

City of Philadelphia



(Bill No. 040553)

AN ORDINANCE

Authorizing the Philadelphia Authority for Industrial Development to purchase certain tracts of land situate at 1601 and 1603 South Forty-ninth street, for consideration not to exceed Fifty Thousand Dollars (\$50,000), under and subject to the terms and conditions of the Philadelphia Industrial and Commercial Development Agreement between the City, PAID, and the Philadelphia Industrial Development Corporation.

THE COUNCIL OF THE CITY OF PHILADELPHIA HEREBY ORDAINS:

SECTION 1. The Philadelphia Authority for Industrial Development ("PAID") is hereby authorized to purchase for consideration not to exceed Fifty Thousand Dollars (\$50,000) not including settlement and other incidental costs, and subject to the terms and conditions of the Philadelphia Industrial and Commercial Development Agreement between the City, PAID, and the Philadelphia Industrial Development Corporation ("PIDC"), the following described parcels of land situate at 1601 and 1603 South Forty-ninth street, as follows, subject to an official survey:

PREMISES "A"

ALL THAT CERTAIN lot or piece of ground in the Fifty-first (formerly Fortieth) Ward of the City of Philadelphia, described according to a survey and plan thereof made by George C. Gilmore, Registered Surveyor of Pennsylvania #3610 and dated August 12, 1949, revised December 9, 1949, as follows, to wit:

BEGINNING at a point where a northeasterly line of land of the Petrol Corporation meets the Pierhead and Bulkhead line on the westerly side of the Schuylkill River as approved by the Secretary of War, September 10, 1940, said point on the westerly side of the Schuylkill River being at the distance of seventy feet and six hundred ninety-nine one-thousandths of a foot measured north two degrees sixteen minutes six seconds and four-tenths of a second East along the said Pierhead and Bulkhead line of the westerly side of the Schuylkill River from the point of resting with the northeasterly line of Forty-ninth street (legally opened seventy feet wide). Said last mentioned point being at the distance of two hundred seventy-nine feet and two hundred eighty one-thousandths of a foot measured south sixty degrees fourteen minutes eight seconds east along the said northeasterly line of Forty-ninth street from the point of meeting with the prolongation northeasterly of the northwesterly line of Botanic Avenue (legally opened eighty feet wide); thence: extending from said beginning point, north fifty-three degrees fifty-nine minutes forty-three seconds west one hundred ninety-eight feet and nine hundred sixty-eight one-thousandths of a foot to a point; thence north thirty-six degrees seventeen

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seconds cast two hundred sixty-six feet and seventy-three one-thousandths of a foot to a point; thence extending south fifty-three degrees fifty-five minutes forty-three seconds east twenty-one feet and two hundred seventy-six one-thousandths of a foot to a point in the said Pierhead and Bulkhead line on the westerly side of Schuylkill River; thence south two degrees sixteen minutes six seconds and four-tenths of a second west along said Pierhead and Bulkhead line on the westerly side of Schuylkill River three hundred nineteen feet and nine hundred fifty-two one-thousandths of a foot to the first mentioned point and place of beginning.

CONTAINING twenty-nine thousand three hundred square feet and four hundred ninety-one one-thousandths of a square foot, more or less.

TOGETHER with, but only insofar as Grantor's title permits, the right, liberty and privilege to use, in common with others, for private road, passageway or driveway, two strips of land, on which, an industrial siding is located, said two strips being situated as aforesaid and described according to said survey as follows, to wit:

