



Text File

Introduced: 5/31/2016

Bill No: 2016-0464, Version: 1

Committee: Committee on Public Works

Status: Passed Finally

Resolution accepting the dedication of portions of Washington's Landing and accepting the grading, paving, curbing, traffic signals and lighting; fixing the width and position of the roadway and sidewalks in the 24th Ward, 1st Council District.

WHEREAS, The Urban Redevelopment Authority of Pittsburgh (URA), owner of certain property in the 24th Ward of the City of Pittsburgh, has dedicated said portions of Washington's Landing for acceptance by the City of Pittsburgh.

Be it resolved by the council of the City of Pittsburgh as follows:

Section 1. That portions of Washington's Landing as laid out in the As Built Drawings Case 14, Folder 21 KR 1085 - KR 1107 are hereby accepted.

Waterfront Drive, South Portion (variable width)

Beginning at a point at the intersection of the easterly line of Waterfront Drive with the westerly line of the B & O Railroad Company property (now CSX Transportation);

Thence, along the said easterly lines of Waterfront Drive by a line curving to the left, having a radius of 150.00 feet an arc distance of 58.71 feet to a point of tangency, the chord of said line being South 17° 12' 24" West a distance of 58.33 feet;

Thence, South 05° 59' 40" West a distance of 435.28 feet to the beginning of a curve;

Thence, by a line curving to the right, having a radius of 275.00 feet an arc distance of 122.98 feet to a point of tangency, the chord of said line being South 18° 48' 24" West a distance of 121.96 feet;

Thence, South 31 ° 37' 08" West a distance of 1,038.39 feet to a point;

Thence, South 02° 26' 07" West a distance of 17.10 feet to the beginning of a non-tangential curve;

Thence, by a line curving to the left, having a radius of 7.00 feet an arc distance of 16.98 feet to

a point of tangency, the chord of said line being South 25° 13' 03" East a distance of 16.29 feet;

Thence, South 54° 48' 25" East a distance of 49.15 feet to the beginning of a curve;

Thence, by a line curving to the right, having a radius of 53.00 feet an arc distance of 166.50 feet

to a point of tangency, the chord of said line being South 35° 11' 35" West a distance of 106.00

feet;

Thence, North 54° 48' 25" West a distance of 42.08 feet to the beginning of a curve;

Thence, by a line curving to the left, having a radius of 17.00 feet an arc distance of 21.70 feet to

a point of tangency, the chord of said line being South 88° 37' 28" West a distance of 20.26 feet;

Thence, South 51 ° 39' 48" West a distance of 7.92 feet to the beginning of a curve;

Thence, by a line curving to the left, having a radius of 1,154.60 feet an arc distance of 663.80

feet to a point of tangency, the chord of said line being South 35° 11' 35" West a distance of

654.69 feet;

Thence, South 18° 43' 22" West a distance of 7.79 feet to the beginning of a curve;

Thence, by a line curving to the left, having a radius of 17.00 feet an arc distance of 21.82 feet to

a point of tangency, the chord of said line being South 18° 02' 31" East a distance of 20.35 feet;

Thence, South 54° 48' 25" East a distance of 42.11 feet to the beginning of a curve;

Thence, by a line curving to the right, having a radius of 53.00 feet an arc distance of 166.50 feet

to a point of tangency at the south end of Waterfront Drive, the chord of said line being South

35° 11' 35" West a distance of 106.00 feet;

Thence, North 54° 48' 25" West a distance of 60.00 feet to the beginning of a curve;

Thence, along the westerly lines of Waterfront Drive, by a line curving to the right, having a

radius of 53.00 feet an arc distance of 121.79 feet to a point of compound curve, the chord of

said line being North 11 ° 01' 30" East a distance of 96.71 feet;

Thence, by a line curving to the left, having a radius of 17.00 feet an arc distance of 17.39 feet to

a point of tangency, the chord of said line being North 47° 32' 39" East a distance of 16.65 feet;

Thence, North 18° 43' 22" East a distance of 10.26 feet to the beginning of a curve;

Thence, by a line curving to the right, having a radius of 194.60 feet an arc distance of 686.79 feet to a point of tangency, the chord of said line being North 35° 11' 35" East a distance of 677.37 feet;

Thence, North 51° 39' 48" East a distance of 10.26 feet to the beginning of a curve;

