

City of Philadelphia



(Bill No. 080882)

AN ORDINANCE

Amending Chapter 19-3200, entitled “Keystone Opportunity Zone And Economic Development District,” by providing for additional properties to be added to certain subzones; providing for extensions of the term of benefits for certain properties; and making related and technical changes; all under certain terms and conditions.

THE COUNCIL OF THE CITY OF PHILADELPHIA HEREBY ORDAINS:

SECTION 1. Chapter 19-3200 of The Philadelphia Code is amended to read as follows:

CHAPTER 19-3200. KEYSTONE OPPORTUNITY ZONE AND ECONOMIC DEVELOPMENT DISTRICT.

§ 19-3201. Designation of Zone.

(1) The areas of the City generally known as follows, and more fully defined in Section 2 of the ordinance enacting this Chapter, shall collectively be designated as the Philadelphia Keystone Opportunity Zone:

* * *

(b) Amtrak Northeast Corridor (Glenwood Avenue, Sedgley Avenue areas). *Effective upon approval from DCED (anticipated in early 2009), in addition to the properties referenced above, the Amtrak Northeast Corridor Subzone shall also include the following parcel: 2301 W. Allegheny Avenue (BRT No. 88-4-341815).*

* * *

(2) The areas of the City generally known as follows, and more fully defined in Section 2 of the ordinance enacting this subsection, shall each separately be designated a Philadelphia Keystone Opportunity Expansion Subzone, and shall collectively be designated as the Philadelphia Keystone Opportunity Expansion Zone:

* * *

(f) West Philadelphia Subzone. *Effective upon approval from DCED (anticipated in early 2009), in addition to the properties referenced above, the West Philadelphia Subzone shall also include the following parcels:*

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<u>Street Address</u>	<u>BRT Number</u>
(.1) 4100 Powelton Avenue	06-1-013800
(.2) 4102 Powelton Avenue	06-1-013900
(.3) 4104 Powelton Avenue	06-1-014000
(.4) 4106 Powelton Avenue	06-1-014100
(.5) 4108 Powelton Avenue	06-1-014200
(.6) 4110 Powelton Avenue	06-1-014300

(g) Upper Schuylkill River Subzone. *Effective upon approval from DCED (anticipated in early 2009), in addition to the properties referenced above, the Upper Schuylkill River Subzone shall also include the following parcels:*

<u>Street Address</u>	<u>BRT Number</u>
(.1) 3101-27 W. Glenwood Avenue	88-4-699300
(.2) 3132-50 W. Thompson Street	88-4-699000

* * *

(3) The areas of the City generally known as follows, and more specifically defined in Section 4 of the ordinance enacting this subsection, shall each separately be designated a Philadelphia Keystone Opportunity Improvement Subzone, and shall collectively be designated as the Philadelphia Keystone Opportunity Improvement Zone:

* * *

(b) Naval Business Center Subzone. *Effective upon approval from DCED (anticipated in early 2009), in addition to the properties referenced above, the Naval Business Center Subzone shall also include the following parcels:*

(.1) *The properties in the Navy Yard identified in Attachment B-1 to the Ordinance enacting this subsection (.1).*

(.2) *The property known colloquially as Building 25, also known as 1491 Flagship Drive, identified in Attachment B-2 to the Ordinance enacting this subsection (.2).*

(c) West Philadelphia Subzone. *Effective upon approval from DCED (anticipated in early 2009), in addition to the properties referenced above, the West Philadelphia Subzone shall also include the following parcel:*

(.1) *3001 Market Street (BRT No. 88-3-071706).*

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§ 19-3202. Definitions.

The following words and phrases when used in this Chapter shall have the meanings given to them in this Section unless the context clearly indicates otherwise:

* * *

[(2.1)] (11.1) "Unoccupied property." [As defined and limited in State legislation authorizing the extension of benefits for unoccupied property in certain subzones for a period of seven years.] *A parcel that is not occupied on September 8, 2008. Construction activity on a parcel shall not constitute occupation of the parcel.*

* * *

§ 19-3203. Authorization of Exemption, Abatement or Credits from Certain Taxes.

