street to West Simpson Street, that point being 129 feet seven inches west of the center line of South Frederick Street.)

10-151. Vacating North Race Street, from East Allen Street to the Pennsylvania Railroad, and also vacating the southern five feet of East Allen Street, from North Arch Street to North Race Street. (Ord. 638, February 10, 1960)

10-152. Ordaining and accepting certain streets, making them part of the Borough highway system. (Ord. 646, December 14, 1960) (This refers to:

1. North Arch Street, from North Alley to Woodland Drive
2. North Race Street, from North Alley to Woodland Drive
3. Woodland Drive, from North Race Street to North Arch Street
4. Gale Street, from East Simpson Street to Charles Street
5. Charles Street, from James Street to Gale Street
6. Robert Street, from James Street to Gale Street
7. Robert Street, from Norway Street to Marble Street
8. James Street, from Apple Drive to Gale Street
9. Coover Street, from James Street to Gale Street
10. Apple Drive, from, 900 feet east of Allendale Road to Gale Street.)

10-153. Providing for the maintenance and repair of a portion of a certain road following an east-west course known and described as T-591. (Ord. 655, March 8, 1961) (The road extended from the west Borough line at Trindle Road to the center of a north-south street known as L.R.21017.)

10-154. Approving and establishing the grades, structures, and all other structures appearing on the plan of the Department of Highways of the Commonwealth of Pennsylvania, showing proposed improvement on North Walnut Street said plan as the official Borough plan for said street and providing for the removal of non-utility structures. (Ord. 671, October 9, 1962) (The improvement was to extend from Station 0+18 to Station 24-50.88.)

10-155. Providing for the laying out, opening, ordaining and relocating the eastern portion of that certain alley extending from the east curb line of South York Street to the west line of South High Street, between West Maplewood Avenue and West Marble Street, in the Fifth Ward; providing for vacating the eastern portion of said alley ordained and accepted by Ordinance No. 417 which does not fall within the alley as relocated and providing for repeal of ordinances or parts of ordinances in conflict herewith. (Ord. 675, December 12, 1962) (For Ordinance 417, see § 10-115, above. The relocated portion, 20 feet wide, was to begin at a point on High Street 176.04 feet southwest of Marble Street and extend southwestwardly 90.70 feet to another alley.)

10-156. Vacating that portion of Clover Alley which lies between a point 12 feet west of the western line of lands of Mary Jane Hollinger and North York Street. (Ord. 682, March 27, 1963)

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10-157. Accepting and ordaining portions of Apple Drive, East Coover Street, Gale Street and Charles Street, as shown on a plan of lots of Orchard Crest. (Ord. 689, January 8, 1964) (This refers to the following, each to be 50 feet wide:

1. Apple Drive, from Gale Street to a point 149.74 feet southeast of Charles Street
2. Charles Street, from Henry Street to Apple Drive
3. Coover Street, from Apple Drive to Gale Street
4. Gale Street, from Charles Street to a point 141.38 feet northwardly thereof.)

10-158. Accepting and ordaining portions of Linda Drive and Mitchell Drive as shown on a plan of lots known as Section No. one Valley Stream Estates. (Ord. 696, August 25, 1964) (This refers to the following, each 50 feet wide:

1. Linda Drive, from Church Road to Mitchell Drive
2. Mitchell Drive, from Linda Drive to Mulberry Drive.)

10-159. Vacating that portion of Marble Street, which lies between the intersection of Marble Street with Apple Drive, formerly Donald Street, and the intersection of Marble Street with Simpson Street. (Ord. 716, November 29, 1965)

10-160. Vacating certain streets laid out in said Borough. (Ord. 726, July 22, 1966) (This refers to:

1. Race Street, from East Coover Street to Kingswood Drive
2. Kingswood Drive, from Walnut Street to Glenside Road
3. Edgewood Drive, from Walnut Street to Kingswood Drive
4. Edgewood Circle.)

10-161. Accepting and ordaining a portion of West Elmwood Avenue as shown on a plan of lots known as Miller's Crest. (Ord. 732, November 17, 1966) (This refers to the portion of the street from Broad Street to the south Borough line.)