ONE THEREOF: BEGINNING at a point on the northeasterly side of Forty-ninth street (legally opened seventy feet wide) at the distance of thirty-two feet and one-hundred one-thousandths of a foot measured south sixty degrees fourteen minutes eight seconds east along the northeasterly side of Forty-ninth street from the point of meeting with the prolongation northeastwardly of the northwesterly line of Botanic avenue (legally opened eighty feet wide); thence north twenty-nine degrees forty-five minutes fifty-two seconds east eighty-six feet and one hundred seventy-two one-thousandths of a foot to a point; thence: south fifty-three degrees fifty-nine minutes forty-three seconds east crossing the track of the Philadelphia, Baltimore and Washington Railroad Company, sixteen feet and ninety-five one-thousandths of a foot to a point; thence south twenty-nine degrees forty-five minutes fifty-two seconds west eighty-four feet and four hundred twenty-two one-thousandths of a foot to the northeasterly side of said Forty-ninth street; thence north sixty degrees fourteen minutes eight seconds west along the said northeasterly side of Forty-ninth street and recrossing said railroad track, sixteen feet to the first mentioned point and place of beginning.

AND THE OTHER THEREOF: BEGINNING at an interior point which is measured north twenty-nine degrees forty-five minutes fifty-two seconds east eighty-six feet and one hundred seventy-two one-thousandths of a foot from a point on the northeasterly side of Forty-ninth street (legally opened seventy feet wide), which point is at the distance of thirty-two feet and one hundred one-thousandths of a foot measured south sixty degrees fourteen minutes eight seconds east along the northeast side of Forty-ninth street from its point of meeting with the prolongation northeastwardly of the northwesterly line of Botanic avenue (legally opened eighty feet wide); thence: from the said point of beginning northeastwardly on a line curving to the left having a radius of one thousand four hundred seventy-six feet and four hundred thirty-two one-thousandths of a foot the arc distance of forty-three feet to a point; thence south sixty-three degrees

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forty-four minutes forty-three seconds east eleven feet to a point; thence north eighty-one degrees thirty minutes thirty-six seconds east eight feet and eighty one-hundredths of a foot to a point; thence southwestwardly on the arc of a circle on a line curving to the right having a radius of one thousand four hundred ninety-four feet and four hundred three one-thousandths of a foot the arc distance of forty feet and one hundred eighty-three one-thousandths of a foot to a point; thence south thirty-six degrees seventeen seconds west ten feet and nine hundred eighty-two one-thousandths of a foot to a point; thence north fifty-three degrees fifty-nine minutes forty-three seconds west sixteen feet and eight hundred fifty one-thousandths of a foot to the first mentioned point and place of beginning.

The said right, liberty, and privilege to use the above mentioned two strips of land, on which an industrial railroad track is located, for a private road, passageway or driveway, being subject to the following express conditions contained in deed dated January 3, 1951 recorded in the Office of the Department of Records in and for the County of Philadelphia In Book C.A.B. No. 147 at page 167 and together with the rights of way conveyed by said deed for maintenance and operation of pipe lines in the parcels described as follows:

Parcel 1

BEGINNING at an interior point, which point is at the distance of fifty-five feet and nine hundred eighty-two one-thousandths of a foot measured north thirty-six degrees seventeen seconds east from a point, which point is at the distance of one hundred ninety-eight feet and nine hundred sixty-eight one-thousandths of a foot measured north fifty-three degrees fifty-nine minutes forty-three seconds west from a point on the Pierhead and Bulkhead line on the westerly side of Schuylkill River as approved by the Secretary of War, September 10, 1940, the last mentioned point is at the distance: of seventy feet and six hundred ninety-nine one-thousandths of a foot measured north two degrees sixteen minutes six seconds and four-tenths of a second east along the said Pierhead and Bulkhead line on the westerly side of the Schuylkill River from its point of meeting with the northeasterly line of Forty-ninth street (legally opened seventy feet wide), which last mentioned point is at the distance of two hundred seventy-nine feet and two hundred eighty one-thousandths of a foot measured south sixty degrees fourteen minutes eight seconds east along the northeast side of Forty-ninth street from the point of meeting with the prolongation northeastwardly of the northwesterly line of Botanic avenue (legally opened eighty feet wide); thence from said point of beginning south eighty-one degrees thirty minutes thirty-six seconds west seven feet and two lengths of a foot to a point; thence in a northeasterly direction on the arc of a circle on a line curving to the left having a radius of one thousand four hundred ninety-four feet and four hundred three one-thousandths of a foot the arc distance of fifteen feet and seventeen one-hundredths of a foot to a point; thence extending North eighty-one degrees thirty minutes thirty-six seconds east nine feet and eighty-two one-hundredths of a foot to a point; thence extending south thirty-six degrees no minutes seventeen seconds west sixteen feet

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and eighty-two one-hundredths of a foot to the first mentioned point and place of beginning.

