

## Legislation Details (With Text)

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**Type:** Bill      **Status:** ENACTED

**File created:** 12/22/2005      **In control:** Committee on Public Property and Public Works

**On agenda:**      **Final action:** 2/9/2006

**Title:** Authorizing the Philadelphia Authority for Industrial Development (PAID), notwithstanding any contrary requirements of the Philadelphia Industrial and Commercial Development Agreement between the City, the Philadelphia Industrial Development Corporation (PIDC), and the PAID, to convey fee simple title to a certain property containing approximately twenty-two acres located between Fiftieth and Fifty-second Streets south of Parkside Avenue, for a consideration of Four Hundred Thousand Dollars (\$400,000), to the West Philadelphia Financial Services Institution, under certain terms and conditions.

**Sponsors:** Councilmember Nutter, Councilmember Nutter

**Indexes:** PAID, PIDC

**Code sections:**

**Attachments:** 1. CertifiedCopy05123100.pdf

Date	Ver.	Action By	Action	Result	Tally
2/16/2006	0	MAYOR	SIGNED		
2/9/2006	0	CITY COUNCIL	PASSED	Pass	16:0
2/9/2006	0	CITY COUNCIL	READ		
2/2/2006	0	CITY COUNCIL	ORDERED PLACED ON NEXT WEEK'S SECOND READING CALENDAR		
2/2/2006	0	CITY COUNCIL	ORDERED PLACED ON THIS DAY'S FIRST READING CALENDAR		
2/2/2006	0	CITY COUNCIL	SUSPEND THE RULES OF THE COUNCIL	Pass	
2/1/2006	0	Committee on Public Property and Public Works	HEARING NOTICES SENT		
2/1/2006	0	Committee on Public Property and Public Works	HEARING HELD		
2/1/2006	0	Committee on Public Property and Public Works	REPORTED FAVORABLY, RULE SUSPENSION REQUESTED		
12/22/2005	0	CITY COUNCIL	Referred		
12/22/2005	0	CITY COUNCIL	Introduced	Pass	

Authorizing the Philadelphia Authority for Industrial Development (PAID), notwithstanding any contrary requirements of the Philadelphia Industrial and Commercial Development Agreement between the City, the Philadelphia Industrial Development Corporation (PIDC), and the PAID, to convey fee simple title to a certain property containing approximately twenty-two acres located between Fiftieth and Fifty-second Streets south of Parkside Avenue, for a consideration of Four Hundred Thousand Dollars (\$400,000), to the West Philadelphia Financial Services Institution, under certain terms and conditions.

*THE COUNCIL OF THE CITY OF PHILADELPHIA HEREBY ORDAINS:*

Section 1. Notwithstanding any contrary requirements of the Philadelphia Industrial and Commercial

Development Agreement between the City, the Philadelphia Authority for Industrial Development (PAID) and the Philadelphia Industrial Development Corporation (PIDC), PAID is authorized to convey fee simple title to the following described property containing approximately twenty-two acres located between Fiftieth and Fifty-second Streets south of Parkside Avenue, for less than fair market value, under certain terms and conditions:

*Premises A:*

ALL THAT CERTAIN lot or piece of ground with the buildings and improvements erected thereon, situated in the Fifty-second Ward of the City of Philadelphia, and described in accordance with a Plan of Property (FF-7N-0067) made January 24, 2005 for the Philadelphia Industrial Development Corporation by Thomas F. Marro, Acting Surveyor and Regulator of the Seventh Survey District, as follows:

BEGINNING at a point on the northwesterly side of the sixty feet wide portion of Fiftieth street (sixty feet and fifty-nine and five-tenths feet wide), said point being measured from the point of intersection of the northwesterly side of Parkside avenue (one hundred feet wide, State Route #3017) the following three courses and distances: (1) south twenty-seven degrees thirty-five minutes thirteen seconds west, along the said northwesterly side of the fifty-nine and five-tenths feet wide portion of Fiftieth street, the distance of two hundred one and three hundred thirty-three one-thousandths feet to a point; (2) north sixty-two degrees twenty-four minutes forty-seven seconds west, the distance of five hundred one-thousandths feet to a point on the said northwesterly side of the sixty feet wide point of Fiftieth street, said point also being at the head of former Viola street (forty feet wide, stricken from City Plan, right to maintain sewer retained); (3) south twenty-seven degrees thirty-five minutes thirteen seconds west, along the said northwesterly side of the sixty feet wide portion of Fiftieth street, partially crossing the said head of former Viola street, and partially crossing the head of a seventy feet side right-of-way reserved for drainage purposes, the distance of two hundred sixty-two and nine hundred ninety-one one-thousandths feet to the point of beginning; thence from said point of beginning, extending south twenty-seven degrees thirty-five minutes thirteen seconds west, along the said northwesterly side of the sixty feet wide portion of Fiftieth street and partially crossing the head of the said seventy feet wide right-of-way reserved for drainage purposes, the distance of four and ten one-thousandths feet to a point; thence extending south sixty-two degrees twenty-four minutes forty-seven seconds east, crossing the northwesterly half of the bed of said Fiftieth street, the distance of thirty feet to a point in the centerline of said Fiftieth street; thence extending south twenty-seven degrees thirty-five minutes thirteen seconds west, partly along the said centerline of Fiftieth street and partly along the centerline of a sixty feet wide right-of-way reserved for drainage purposes, crossing the bed of Jefferson street (sixty feet wide), and crossing a ten feet wide easement for public purposes adjacent of the southwesterly side of said Jefferson street and the said northwesterly side of the sixty feet wide portion of Fiftieth street, a ten feet wide easement for ductline and other purposes, and a forty-five feet wide easement for railroad track and appurtenances, the distance of nine hundred eighty-one and four hundred ninety-two one-thousandths feet to a point on the northeasterly right-of-way line of the National Railroad Passenger Corporation (Amtrak); thence extending north sixty-two degrees twenty-four minutes forty-seven seconds west, along the said northeasterly right-of-way line of the National Railroad Passenger Corporation (Amtrak) and the southwesterly side of the said forty-five feet wide easement for railroad track and appurtenances and partially crossing the head of the said sixty feet wide right-of-way reserved for drainage purposes, the distance of four hundred twelve and two hundred one-thousandths feet to a point; thence extending north twenty-seven degrees thirty-five minutes thirteen seconds east, re-crossing the said forty-five feet wide easement for railroad track and appurtenances and the said ten feet wide easement for ductline and other purposes and crossing the bed of former Jefferson street (sixty feet wide, stricken from the City Plan and vacated), the distance of five hundred sixty-nine and eight hundred twenty-six one-thousandths feet to a point; thence extending north sixty-two degrees twenty-four minutes forty-seven seconds west, the distance of one hundred fifty-six feet to a point; thence extending north twenty-seven degrees thirty-five minutes thirteen seconds east, the distance of one hundred eighty-eight and seven hundred fifty-five one-thousandths feet to a point, said point being the beginning of a non-tangent curve to which beginning of curve a radial line bears north eight degrees sixteen minutes fifty-three seconds west; thence extending eastwardly along the arc of a circle curving to the right and having a radius of seven hundred eighty-eight and six hundred seventy-four one-

thousandths feet, the arc distance of two hundred twenty-four and six hundred thirty-six one-thousandths feet to a point, to which said point a radial line bears north eight degrees two minutes fifteen seconds east; thence extending north twenty seven degrees thirty-five minutes thirteen seconds east, along a non-tangent line, the distance of seventeen and one hundred fifty-one one-thousandths feet to a point; thence extending south seventy-nine degrees forty minutes forty-three seconds east, partly through the bed of the said seventy feet wide right-of-way reserved for drainage purposes and crossing the head of the said ten feet wide easement for public purposes adjacent to the said southwesterly side of Jefferson street and the said northwesterly side of the sixty feet wide portion of Fiftieth street, the distance of three hundred fifty-six and forty-four one-thousandths feet to a point on the said northwesterly side of the sixty feet wide portion of Fiftieth street, said point being the first mentioned point and place of beginning.