(1) *The provisions set forth in subsections (.1) through (.6) below, shall apply as follows:*

(a) [E]ffective as of January 1, 1999, and continuing through and including December 31, 2010, with respect to real property or business activity, as applicable, attributable to the Keystone Opportunity Zone;

(b) effective as of January 1, 2001, and continuing through and including December 31, 2013, with respect to real property or business activity, as applicable, attributable to the Keystone Opportunity Expansion Zone;

(c) with respect to real property or business activity, as applicable, attributable to each separate Philadelphia Keystone Opportunity Improvement Subzone, effective upon designation by DCED of such subzone (anticipated on or about October 1, 2003) and continuing for a period of fifteen (15) years from the date of such designation;

* * *

(f) with respect to real property or business activity, as applicable, attributable to certain parcels in [the area designated by Section 19-3201(c)(3) as the West Philadelphia] *certain* Keystone Opportunity Improvement [Subzone] *Subzones*, more particularly identified in subsection (2) of this Section, effective, *for each such parcel*, upon the later of (i) the expiration of the period set forth in subsection (c) above, and (ii) the date on which such parcel is occupied by a qualified business (*or, with respect to the exemption from real estate taxes set forth at subsection (.1) below, the date*

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on which such parcel becomes developed), and continuing through and including a date seven (7) years after the expiration of the period set forth in subsection (c) above[, the following provisions shall apply]; provided that the exemption from sales and use tax set forth at subsection (.5) below shall be effective on the expiration of the period set forth in subsection (c) above;

(g) with respect to real property or business activity, as applicable, attributable to certain parcels in certain Keystone Opportunity Expansion Subzones, more particularly identified in subsection (3) of this Section, effective upon the later of (i) January 1, 2014, and (ii) the date on which such parcel is occupied by a qualified business (or, with respect to the exemption from real estate taxes set forth at subsection (.1) below, the date on which such parcel becomes developed), and continuing through and including December 31, 2020; provided that the exemption from sales and use tax set forth at subsection (.5) below shall be effective on January 1, 2014;

(h) with respect to real property or business activity, as applicable, attributable to certain parcels in the Keystone Opportunity Zone (as designated by Section 19-3201(1)), more particularly identified in subsection (4) of this Section, effective upon the later of (i) January 1, 2011, and (ii) the date on which such parcel is occupied by a qualified business (or, with respect to the exemption from real estate taxes set forth at subsection (.1) below, the date on which such parcel becomes developed), and continuing through and including December 31, 2017; provided that the exemption from sales and use tax set forth at subsection (.5) below shall be effective on January 1, 2011:

[(1)] (.1) Subject to the conditions set forth in Section 19-3205 and elsewhere in this Chapter, all real estate taxes imposed under Chapter 19-1300 or authorized under Section 19-1801, on real property located in the Zone, are abated; provided that, with respect to real property located in the Economic Development District, real estate taxes authorized under Section 19-1801 shall not be abated.

[(2)] (.2) Subject to the conditions set forth in Section 19-3206 and elsewhere in this Chapter, a person or business subject to realty use and occupancy tax authorized under Section 19-1806 with respect to real property located in the Zone other than real property located in the Economic Development District may claim a one hundred percent (100%) exemption from such tax.

[(3)] (.3) Subject to the conditions set forth in Section 19-3207 and elsewhere in this Chapter, a qualified business may claim a credit against the Business Privilege Tax imposed under Chapter 19-2600 to the extent of the tax liability attributable to business activity conducted directly by the taxpayer within the Zone.

[(4)] (.4) Subject to the conditions set forth in Section 19-3208 and elsewhere in this Chapter, a taxpayer, whether or not a resident, may claim a credit against the Net Profits Tax imposed under Chapters 19-1500 and 19-2800, to the

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extent of the tax liability attributable to net profits from the operation of a qualified business within the Zone other than within the Economic Development District.

[(5)] (.5) Subject to the conditions set forth in Section 19-3209 and elsewhere in this Chapter, a qualified business shall be exempt from sales or use tax imposed under Section 19-2701(1) or 19-2701(2) on the purchase price of sales at retail of services or tangible personal property, except motor vehicles, for the exclusive use, consumption and utilization of the tangible personal property or service, by the qualified business at its facility located within the Zone.

[(6)] (.6) Subject to the conditions set forth in Section 19-3210 and elsewhere in this Chapter, compensation earned by a resident of the Zone, other than a resident of the Economic Development District, is exempt from Wage Tax imposed under Chapters 19-1500 and 19-2800.