Parcel 2

BEGINNING at an interior point, which point is at the distance of forty-three feet measured in a northeasterly direction on the arc of a circle on a line: curving to the left having a radius of one thousand four hundred seventy-six feet and four hundred thirty-two one-thousandths of a foot from a point, which last mentioned point is at the distance of eighty-six feet and one hundred seventy-two one-thousandths of a foot measured north twenty-nine degrees forty-five minutes fifty-two seconds east from a point on the northeasterly side of Forty-ninth street (legally opened seventy feet wide, which last mentioned point is at the distance of thirty-two feet and one hundred one-thousandths of a foot measured south sixty degrees fourteen minutes eight seconds east along the northeast side of Forty-ninth street from its point of meeting with the prolongation northeastwardly of the northwesterly line of Botanic avenue (legally opened eighty feet wide); thence extending from the said point of beginning north sixty-three degrees forty-four minutes forty-three seconds west sixty-nine feet and thirty-one hundredths of a foot to a point; thence extending north seventy-eight degrees forty-four minutes forty-three seconds west twenty feet and eleven one-hundredths of a foot to a point; thence extending north sixty-three degrees forty-four minutes forty-three seconds west one hundred thirty-five feet and sixty-three one-hundredths of a foot to a point; thence extending north fifty-three degrees fifty-nine minutes forty-three seconds west four hundred thirty-four feet and fourteen one-hundredths of a foot to a point; thence extending north twenty-nine degrees forty-five minutes fifty-two seconds east twelve feet to a point; thence extending south fifty-three degrees fifty-nine minutes forty-three seconds east two hundred forty-three feet and eighty-nine one-hundredths of a foot to a point; thence extending north thirty-six degrees no minutes seventeen seconds east ten feet to a point; thence extending south fifty-three degrees fifty-nine minutes forty-three seconds east twenty-five feet to a point; thence extending south thirty-six degrees no minutes seventeen seconds west ten feet to a point; thence extending south fifty-three degrees fifty-nine minutes forty-three seconds east one hundred sixty-four feet and fifty-two one-hundredths of a foot to a point; thence extending south sixty-three degrees forty-four minutes forty-three seconds east one hundred thirty-three feet and ninety-two one-hundredths of a foot to a point; thence extending south seventy-eight degrees forty-four minutes forty-three seconds east nineteen feet and fifteen one-hundredths of a foot to a point; thence extending south sixty-three degrees forty-four minutes forty-three seconds east seventy-one feet and four-tenths of a foot to a point; thence extending south twenty-nine degrees forty-five minutes fifty-two seconds west twelve feet to the first mentioned point and place of beginning.

Parcel 3

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BEGINNING at an interior point, which is at the distance of forty-three feet measured in a northeasterly direction on the arc of a circle on \emptyset line to the left having a radius of one thousand four hundred seventy-six feet and four hundred thirty-two one-thousandths of a foot from a point, which last mentioned point is at the distance of eighty-six feet and one hundred seventy-two one-thousandths of a foot measured north twenty-nine degrees forty-five minutes fifty-two seconds east from a point on the northeasterly side of Forty-ninth street (legally opened seventy feet wide), which last mentioned point is at the distance of thirty-two feet and one hundred one-thousandths of a foot measured south sixty degrees fourteen minutes eight seconds east along the northeast side of Forty-ninth street from its point of meeting with the prolongation northeastwardly of the northwesterly line of Botanic avenue (legally opened eighty feet wide); thence from the said point of beginning north twenty-nine degrees forty-five minutes fifty-two seconds east twelve feet to a point; thence extending south sixty-three degrees forty-four minutes forty-three seconds east seven feet and two-tenths of a foot to a point; thence extending north eighty-one degrees thirty minutes thirty-six seconds east fourteen feet and nineteen one-hundredths of a foot to a point; thence on the arc of a circle in a southwesterly direction on a line curving to the right having a radius of one thousand four hundred ninety-four feet and four hundred three one-thousandths of a foot the arc distance of fifteen feet and seventeen one-hundredths of a foot to a point; thence extending south eighty-one degrees thirty minutes thirty-six seconds west eight feet and eight-tenths of a foot to a point; thence extending north sixty-three degrees forty-four minutes forty-three seconds west eleven feet to the first mentioned point and place of beginning.