Thence, by a line curving to the left, having a radius of 17.00 feet an arc distance of 17.39 feet to a point of compound curve, the chord of said line being North 22° 50' 31" East a distance of 16.65 feet;

Thence, by a line curving to the right, having a radius of 53.00 feet an arc distance of 52.48 feet to a point of compound curve, the chord of said line being North 21 ° 53' 37" East a distance of 50.36 feet;

Thence, by a line curving to the left, having a radius of 17.00 feet an arc distance of 14.19 feet to a point of tangency, the chord of said line being North 26° 20' 47" East a distance of 13.78 feet;

Thence, North 02° 26' 07" East a distance of 57.50 feet to the beginning of a non-tangential curve;

Thence, by a line curving to the left, having a radius of 40.00 feet an arc distance of 20.47 feet to a point of tangency, the chord of said line being North 45° 32' 51" West (North 45° 32' 51" East plan) a distance of 20.25 feet;

Thence, North 60° 12' 54" West a distance of 26.70 feet to a point;

Thence, South 29° 47' 06" West a distance of 20.97 feet to a point;

Thence, North 61° 00' 30" West a distance of 127.12 feet to a point on the US Harbor Line;

Thence, with the US Harbor Line and crossing Waterfront Drive at the east end of the bridge,

North 27° 16' 07" East a distance of 72.80 feet to a point;

Thence, South 60° 12' 54" East a distance of 161.16 feet to the beginning of a curve;

Thence, by a line curving to the left, having a radius of 40.00 feet an arc distance of 61.55 feet to

a point of tangency, the chord of said line being North 75° 42' 07" East a distance of 55.66 feet;
Thence, North 31 ° 37' 08" East a distance of 938.77 feet to the beginning of a curve;
Thence, by a line curving to the left, having a radius of 225 .00 feet an arc distance of 100.62 feet
to a point of tangency, the chord of said line being North 18° 48' 24" East a distance of 99.78
feet;
Thence, North 05° 59' 40" East a distance of 435.28 feet to the beginning of a curve;
Thence, by a line curving to the right, having a radius of 200.00 feet an arc distance of 112.98
feet to a point of non-tangency on the westerly line of the B & O Railroad Company property
(now CSX Transportation), the chord of said line being North 22° 10' 41" East a distance of
111.49 feet;
Thence, with said railroad, South 25° 16' 18" East a distance of 58.32 feet to the point of
beginning, containing an area of 158,219 square feet.

The bearings and distances described above for this roadway are based on the reference bearings
as shown on the subdivision plans entitled "Revision No.3 to Improvement Subdivision Site
Plan of Washington's Landing Phase 1" recorded in Plan Book Volume 204, Pages 50 to 53 on
4th day of August 1997; and "Improvement Subdivision Site Plan of Washington's Landing at
Herr's Island Plan No.2" recorded in Plan Book Volume 169, Pages 133 to 136 on 27th day of
March 1991; and "Revision No.2 to Improvement Subdivision Site Plan of Washington's
Landing at Herr's Island Plan No.2" recorded in Plan Book Volume 189, Pages (s) 155,156,
157 and 158 on 28th day of November 1994.

Excepting and reserving the following two (2) parcels from the Waterfront Drive, South

**Portion:
Parcel C**

Beginning at a point on line of Waterfront Drive as shown on the hereafter described plan;

Thence, North 54° 48' 25" West a distance of 30.98 feet to the beginning of a curve;

Thence, by a line curving to the right, having a radius of 5.00 feet an arc distance of 7.85 feet to a point of tangency, the chord of said line being North 09° 48' 25" West a distance of 7.07 feet;

Thence, North 35° 11' 35" East a distance of 32.00 feet to the beginning of a curve;

Thence, by a line curving to the right, having a radius of 5.00 feet an arc distance of 7.85 feet to a point of tangency, the chord of said line being North 80° 11' 35" East (North 09° 48' 25" West plan) a distance of 7.07 feet;

Thence, South 54° 48' 25" East a distance of 30.98 feet to the beginning of a curve;

Thence, by a line curving to the right, having a radius of 21.00 feet an arc distance of 66.00 feet to the point of beginning, the chord of said line being South 35° 11' 35" West a distance of 42.00 feet to, containing an area of 2, 194 square feet.

The bearings and distances described above for this roadway are based on the reference bearings as shown on the subdivision plan entitled "Revision No.2 to Improvement Subdivision Site Plan of Washington's Landing at Herr's Island Plan No.2" recorded in Plan Book Volume 189, Pages 155 to 158 on 28th day of November 1994.