CONTAINING in area four hundred nineteen thousand five hundred eighteen square feet or nine and six thousand three hundred eight ten-thousandths acres (including seventeen thousand eight hundred twenty-five square feet or four thousand ninety-two ten-thousandths acre within the confirmed legally open bed of Fiftieth street).

BEING KNOWN As Premises "A" on said Plan of Property.

*Premises B:*

ALL THAT CERTAIN lot or piece of ground with the buildings and improvements erected thereon, situate in the Fifty-second Ward of the City of Philadelphia, and described in accordance with a Plan of Property (FF-7N-0067) made January 24, 2005 for the Philadelphia Industrial Development Corporation by Thomas F. Marro, Acting Surveyor and Regulator of the Seventh Survey District, as follows:

BEGINNING at the point of intersection of the southeasterly side of Fifty-second street (one hundred feet wide, State Route #3017) and the southwesterly side of Jefferson street (fifty feet wide); thence extending south sixty-two degrees twenty-four minutes forty-seven seconds east, partly along the said southwesterly side of Jefferson street and crossing the head of Paxon street (also known as Elkins street, thirty feet wide, not on City Plan and no record of legal opening), the distance of nine hundred eighty-seven and eight hundred one-thousandths feet to a point; thence extending south twenty-seven degrees thirty-five minutes thirteen seconds west, crossing the bed of former Jefferson street (sixty feet wide, stricken from the City Plan and vacated) and crossing a ten feet wide easement for ductline and other purposes and a forty-five feet wide easement for railroad track and appurtenances, the distance of five hundred sixty-nine and eight hundred twenty-six one-thousandths feet to a point on the northeasterly right-of-way line of the National Railroad Passenger Corporation (Amtrak); thence extending the following four courses and distances along the said northeasterly right-of-way line of the National Railroad Passenger Corporation (Amtrak) and the southwesterly side of the said forty-five feet wide easement for railroad track and appurtenances: (1) north sixty-two degrees twenty-four minutes forty-seven seconds west, the distance of five hundred sixty-five and seven hundred eighteen one-thousandths feet to a point, said point being the beginning of a non-tangent curve to which beginning of curve a radial line bears south twenty-seven degrees thirty minutes twenty-three seconds west; (2) northwestwardly, along the arc of a circle curving to the right and having a radius of one thousand seven hundred eighty-four and two hundred sixty-nine one-thousandths feet, the arc distance of two hundred thirty-nine and six hundred sixteen one-thousandths feet to a point of tangency; (3) north fifty-four degrees forty-seven minutes fifty-seven seconds west, the distance of eighty-eight and seven hundred eighty-one one-thousandths feet to a point of curve; (4) northwestwardly, along the arc of a circle curving to the left and having a radius of one thousand seventy-four and seven hundred seventy-nine one-thousandths feet, the arc distance of ninety-five and five hundred seventy one-thousandths feet to a point on the said southeasterly side of Fifty-second street, to which said point a radial line bears north thirty degrees six minutes twenty-two seconds east; thence extending north twenty-seven degrees thirty-five minutes thirteen seconds east, along the non-tangent line of the said southeasterly side of Fifty-second street and crossing the heads of the said forty-five feet wide easement for railroad track and appurtenances and the said ten feet wide easement for ductline and other purposes, the

distance of five hundred thirty-three and eight hundred ninety-six one-thousandths feet to a point on the said southwesterly side of Jefferson street, said point being the first mentioned point and place of beginning.

CONTAINING in area five hundred fifty-six thousand six hundred fifty square feet or twelve and seven thousand seven hundred eighty-nine ten-thousandths acres.

BEING KNOWN AS Premises “B” on said Plan of Property.

Section 2. The conveyance of the property shall be subject to an agreement that the portion of the above described premises “A” that lays within the confirmed legally open bed of Fiftieth street shall continue as a legally open public right-of-way until such time as the said Fiftieth street may be stricken from the City Plan and vacated.

Section 3. The City Solicitor is hereby authorized to review and to approve 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.