Parcel 4

BEGINNING at an interior point, which point is at the distance of eighty-five feet and five thousand four hundred twenty-eight ten-thousandths of a foot measured south fifty-eight degrees nineteen minutes east from a point on line of land of Tide Water Associated Oil Company, which last mentioned point is at the distance of one hundred sixty-one feet and two hundred twenty-nine one-thousandths of a foot measured north twenty-nine degrees forty-five minutes fifty-two seconds east along line of land of Tide Water Associated Oil Company from a point on the northeasterly side of Forty-ninth street (legally opened seventy feet wide), which last mentioned point is at the distance of sixty-three feet and four hundred ninety-four one-thousandths of a foot measured north sixty degrees fourteen minutes eight seconds west from the intersection of said northeast side of Forty-ninth street and the center line of the Chester Branch of Reading Company; thence from the said point of beginning north twenty-nine degrees forty-five minutes fifty-two seconds east twelve feet to a point; thence extending South fifty-eight degrees nineteen minutes east fifteen feet and two thousand six ten-thousandths of a foot to a point; thence extending south twenty-nine degrees forty-five minutes fifty-two seconds west twelve feet to a point; thence extending north fifty-eight degrees nineteen minutes

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west fifteen feet and two thousand six ten-thousandths of a foot to the first mentioned point and place of beginning.

Parcel 5

BEGINNING at an interior point, which point is at the distance of one hundred sixty-one feet and two hundred twenty-nine one-thousandths of a foot measured north twenty-nine degrees forty-five minutes fifty-two seconds east from a point on the northeasterly side of Forty-ninth street (legally opened seventy feet wide), which point is at the distance of sixty-three feet and four hundred ninety-four one-thousandths of a foot measured north sixty degrees fourteen minutes eight seconds west from the intersection of the said northeast side of Forty-ninth street and the center line of the Chester Branch of Reading Company; thence from said point of beginning north twenty-nine degrees forty-five minutes fifty-two seconds east twelve feet to a point; thence south fifty-eight degrees nineteen minutes east fifty-two feet and five thousand two hundred sixty-three ten-thousandths of a foot to a point; thence south twenty-nine degrees forty-five minutes fifty-two seconds west twelve feet to a point; thence north fifty-eight degrees nineteen minutes west fifty-two feet and five thousand two hundred sixty-three ten-thousandths of a foot to the first mentioned point and place of beginning.

PREMISES "B"

ALL THAT CERTAIN tract or parcel of land situate in the City of Philadelphia, County of Philadelphia, Commonwealth of Pennsylvania bounded and described according to a plan of a survey made by Taylor Engineering Company dated June 7, 1977 as follows:

BEGINNING at a point located the following three courses and distances from the intersection of the northeasterly line of Forty-ninth street (seventy feet wide) with the center line of the Chester Branch of the Reading Company Railroad: (1) north twenty-nine degree forty-five minutes fifty-two seconds east along the centerline of the Chester Branch of the Reading Company Railroad, a distance of one hundred sixty-three and eleven one-hundredths feet to a point; (2) north fifty-eight degrees, nineteen minutes west, a distance of sixty-three and fifty-three one hundredths feet to a point; and (3) north forty-seven degrees fifty-seven minutes twenty-one seconds west a distance of seventy-five and three one-hundredths feet to the point and place of beginning; thence (1) north forty-seven degrees fifty-seven minutes twenty-one seconds west a distance of eighty-four and eighty-one hundredths feet to a point on the southeasterly line of land now or formerly of Getty Refining and Marketing Company; thence (2) north twenty-four degrees eighteen minutes twenty-four seconds east along a said line of land a distance of three hundred forty-nine and thirty-five hundredths feet to a point marked by an iron pin set forty-five feet southwardly and radially from the near track of railroad formerly of the Philadelphia, Baltimore and Washington Railroad Company; thence (3) southeastwardly,

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parallel and concentric with said centerline of track on a curve to the right of chord of which bears north sixty-seven degrees fourteen minutes fifty-one seconds east for a distance of one hundred eighty-five and fifty-six hundredths feet to a point marked by an iron pin set fifteen feet northwestwardly at right angles from the centerline of another near track of railroad formerly of said Railroad Company; thence (4) south twenty-nine degrees twenty-four minutes thirty-four seconds west parallel with the last mentioned centerline of track, a distance of five hundred thirteen and seven hundredths feet to the point and place of beginning.

CONTAINING within said bounds forty-three and three hundred ten one-thousandths square feet or nine hundred ninety-four thousandths of an acre, more or less.

PREMISES "C"

ALL THAT CERTAIN lot or piece of ground with the buildings and appurtenances thereon erected situate in the Twenty-seventh Ward of the City of Philadelphia described according to a Survey and Plan thereof made by Harvey Gillingham, Surveyor and Regulator of the Twelfth District, on January 13, 1897, as follows:

BEGINNING at a point on the northeast side of Forty-ninth street, at the distance of one hundred sixty feet, northwestwardly from the northwesterly side of Grays Avenue as now laid out on Plan of the City of Philadelphia, of the width of eighty feet; thence extending north forty-nine degrees twenty-seven minutes, thirty seconds east one hundred sixty feet and one-eighth inches to a point; thence north fifty-one degrees twenty-two minutes thirty seconds east ninety-five feet five and three-quarter inches to a point; thence north fifty-five degrees twelve minutes thirty seconds east ninety-three feet eleven and three quarter inches to a point; thence north fifty-nine degrees two minutes thirty seconds east ninety-three feet eleven and three-quarter inches to a point; thence north sixty-two degrees fifty-two minutes thirty seconds east ninety-three feet eleven and three-quarter inches to a point; thence north sixty-six degrees forty-two minutes thirty seconds east eighteen feet three and three-eighths inches to a point; thence south twenty-four degrees eighteen minutes twenty-four seconds west three hundred forty-nine feet four and one-quarter inches to a point; thence south forty-seven degrees fifty-seven minutes twenty-one seconds east one hundred fifty-nine feet ten and one-eighth inches to a point; thence south twenty-nine degrees forty-five minutes fifty-two seconds west one hundred seventy-three feet two and three-quarter inches to a point in the northeasterly side of said Forty-ninth street and thence along the same north sixty degrees fourteen minutes eight seconds west, two hundred seventy-two feet four and one quarter inches to a point and thence still along the said Forty-ninth street north forty degrees thirty-two minutes thirty seconds west one hundred sixty-four feet five and one-eighth inches to the first above mentioned point and place of beginning.