Parcel E

Beginning at a point on line of Waterfront Drive as shown on the hereafter described plan;

Thence, North 54° 48' 25" West a distance of 30.98 feet to the beginning of a curve;

Thence, by a line curving to the right, having a radius of 5.00 feet an arc distance of 7.85 feet to a point of tangency, the chord of said line being North 09° 48' 25" West a distance of 7.07 feet;

Thence, North 35° 11' 35" East a distance of 32.00 feet to the beginning of a curve;

Thence, by a line curving to the right, having a radius of 5.00 feet an arc distance of 7.85 feet to a point of tangency, the chord of said line being North 80° 11' 35" East (North 09° 48' 25" West plan) a distance of 7.07 feet;

Thence, South 54° 48' 25" East a distance of 3 0.98 feet to the beginning of a curve;

Thence, by a line curving to the right, having a radius of 21.00 feet an arc distance of 66.00 feet

to the point of beginning, the chord of said line being South 35° 11' 35" West a distance of 42.00

feet to, containing an area of 2, 194 square feet.

The bearings and distances described above for this roadway are based on the reference bearings as shown on the subdivision plan entitled "Revision No.2 to Improvement Subdivision Site **Plan** of Washington's Landing at Herr's Island Plan No.2" recorded in Plan Book Volume 189, Pages 155 to 158 on 28th day of November 1994.

Waterfront Drive, North Portion (variable width)

Beginning at a point at the intersection of the Northwesterly line of Waterfront Drive with the easterly line of the B&

Thence, along the said northwesterly line of Waterfront Drive by a line curving to the right,

having a radius of 325.00 feet an arc distance of 12.61 feet to a point of compound curve, the

chord of said line being North 44° 11' 47" East a distance of 12.61 feet;

Thence, by a line curving to the right, having a radius of 825.00 feet an arc distance of 30.26 feet

to a point and the northeasterly end of Waterfront Drive, the chord of said line being North 46°

21' 32" East a distance of 30.26 feet;

Thence, South 42° 35' 26" East a distance of 43.50 feet to the beginning of a curve;

Thence, along the easterly line of the Waterfront Drive, by a line curving to the left, having a

radius of 781.50 feet an arc distance of 28.66 feet to a point of compound curve, the chord of

said line being South 46° 21' 32" West a distance of 28.66 feet;

Thence, by a line curving to the left, having a radius of 281.50 feet an arc distance of 19.38 feet

to a point of compound curve, the chord of said line being South 43° 20' 09" West a distance of

19.38 feet;

Thence, by a line curving to the left, having a radius of 50.00 feet an arc distance of 74.17 feet to

a point of compound curve, the chord of said line being South 01 ° 08' 05" East a distance of

67.56 feet;

Thence, by a line curving to the right having a radius of 71.00 feet an arc distance of 49.07 feet

to a point, the chord of said line being South 23 ° 50' 00" East a distance of 48.10 feet;

Thence, South 85° 57' 57" West a distance of 47.09 feet to a point on the easterly line of the B & O Railroad

Company property;

Thence, along the easterly line of the B & O Railroad Company property, North 07° 46' 13"

West a distance of 33.66 feet to a point;

Thence, North 02° 33' 47" East a distance of 89.86 feet to a point;

Thence, North 01 ° 19' 47" East a distance of 27.71 feet to the point of beginning, containing an

area of 5,818.20 square feet.

The bearings and distances described above for this roadway are based on the reference bearings as shown on the subdivision plan entitled "Washington's Landing at Herr's Island" recorded in Plan Book Volume 165, Pages 126 and 127 on 23rd day of July 1990.

Parcel F - designated "Public Open Space Easement"

Beginning at a point at the northwestern most point of Parcel F, on the east edge of the

Allegheny River Back Channel, at the southwestern boundary of Parcel Y and on the US Harbor

Line;

Thence, with five courses along said parcel Y, South 89° 31' 05" East a distance of 11.78 feet to

the beginning of a non-tangential curve;

Thence, by a line curving to the right, having a radius of 15.50 feet an arc distance of 39.59 feet

to a point of tangency, the chord of said line being North 83 ° 47' 33" East a distance of 29.67

feet;

Thence, North 74° 18' 00" East a distance of 8.23 feet to a point;

Thence, South 05° 48' 50" East a distance of 9.50 feet to a point;