10-162. Accepting and ordaining Apple Drive, Stuart Drive, Henry Street and Baldwin Street, as shown on a plan of lots known as Orchard Crest. (Ord. 742, May 23, 1967) (This refers to:

1. Apple Drive, 50 feet wide, from a point 129.43 feet south of the south side of Charles Street, southeastwardly 352.26 feet
2. Stuart Drive, 50 feet wide, from the east side of Apple Drive eastwardly 135 feet

3. Henry Street, 50.03 feet wide, from the south side of Charles Street southeastwardly 610.3 feet
4. Baldwin Street, 50.03 feet wide, from the east side of Henry Street northeastwardly to Apple Drive.)

10-163. Vacating that portion of Valley Street from George Street westward to Long Meadow Street, that portion of Orchard Street from Valley Street northward to the first 12-foot alley, and that portion of George Street from Valley Street northward to the aforesaid first 12-foot alley as said streets are shown on Plan of Green Acres No. two, as recorded in the Recorder's Office in and for Cumberland County, in Plan Book 4, page 3, and further vacating Marble Road from Broad Street westward. (Ord. 778, November 21, 1967)

10-164. Accepting and ordaining a portion of Apple Drive and a portion of Cocklin Street as shown on a plan of lots known as Plan of Section 104 of Orchard Crest, Inc. (Ord. 785, August 20, 1968)

10-165. Accepting and ordaining a portion of Cocklin Street, Alison Avenue, and Eric Avenue as shown on a plan of lots known as Plans Numbers one, two, three and four of Heritage Acres. (Ord. 786, September 28, 1968) (This refers to:

1. Cocklin Street, 50 feet wide, from Allendale Road easterly to Henry Street
2. Alison Avenue, 50 feet wide, from Cocklin Street northwesterly to Allendale Road
3. Eric Avenue, 50 feet wide, from Cocklin Street southerly to property of Margaret Z. Strong)

10-166. Accepting and ordaining Industrial Road, now known as Heinz Street and a 60-foot unnamed right of way leading southward from Heinz Street to Memorial Park as shown on plan of lots known as "Final Plan of Lots Industrial Park" recorded in the office of the Recorder of Deeds in and for Cumberland County, Pennsylvania, in Plan Book 21, page 26. (Ord. 802, March 17, 1970)

10-167. Accepting and ordaining portions of West Elmwood Avenue and Hamilton Avenue as shown on Subdivision Plan of Paul A. Bahn and Elmira Bahn, his wife, and as also shown on amended final subdivision plan of Paul A. Bahn and Elmira Bahn, his wife, and on plan of lots of Jimmy R. Hamilton, known as "Miller Acres." (Ord. 815, March 21, 1972)

10-168. Accepting and ordaining West Maplewood Avenue from South York Street westward as shown on plan of lots designed for the Quigley property and an extension thereof in an eastward direction from the eastern lines of said plan to the aforementioned York Street, and all that certain 20-foot drive extending from the western end of said Maplewood Avenue as shown on the aforementioned plan of lots northward to Williams Grove Road, called Marble Road on said plan. (Ord. 820, September 26, 1972)

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10-169. Accepting and ordaining all of Alison Avenue as shown on Plan Nos. one, two, three and four of Plot "B" of Heritage Acres. (Ord. 821, September 26, 1972) (This refers to the portion from Allendale Road east approximately 2600 feet.)

10-170. Laying out, opening and adopting as a public street, a street designated as North Market Street on a Plan of Lots known as Hershner Manor which said plan is filed in the Recorder of Deeds Office in and for Cumberland County in Plan Book No. three, page 47, and fixing and regulating the width and grades thereof. (Ord. 841, April 16, 1974)

10-171. Accepting and ordaining all of the area of that certain street known as East Elm Road as shown on the Plan of Lots of Hershner Manor, which plan is recorded in Plan Book three at page 47 in the office of Recorder of Deeds in and for Cumberland County. (Ord. 846, September 17, 1974)

10-172. Accepting and ordaining all of Woodland Drive as shown in final plan of Wynwood Park, part of Blocks "M" & "P". (Ord. 847, September 24, 1974)

10-173. Accepting and ordaining all of Mitchell Drive from Linda Drive to State Road (L.R. 21017) as shown on Plan of Section No. 1, Valley Stream Estates. (Ord. 848, September 24, 1974)