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TOGETHER with, but only in so far as owner's title permits, the right, liberty and privilege to use, in common with others, for private road, passageway or driveway, two strips of land on which an industrial siding is located, said two strips being situate as aforesaid and described according to said survey as follows to wit:

ONE THEREOF: BEGINNING at a point on the northeasterly side of Forty-ninth street (legally opened, seventy feet wide), at the distance of thirty-two and one-hundred one-thousandths feet measured south sixty degrees fourteen minutes eight seconds east along the northeasterly side of Forty-ninth street from the point of meeting with the prolongation northeastwardly of the northwesterly line of Botanic avenue (legally opened eighty feet wide); thence north twenty-nine degrees forty-five minutes fifty-two seconds east eighty-six feet and one hundred seventy-two one-thousandths of a foot to a point; thence south fifty-three degrees fifty-nine minutes forty-three seconds east crossing the track of The Philadelphia, Baltimore and Washington Railroad Company, sixteen feet and ninety-five one-thousandths of a foot to a point; thence south twenty-nine degrees forty-five minutes fifty-two seconds west eighty-four feet and four hundred twenty-two one-thousandths of a foot to the northeasterly side of said Forty-ninth street; thence north sixty degrees fourteen minutes eight seconds west along the said northeasterly side of Forty-ninth street and recrossing said railroad track, sixteen feet to the first mentioned point and place of beginning.

AND THE OTHER THEREOF: BEGINNING at an interior point which is measured north twenty-nine degrees forty-five minutes fifty-two seconds east eighty-six feet and one hundred seventy-two one-thousandths of a foot from a point on the northeasterly side of Forty-ninth street (legally opened seventy feet wide), which point is at the distance of thirty-two feet and one hundred one-thousandths of a foot measured south sixty degrees fourteen minutes eight seconds east along the northeast side of Forty-ninth street from its point of meeting with the prolongation northeastwardly of the northwesterly line of Botanic avenue (legally opened eighty feet wide); thence from the said point of beginning northeastwardly on a line curving to the left having a radius of one thousand four hundred seventy-six feet and four hundred thirty-two one-thousandths of a foot the arc distance of forty-three feet to a point; thence south sixty-three degrees forty-four minutes forty-three seconds east eleven feet to a point; thence north eighty-one degrees thirty minutes thirty-six seconds east eight feet and eighty one-hundredths of a foot to a point; thence southwestwardly on the arc of a circle on a line curving to the right having a radius of one thousand four hundred ninety-four feet and four hundred three one-thousandths of a foot the arc distance of forty feet and one hundred eighty-three one-thousandths of a foot to a point; thence south thirty-six degrees seventeen seconds west ten feet and nine hundred eighty-two one-thousandths of a foot to a point; thence north fifty-three degrees fifty-nine minutes forty-three seconds west sixteen feet and eight hundred fifty one-thousandths of a foot to the first mentioned point and place of beginning.

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The said right, liberty, and privilege to use the above mentioned two strips of land on which an industrial railroad track is located, for a private road, passageway or driveway, being subject to the conditions contained in deed dated January 3, 1951 recorded in the Office of the Department of Records in and for the County of Philadelphia In Book C.O.B. No. 147 at page 167 and together with the rights of way conveyed by said deed for maintenance and operation of pipe lines in the parcels described as follows:

Parcel 1

BEGINNING at an interior point, which point is at the distance of fifty-five feet and nine hundred eighty-two one-thousandths of a foot measured north thirty-six degrees seventeen seconds east from a point, which point is at the distance of one hundred ninety-eight feet and nine hundred sixty-eight one-thousandths of a foot measured north fifty-three degrees fifty-nine minutes forty-three seconds west from a point on the Pierhead and Bulkhead line on the westerly side of Schuylkill River as approved by the Secretary of War September 10, 1940, the last mentioned point is at the distance of seventy feet and six hundred ninety-nine one-thousandths of a foot measured north two degrees sixteen minutes six seconds and four-tenths of a second east along the said Pierhead and Bulkhead line of the westerly side of the Schuylkill River from its point of meeting with the northeasterly line of Forty-ninth street (legally opened seventy feet wide), which last mentioned point is at the distance of two hundred seventy-nine feet and two hundred eighty one-thousandths of a foot measured south sixty degrees fourteen minutes eight seconds east along the northeast side of Forty-ninth street from the point of meeting with the prolongation northeastwardly of the northwesterly line of Botanic avenue (legally opened eighty feet wide); thence from said point of beginning south eighty-one degrees thirty minutes thirty-six seconds west seven feet and two-tenths of a foot, to a point; thence in a northeasterly direction on the arc of a circle on a line curving to the left having a radius of one thousand four hundred ninety-four feet and four hundred three one-thousandths of a foot the arc distance of fifteen feet and seventeen one-hundredths of a foot to a point; thence extending north eighty-one degrees thirty minutes thirty-six seconds east nine feet and eighty-two one-hundredths of a foot to a point; thence extending south thirty-six degrees no minutes seventeen seconds west sixteen feet and eighty-two one-hundredths of a foot to the first mentioned point and place of beginning.

