

AMENDMENTS TO HOUSE BILL NO. 666

Sponsor:

Printer's No. 3796

1 Amend Bill, page 27, by inserting between lines 14 and 15
2 Section 6. Notwithstanding any other provision of this act,
3 the conveyances set forth in this act and any subsequent
4 conveyance by the Department of General Services of property
5 rights in property situate in the 39th Ward of the City of
6 Philadelphia shall exclude any and all interests previously
7 granted to, quitclaimed to, conveyed to or owned by Norfolk
8 Southern Railway Company or Consolidated Rail Corporation,
9 including, but not limited to, any interest in the following
10 land:
11 THE LANDS CONSISTING OF 23.994 ACRES OF LAND MORE OR LESS MORE
12 PARTICULARLY DESCRIBED AS FOLLOWS:
13 ALL THAT CERTAIN tract, piece or parcel of land situate in the
14 39th Ward of the City of Philadelphia, Commonwealth of
15 Pennsylvania, as shown on a plan prepared by VanDemark & Lynch,
16 Inc. Surveyors, Planners, and Engineers, of Wilmington,
17 Delaware, on Drawing No 34479-B, dated March 13, 2000, last
18 revised November 12, 2001, entitled "Philadelphia Navy Base
19 Final Plat for transfer from the United States Navy to
20 Philadelphia Authority for Industrial Development" and more
21 particularly described as follows to wit:
22 BEGINNING at a point the northerly side of Mustin Road
23 (physical), also known as Porter Avenue Extended, and also known
24 as East West Runway the said point being a corner for the
25 Intermodal Facility the same point being measured the
26 thirteen(13) following described courses and distances from the
27 intersection of the easterly side of Broad Street (at 300 feet
28 wide) with the southwesterly side of Pattison Avenue (at 120
29 feet wide):
30 1 Northwesterly along the easterly side of Broad Street,
31 2527.57 feet to a point;
32 2 Southeasterly at right angles to said Broad Street, 37.00
33 feet a point, a corner for the said lands now or formerly
34 Consolidated Rail Corporation; (courses 3 through 8 along the
35 southerly side of lands now or formerly of Consolidated Rail
36 Corporation)
37 3 South 75 degrees 30 minutes 00 seconds East 3.00 feet to a
38 point;

1 4 South 76 degrees 31 minutes 21 seconds East 229.54 feet to an
2 iron pin set;
3 5 South 68 degrees 33 minutes 21 seconds East, 284.65 feet to
4 an iron pin set;
5 6 South 63 degrees 50 minutes 26 seconds East, 341.02 feet to
6 an iron pin set;
7 7 Southeasterly by a curve to the left having a radius of
8 2,287.44 feet, an arc length of 730.03 feet to an iron pin set,
9 the said point being distant by a chord of South 72 degrees 59
10 minutes 00 seconds East, 726.93 feet from the last described
11 point;
12 8 South 82 degrees 07 minutes 34 seconds East, 1,741.91 feet to
13 a point;
14 9 South 76 degrees 03 minutes 40 seconds East, 6,143.91 feet to
15 a point on the Bulkhead Line of the Delaware River as
16 established by the Secretary of War, September 10, 1940, passing
17 over an iron pin set 938.01 feet from the end of this course,
18 the said point being a corner for Parcel 9A;
19 10 With said Bulkhead Line of the Delaware River, South 40
20 degrees 23 minutes 05 seconds West, 779.09 feet to a point, a
21 corner for Parcel 9;
22 11 North 63 degrees 20 minutes 13 seconds West 226.64 feet to a
23 point on the northerly side of the existing Mustin Road, also
24 known as Porter Avenue Extended, and also known as East West
25 Runway; and
26 12 Along the same, South 89 degrees 29 minutes 47 seconds West,
27 2,411.53 feet to the point of Beginning;
28 THENCE, from the said point of Beginning, continuing along the
29 said northerly side of Mustin Road, being the dividing line
30 between said Option Area and Parcel 9, South 89 degrees 29
31 minutes 47 Seconds West, 1,358.65 feet to a point, a corner for
32 Parcel 8;
33 THENCE, leaving the said side of Mustin Road, along the easterly
34 line for Parcel 8 North 00 degrees 30 minutes 13 seconds West,
35 934.06 feet to a point on the line for the Intermodal Facility;
36 THENCE, along lines of the Said Intermodal Facility the two (2)
37 following described courses and distances:
38 1 South 76 degrees 55 minutes 50 seconds East, 1,394.18 feet to
39 a point; and
40 2 South 00 degrees 49 minutes 29 seconds East, 606.87 feet to a
41 point and place of Beginning.
42 AND THE LANDS CONSISTING OF 136.698 ACRES OF LAND MORE OR LESS
43 MORE PARTICULARLY DESCRIBED AS FOLLOWS:
44 ALL THAT CERTAIN tract, piece or parcel of land situate in the
45 39th Ward of the City of Philadelphia, Commonwealth of
46 Pennsylvania, as shown on a plan prepared by VanDemark & Lynch,
47 Inc. Surveyors, Planners, and Engineers, of Wilmington,
48 Delaware, on Drawing No 34479-B, dated March 13, 2000, last
49 revised November 12, 2001, entitled "Philadelphia Navy Base
50 Final Plat for transfer from the United States Navy to
51 Philadelphia Authority for Industrial Development" and more