(2) The benefits provided for in subsection (1)(f) shall apply to:

(A) the following parcel in the West Philadelphia Keystone Opportunity Improvement Subzone (*as designated in Section 19-3201(3)(c)*): 2930 Chestnut Street (78-3-094600); provided that the Director of Commerce may substitute a different parcel for which he is able to make the certification required by Section 2 of the Ordinance enacting this subsection, should he be unable to make such certification for the above-identified parcel; provided further that, the benefits shall apply to other unoccupied properties in said Subzone if the City Solicitor and Director of Commerce jointly certify to the Chief Clerk and the Revenue Commissioner that applicable State law requires the inclusion of such properties.

(B) *the following parcels in the Naval Business Center Keystone Opportunity Improvement Subzone (as designated in Section 19-3201(3)(b)):*

(.1) *4775 League Island Blvd. (BRT No. 78-8-012900).*

(.2) *Certain unoccupied parcels identified in Attachment A-1 to the Ordinance enacting this subsection.*

(.3) *The properties in the Navy Yard identified in Attachment B-1 to the Ordinance enacting this subsection (.1).*

(.4) *The property known colloquially as Building 25, also known as 1491 Flagship Drive, identified in Attachment B-2 to the Ordinance enacting this subsection (.2).*

(3) *The benefits provided for in subsection (1)(g) shall apply to:*

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(A) *the following parcels in the Central Delaware River Keystone Opportunity Expansion Subzone (as designated in Section 19-3201(2)(c)):*

(.1) *601-61 N. Delaware Avenue (BRT No. 78-1-051750)*

(B) *the following parcels in the Lower Schuylkill River Keystone Opportunity Expansion Subzone (as designated in Section 19-3201(2)(h)):*

<u>Street Address</u>	<u>BRT Number</u>
(.1) <i>5700r Eastwick Avenue</i>	<i>78-3-125000</i>
(.2) <i>5800 Eastwick Avenue</i>	<i>78-3-125200</i>
(.3) <i>5900 Eastwick Avenue</i>	<i>78-3-125400</i>
(.4) <i>5946 Eastwick Avenue</i>	<i>78-3-125600</i>
(.5) <i>6000 Eastwick Avenue</i>	<i>78-3-125800</i>
(.6) <i>6050 Eastwick Avenue</i>	<i>78-3-126200</i>
(.7) <i>1627-29 S. 49th Street</i>	<i>88-4-100001</i>
(.8) <i>1633 S. 49th Street</i>	<i>88-4-100000</i>
(.9) <i>1700 S. 49th Street</i>	<i>88-4-217200</i>

(C) *the following parcels in the Northeast Philadelphia Airport Keystone Opportunity Expansion Subzone (as designated in Section 19-3201(2)(a)):*

(.1) *9450 Ashton Road (BRT No. 88-4-224525)*

(.2) *Certain unoccupied parcels, known colloquially as the Kravitz Site, identified in Attachment A-2 to the Ordinance enacting this subsection.*

(.3) *Certain unoccupied parcels, known colloquially as the Red Lion North Industrial District, identified in Attachment A-7 to the Ordinance enacting this subsection.*

(D) *the following parcels in the Upper Schuylkill River Keystone Opportunity Expansion Subzone (as designated in Section 19-3201(2)(g)):*

<u>Street Address</u>	<u>BRT Number</u>
(.1) <i>3101-27 W. Glenwood Avenue</i>	<i>88-4-699300</i>
(.2) <i>1206-36 N. 31st Street</i>	<i>88-4-101205</i>
(.3) <i>1238 N. 31st Street</i>	<i>29-2-311510</i>
(.4) <i>1240-42 N. 31st Street</i>	<i>29-2-311610</i>
(.5) <i>1244-68 N. 31st Street</i>	<i>88-4-101220</i>
(.6) <i>3126-30 W. Thompson Street</i>	<i>88-4-698900</i>
(.7) <i>3132-50 W. Thompson Street</i>	<i>88-4-699000</i>
(.8) <i>3033-65 W. Glenwood Avenue</i>	<i>32-4-201650</i>

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(.9) 3123-45 Jefferson Street 88-4-219205
(.10) 1500-36 N. 31st Street 88-4-101300

(4) *The benefits provided for in subsection (1)(h) shall apply to:*

(A) *the following parcels in the Philco Site (C & Tioga Streets) Keystone Opportunity Subzone (as designated by Section 19-3201(1)(j)):*

<u>Street Address</u>	<u>BRT Number</u>
(.1) 332-52 E. Tioga Street	88-4-046000
(.2) 3300-98 C Street	88-4-045000
(.3) 3300-98r C Street	88-4-045001