Thence, South 54° 48' 25" East a distance of 39.54 feet to the beginning of a non-tangential curve;

Thence, for the remaining four courses along the US Harbor Line, by a line curving to the right, having a radius of 8,040.00 feet an arc distance of 36.31 feet to a point of tangency, the chord of said line being South 48° 37' 22" West a distance of 36.31 feet;

Thence, South 48° 45' 07" West a distance of 81.98 feet to the beginning of a curve;

Thence, by a line curving to the right, having a radius of 22.00 feet an arc distance of 60.82 feet to a point of tangency, the chord of said line being North 51° 59' 07" West a distance of 43.22 feet;

Thence, North 27° 16' 07" East a distance of 88.20 feet to the point of beginning, containing an area of 7,800 square feet (12,173 square feet plan).

The bearings and distances described above for this roadway are based on the reference bearings as shown on the subdivision plan entitled "Amendment to Revision No.7 to Improvement Subdivision Site Plan of Washington's Landing at Herr's Island Plan No.2" recorded in Plan Book Volume 215, Pages 82 and 83 on 22nd day of June 1999.

River Avenue, Western Sliver

Beginning at a point at the intersection of the northwesterly line of River Avenue with the southwesterly line of the 31st Street Bridge and at the northeasterly corner of the 1.969 acres parcel of land conveyed to Urban Redevelopment Authority of Pittsburgh by Consolidated Rail Corporation;

Thence, with four courses along the northwesterly line of River Avenue and the said 1.969 acre parcel, South 26° 13' 00" West a distance of 197.78 feet to a point;

Thence, South 22° 11' 50" West a distance of 240.10 feet to a point;

Thence, South 27° 46' 20" West a distance of 247.14 feet to a point;

Thence, South 28° 46' 20" West a distance of 54.71 feet to a point;

Thence, with the new northwesterly line of River Avenue, as shown on plan described below in Plan Book Volume 204 at Pages 50 to 53, North 24° 46' 36" East a distance of 739.95 feet to a point on the said southwesterly line of the 31st Street Bridge;

Thence, along the said southwesterly line of 31st Street Bridge, South 59° 59' 54" East a distance of 10.94 feet to the point of beginning, containing an area of 7,022 square feet.

The bearings and distances described above for this portion of roadway are based on the reference bearings as shown on the subdivision plan entitled "Washington's Landing - River Avenue Plan of Lots" recorded in Plan Book Volume 188, Pages 153 and 154 on 29th day of September 1994 and in the Consolidated Rail Corporation deed in Deed Book as described on Deed Book Volume 7113 at Page 117, dated June 27, 1985.
Herr's Island Bridge

To be dedicated to the City of Pittsburgh from the Urban Redevelopment Authority of

Pittsburgh, situate in the 24th ward, City of Pittsburgh, Allegheny County, Commonwealth of Pennsylvania and being further described to wit:

Beginning at the centerline intersection of River Avenue and Herr's Island Bridge, thence

along the centerline of Herr's Island Bridge (variable right of way width.) S 60°13' 23" E a distance of 51 0.45' to the centerline intersection of Herr's Island Bridge and Herr's Island Spine Road.

Reference Drawing

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Herr's Island Bridge Urban Redevelopment Authority of Pittsburgh. E.D.A. Project No. 01-19-01805.01

Island, Site Preparation Contract No.4

"As-Built" Drawings Sheet 3 of 74Herr's
Allegheny River Trail Bridge

To be dedicated to the City of Pittsburgh from the Urban Redevelopment Authority of

Pittsburgh, situate in the 24th Ward, City of Pittsburgh, County of Allegheny,

Commonwealth of Pennsylvania being further described to wit:

Beginning at Start Work Station 8 + 50.00 centerline of Allegheny River Trail
Bridge; thence along said centerline to be dedicated S 88°.57' IS" E a distance of 400.00'
to an angle point; thence N 84° 57' 28" E a distance of 70.00' to the Stop Work Station 13
+ 20.00.

Reference Drawing

Urban Redevelopment Authority of Pittsburgh, Allegheny River Trail, Washington's

Landing River Crossing, Index Map, Sheet 2 of 9

Section 2. The grading, paving, curbing, traffic signals and lighting as described above are hereby accepted and

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declared to be public improvements of the City of Pittsburgh; fixing the width and position of the roadway and sidewalks, in the 24th Ward, 1st Council District of the City of Pittsburgh.