Parcel 2

BEGINNING at an interior point, which is at the distance of forty-three feet measured in a northeasterly direction on the arc of a circle on a line curving to the left having a radius of one thousand four hundred seventy-six feet and four hundred thirty-two one-thousandths of a foot from a point, which last mentioned point is at the distance of eighty-six feet and one hundred seventy-two one-thousandths of a foot measured north twenty-nine degrees forty-five minutes fifty-two seconds east from a

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point on the northeasterly side of Forty-ninth street (legally opened seventy feet wide), which last mentioned point is at the distance of thirty-two feet and one hundred one-thousandths of a foot measured south sixty degrees fourteen minutes eight seconds east along the northeast side of Forty-ninth street from its point of meeting with the prolongation northeastwardly of the northwesterly line of Botanic avenue (legally opened eighty feet wide); thence extending from the said point of beginning north sixty-three degrees forty-four minutes forty-three seconds west sixty-nine feet and thirty-eight one-hundredths of a foot to a point; thence extending north seventy-eight degrees forty-four minutes forty-three seconds west twenty feet and eleven one-hundredths of a foot to a point; thence extending north sixty-three degrees forty-four minutes forty-three seconds west one hundred thirty-five feet and sixty-three one-hundredths of a foot to a point; thence extending north fifty-three degrees fifty-nine minutes forty-three seconds west four hundred thirty-four feet and fourteen one-hundredths of a foot to a point; thence extending north twenty-nine degrees forty-five minutes fifty-two seconds east twelve feet to a point; thence extending south fifty-three degrees fifty-nine minutes forty-three seconds east two hundred forty-three feet and eighty-nine one-hundredths of a foot to a point; thence extending north thirty-six degrees no minutes seventeen seconds east ten feet to a point; thence extending south fifty-three degrees fifty-nine minutes forty-three seconds east twenty-five feet to a point; thence extending south thirty-six degrees no minutes seventeen seconds west ten feet to a point; thence extending south fifty-three degrees fifty-nine minutes forty-three seconds East one hundred sixty-four feet and fifty-two one-hundredths of a foot to a point; thence extending south sixty three degrees forty-four minutes forty-three seconds east one hundred thirty-three feet and ninety-two one-hundredths of a foot to a point; thence extending south seventy-eight degrees forty-four minutes forty-three seconds east nineteen feet and fifteen one-hundredths of a foot to a point; thence extending south sixty three degrees forty-four minutes forty-three seconds east seventy-one feet and four tenths of a foot to a point; thence extending south twenty nine degrees forty-five minutes fifty-two seconds west twelve feet to the first mentioned point and place of beginning.

Parcel 3

BEGINNING at an interior point, which is at the distance of forty-three feet measured in a northeasterly direction on the arc of a circle on a line curving to the left having a radius of one thousand four hundred seventy-six feet and four hundred thirty-two one-thousandths of a foot from a point, which last mentioned point is at the distance of eighty-six feet and one hundred seventy-two one-thousandths of a foot measured north twenty-nine degrees forty-five minutes fifty-two seconds east from a point on the northeasterly side of Forty-ninth street (legally opened seventy feet wide), which last mentioned point is at the distance of thirty-two feet and one hundred one-thousandths of a foot measured south sixty degrees fourteen minutes eight seconds east along the northeast side of Forty-ninth street from its point of meeting with the prolongation northeastwardly of the northwesterly line of Botanic avenue (legally opened eighty feet wide); thence from the said point of beginning north twenty-nine degrees