1 particularly described as follows to wit:
2 BEGINNING at a point the easterly side of Broad Street extended,
3 said point being on a southeasterly line of lands now formerly
4 of the Commonwealth of Pennsylvania Department of Transportation
5 at a southeasterly corner of lands now or formerly of
6 Consolidated Rail Corporation, located the two (2) following
7 described courses and distances from the intersection of the
8 easterly side of Broad Street (at 300 feet wide) with the
9 southwesterly side of Pattison Avenue (at 120 feet wide);
10 1 Southwesterly along the easterly side of Broad Street,
11 2527.57 feet to a point;
12 2 Southeasterly at right angles to said Broad Street, 37.00
13 feet a point of Beginning;
14 THENCE along, in part, on lands now or formerly Consolidated
15 Rail Corporation, in part, on lands now or formerly of
16 Pennsylvania Railroad Company, in part, on lands now or formerly
17 of the Schuylkill River East Side Railroad Company and, in part,
18 on the lands now or formerly of said Consolidated Rail
19 Corporation the seven (7) following described courses and
20 distances:
21 1 South 75 degrees 30 minutes 00 seconds East 3.00 feet to a
22 point;
23 2 South 76 degrees 31 minutes 21 seconds East 229.54 feet to an
24 iron pin set;
25 3 South 68 degrees 33 minutes 21 seconds East, 284.65 feet to
26 an iron pin set;
27 4 South 63 degrees 50 minutes 26 seconds East, 341.02 feet to
28 an iron pin set;
29 5 Southeasterly by a curve to the left having a radius of
30 2,287.44 feet, an arc length of 730.03 feet to an iron pin set,
31 the said point being distant by a chord of South 72 degrees 59
32 minutes 00 seconds East, 726.93 feet from the last described
33 point;
34 6 South 82 degrees 07 minutes 34 seconds East, 1,741.91 feet to
35 a point;
36 7 South 76 degrees 03 minutes 40 seconds East, 6,143.91 feet to
37 a point on the Bulkhead Line of the Delaware River as
38 established by the Secretary of War, September 10, 1940, passing
39 over an iron pin set 938.01 feet from the end of this course,
40 the said point being a corner for Parcel 9A;
41 THENCE, with said Bulkhead Line of the Delaware River, South 40
42 degrees 23 minutes 05 seconds West, 779.09 feet to a point, a
43 corner for Parcel 9;
44 THENCE, along said Parcel 9 the two (2) following described
45 courses and distances;
46 1 North 63 degrees 20 minutes 13 seconds West 226.64 feet to a
47 point on the northerly side of the existing physical Mustin
48 Road, also known as Porter Avenue Extended, and also known as
49 East West Runway; and
50 2 Along the same, South 89 degrees 29 minutes 47 seconds West,
51 2,411.53 feet to an iron pin set, a common corner for an Option

1 Area and said Parcel 9;
2 THENCE, leaving the said side of Mustin Road, along the easterly
3 line for said Option Area, North 00 degrees 49 minutes 29
4 seconds west, 606.87 feet to a point;
5 THENCE, in part along the northeasterly line of the Option Area
6 and, in part, along Parcel 8, the two (2) following described
7 courses and distances:
8 1 North 76 degrees 55 minutes 50 seconds West, 3,595.68 feet to
9 a point; and
10 2 North 87 degrees 46 minutes 06 seconds West, 559.60 feet to a
11 point on the dividing line between Parcel 7, a corner for Parcel
12 8; and
13 THENCE along the dividing line between said Parcel 7 and the
14 Intermodal Facility the eight (8) following described courses
15 and distances;
16 1 North 42 degrees 33 minutes 00 seconds West, 172.81 feet to a
17 point;
18 2 South 89 degrees 24 minutes 00 seconds West, 26.43 feet to a
19 point;
20 3 North 00 degrees 36 minutes 00 seconds West, 29.41 feet to a
21 point;
22 4 North 42 degrees 33 minutes 00 seconds West, 232.67 feet to
23 an iron pin set;
24 5 North 48 degrees 51 minutes 00 seconds West, 534.07 feet to
25 an iron pin set;
26 6 North 62 degrees 52 minutes 00 seconds West 324.50 feet to an
27 iron pin set a point of curvature;
28 7 Northwesterly, by a curve to the left having a radius of
29 2,132.35 feet, an arc length of 345.20 feet to a point, the said
30 point being distant by a chord of North 70 degrees 19 minutes 06
31 seconds West, 344.83 feet from the last described point; and
32 8 North 63 degrees 19 minutes 57 seconds West, 762.72 feet to a
33 point on the said easterly side of Broad Street extended, said
34 point being on a southeasterly line of lands now or formerly of
35 the Commonwealth of Pennsylvania Department of Transportation;
36 THENCE along said easterly side of Broad Street extended, North
37 14 degrees 30 minutes 00 seconds East, 26.37 feet the point and
38 place of Beginning.

39 Amend Bill, page 27, line 15, by striking out "6" and
40 inserting

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