(B) *the following parcels in the PIDC Northeast Industrial Parks (West) Keystone Opportunity Subzone (as designated by Section 19-3201(1)(d)): Certain unoccupied parcels in what is known colloquially as PIDC Industrial Parks, identified in Attachment A-4 to the Ordinance enacting this subsection.*

(C) *the following parcels in the West Parkside Industrial Park Keystone Opportunity Subzone (as designated by Section 19-3201(1)(k)): Certain unoccupied parcels in what is known colloquially as PIDC West Parkside Industrial Park, identified in Attachment A-6 to the Ordinance enacting this subsection.*

(D) *the following parcels in the Eastwick Industrial Park Keystone Opportunity Subzone (as designated by Section 19-3201(1)(e)): Certain unoccupied parcels in what is known colloquially as PIDC Eastwick Industrial Park, identified in Attachment A-8 to the Ordinance enacting this subsection.*

(F) *the following parcels in the Amtrak Northeast Corridor Keystone Opportunity Subzone (as designated by Section 19-3201(1)(b)):*

<u>Street Address</u>	<u>BRT Number</u>
(.1) 2100 W. Allegheny Avenue	88-4-066650
(.2) 1711 W. Allegheny Avenue	88-4-341805
(.3) 2301 W. Allegheny Avenue	88-4-341815
(.4) 3030 N. 20th Street	88-4-341765

* * *

SECTION 2. This Ordinance shall be effective upon approval by the Commonwealth, Department of Community and Economic Development, of an application for the expansion and extension of certain zones and subzones, as provided for in Act 2008-79,

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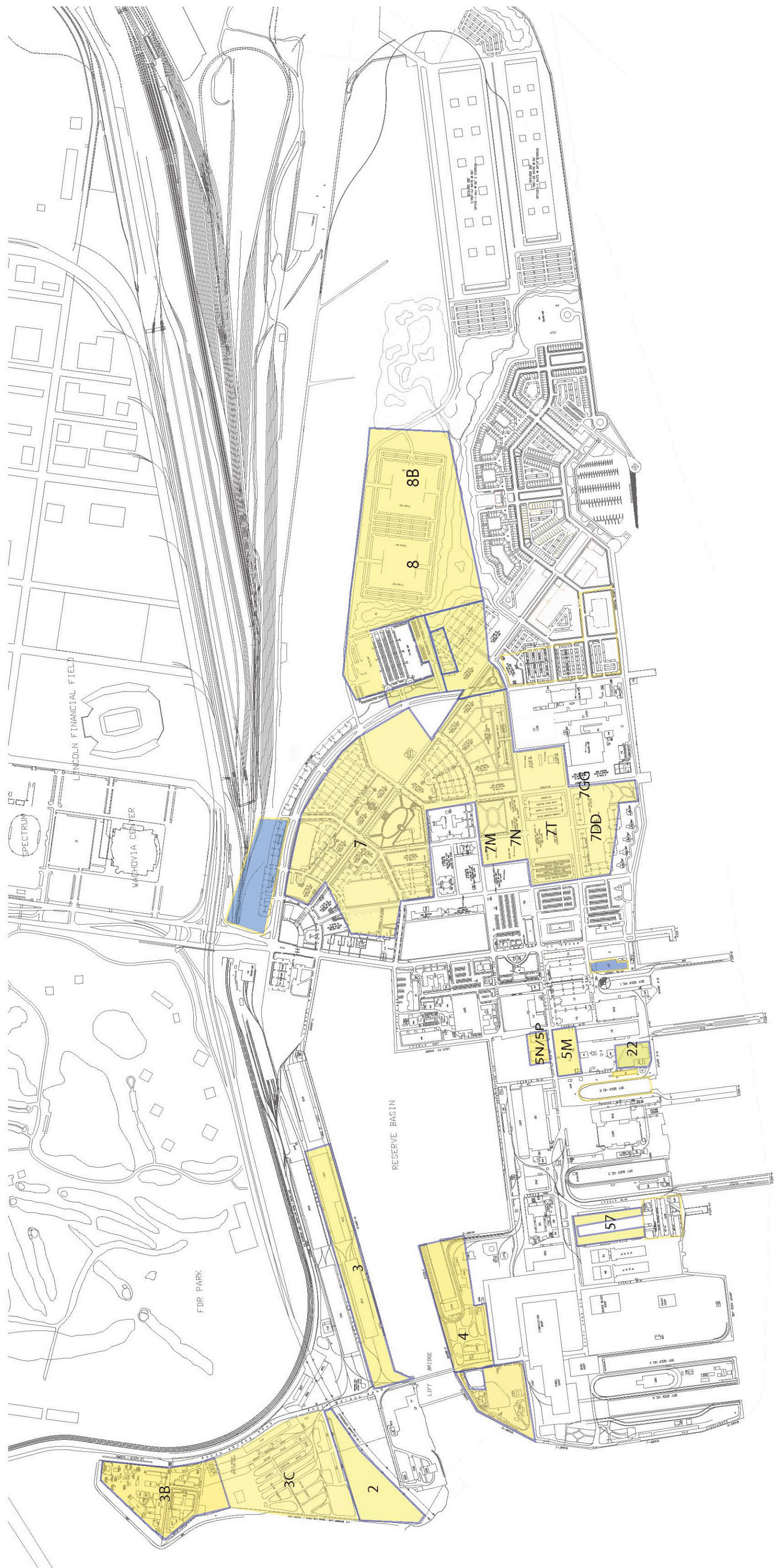
and only with respect to such expansions and extensions as are approved therein, and only for such period of time as the Commonwealth provides for exemptions, abatements or credits with respect to sales and use tax, personal income tax, corporate net income tax and capital stock franchise tax for businesses and residents in such zone, as set forth in The Pennsylvania Keystone Opportunity Zone Act, P.L. 705, No. 1998-92, as amended. The amendments to Section 19-3202(1)(f) set forth herein shall be effective as set forth above and as if Bill No. 080486 (approved August 4, 2008) were effective, regardless whether said bill became effective.