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forty-five minutes fifty-two seconds east twelve feet to a point; thence extending south sixty-three degrees forty-four minutes forty-three seconds east seven feet and two-tenths of a foot to a point; thence extending north eighty-one degrees thirty minutes thirty-six seconds east fourteen feet and nineteen one-hundredths of a foot to a point; thence on the arc of a circle in a southwesterly direction on a line curving to the right having a radius of one thousand four hundred ninety-four feet and four hundred three one-thousandths of a foot the arc distance of fifteen feet and seventeen one-hundredths of a foot to a point; thence extending south eighty-one degrees thirty minutes thirty-six seconds west eight feet and eight-tenths of a foot to a point; thence extending north sixty-three degrees forty-four minutes forty-three seconds west eleven feet to the first mentioned point and place of beginning.

Parcel 4

BEGINNING at an interior point, which point is at the distance of eighty-five feet and five thousand four hundred twenty-eight ten-thousandths of a foot measured south fifty-eight degrees nineteen minutes east from a point on line of land of Tide Water Associated Oil Company, which last mentioned point is at the distance of one hundred sixty-one feet and two hundred twenty-nine one-thousandths of a foot measured north twenty-nine degrees forty-five minutes fifty-two seconds east along line of land of Tide Water Associated Oil Company from a point on the northeasterly side of Forty-ninth street (legally opened seventy feet wide), which last mentioned point is at the distance of sixty-three feet and four hundred ninety-four one-thousandths of a foot measured north sixty degrees fourteen minutes eight seconds west from the intersection of said northeast side of Forty-ninth street and the center line of the Chester Branch of Reading Company; thence from the said point of beginning North twenty-nine degrees forty-five minutes fifty-two seconds east twelve feet to a point; thence extending south fifty-eight degrees nineteen minutes east fifteen feet and two thousand six ten-thousandths of a foot to a point; thence extending south twenty-nine degrees forty-five minutes fifty-two seconds west twelve feet to a point; thence extending north fifty-eight degrees nineteen minutes west fifteen feet and two thousand six ten-thousandths of a foot to the first mentioned point and place of beginning.

BEING AS TO PREMISES "A" AND "B" the same premises which Texaco Refining and Marketing Inc. formerly known as Getty Refining and Marketing Company, formerly named Getty Oil Company (Eastern Operations) Inc. by Deed dated 7/22/1988 and recorded 10/13/1988 in the County of Philadelphia in Deed Book FHS 196 page 767 conveyed unto Power Test Realty Company Limited Partnership in fee.

BEING AS TO PREMISES "C" the same premises which Texaco Refining and Marketing Inc., formerly known as Getty Refining and Marketing Company, formerly named Getty Oil Company (Eastern Operations) Inc. (A Delaware Corporation) by Deed dated 2/1/1985 and Recorded 2/26/1985 in the County of Philadelphia in Deed Book FHS

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83 Page 540 conveyed unto Power Test Realty Company Limited Partnership a New York Limited Partnership in fee.

SECTION 2. The City Solicitor is hereby authorized to review and to approve, prior to execution, all instruments and documents necessary to effectuate this Ordinance, which instruments and documents shall contain such terms and conditions as the City Solicitor shall deem necessary and proper to protect the interest of the City and to carry out the purposes of the Philadelphia Industrial and Commercial Development Agreement and this Ordinance.

SECTION 3. The Industrial and Commercial Development Revolving Fund may be charged for the purchase price of the parcels and incidental expenses, including settlement cost.

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BILL NO. 040553 continued

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CERTIFICATION: This is a true and correct copy of the original Bill, Passed by the City Council on June 21, 2004. The Bill was Signed by the Mayor on July 1, 2004.



Patricia Rafferty
Chief Clerk of the City Council