10-174. Elm Road renamed Woodland Drive. (Resolution 1-75, January 21, 1975)

10-175. Accepting and ordaining part of North Market Street, Sherwood Drive and the cul-de-sac at the western end of Sherwood Drive as shown in Final Plan of Blocks "J" and "M", Wynnewood Park, and part of North Market Street as shown on Subdivision Plan for W.D.C., Inc. (Ord. 854, September 16, 1975)

10-176. Accepting and ordaining a section of East Elmwood Avenue from the east side of Shepherdstown Road eastward and southward to the Mechanicsburg Borough/Upper Allen Township line. (Ord. 860, October 21, 1975)

10-177. Accepting and ordaining a section of Darla Road, a section of Cocklin Street, a section of Sharon Avenue, a section of Alison Avenue and a section of Norway Street. (Ord. 866, October 26, 1976)

10-178. Accepting and ordaining a section of Charles Street, a section of East Coover Street and a section of Norway Street. (Ord. 867, October 26, 1976)

10-179. Accepting and ordaining a section of Apple Drive from East Simpson Street southward for a distance of approximately 170 feet. (Ord. 868, October 26, 1976)

10-180. Accepting and ordaining a portion of that certain street known as Schoolside Drive. (Ord. 875, April 19, 1977)

10-181. Accepting and ordaining Sharon Avenue and Darla Road as shown on Final Plan No. Nine, plot "B" of Heritage Acres, and Final Plan No, 10, plot "B" of Heritage Acres. (Ord. 879, October 4, 1977)

10-182. Accepting and ordaining a part of Schoolside Drive, a part of Arch Street, a part of Edgewood Drive, a part of York Street Circle, and a part of Kingswood Drive as shown on Final Plan, part of Blocks A, C, D, E, F, G, and H, Wynnewood Park; Final Plan of Block K and part of Blocks B, D, and H of Wynnewood Park; Final Plan of Blocks J and M, Wynnewood Park, and Final Plan of Recreational Area, Wynnewood Park. (Ord. 880, October 4, 1977)

10-183. Accepting and ordaining part of Edgewood Drive and Patton Road as shown on Final Plan Part of Blocks B, C, D, G and H, Wynnewood Park. (Ordinance 894, October 16, 1979)

10-184. Accepting and ordaining a section of Darla Road. (Ord. 895, October 16, 1979)

10-185. Vacating a section of South Chestnut Street between East Simpson and East Keller Streets. (Ord. 904, April 29, 1980)

10-186. Accepting and ordaining sections of East Coover Street, Somerset Drive, and Roberts Street. (Ord. 908, August 17, 1980).

10-187. Accepting and ordaining a section of Apple Drive and a section of Marble Street in Belaire Homes Subdivision. (Ord. 922, September 21, 1982)

10-188. Accepting and ordaining part of Edgewood Drive and part of Market Street as shown on preliminary/final subdivision plan, parts of Blocks A, B, & C, Wynnewood Park. (Ord. 935, September 18, 1984)

10-189. Accepting and ordaining part of Patton Road, as shown on the final subdivision plan, parts of Blocks A, C, D, E, F, G, and H, Wynnewood Park. (Ord. 939, March 14, 1985)

10-190. Vacating a portion of Heinz Street. BEGINNING at a point on the northern right-of-way line of Heinz Street, located South 79°, 59 minutes West 1481.88 feet from the intersection of the western right-of-way line of North York Street, from the point of BEGINNING in a southwesterly direction on an arc, a portion of the proposed cul-de-sac to be constructed by New Penn Motor Express Inc./Lebarnold Inc., to a point on the

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southern right-of-way line of Heinz Street, South 79°, 59 minutes to a point at the western terminus, North 10°, 00 minutes if the currently dedicated Heinz Street to a point on the northern right-of-way line of Heinz Street, North 79°, 59 minutes a distance of 638.58 feet to the point of BEGINNING be and the same is hereby vacated. (Ord. 961, June 20, 1989)

10-191. Accepting a portion of Darla Road as described in the deed of declaration from Sechrist Development Corporation. (Ord. 1052, 12/16/2003, §1)

10-192. Vacating two portions of North Chestnut Street. (Ord. 1110, 11/17/2009)