Explanation:

[Brackets] indicate matter deleted.
Italics indicate new matter added.

Legend - Attachment A-1

- Currently not in the KOZ and Vacant: to be added
- Currently in the KOZ and Vacant: to be extended



ATTACHMENT A-1**KEYSTONE OPPORTUNITY ZONE
LEGAL DESCRIPTIONS FOR EXTENSIONS**

THE NAVY YARD

All those certain lots, parcels of ground and structures, within the area known as the Philadelphia Naval Base Site or The Navy Yard, situate in the 39th and 26th Wards of the City of Philadelphia, Commonwealth of Pennsylvania and generally described using scaled plan distances and existing road within said area as follows (subject to an official survey and plan):

PARCEL 2: Girard Point

Description of Parcel 2, a portion of the Philadelphia Naval Base Site, property located at the south end of Broad Street in the 39th and 26th Wards of the City of Philadelphia, Commonwealth of Pennsylvania.

ALL THAT CERTAIN tract, piece or parcel of land situate in the 26th Ward of the City of Philadelphia, Commonwealth of Pennsylvania, as shown on a plan prepared by Van Demark & Lynch, Inc., Surveyors, Planners, and Engineers, of Wilmington, Delaware, dated March 13, 2000 and described as follows to wit:

Beginning at a nail set, a common corner for Parcel 3 and Parcel 10, the said point being measured the seven (7) following described courses and distances from a concrete monument found, the common corner for lands now or formerly of Consolidated Rail Corporation, and lands for the Philadelphia Naval Base, Parcel 3, the said corner being on the westerly side of Twenty- Sixth Street;

(1) South 13°-22'-53" West, 439.18 feet to a point of curvature; (2) Southwesterly, by a curve to the left, having a radius of 1,599.66 feet, an arc length of 252.07 feet to a point, the said point being distant by a chord of South 08°-54'-53" West, 251.81 feet from the last described point; (3) South 75°-57'-30" East, 58.76 feet to a point of non-tangent curvature, in the bed of said Bridge Street; (4) Southeasterly, within the bed of the said Bridge Street (courses 4 through 6), by a curve to the left, having a radius of 1,541.66 feet, an arc length of 989.84 feet to a point of reverse curvature, the said point being distant by a chord of South 13°-17'-55" East, 972.92 feet from the last described point;

(5) Southeasterly, by a curve to the right, having a radius of 650.00 feet, an arc length of 258.29 feet to a point, the said point being distant by a chord of South 20°-18'-30" East 256.60 feet from the last described point; (6) South 08°-55'-28" East, 1,133.19 feet to a point; and (7) Leaving the said bed of Bridge Street, along the dividing line between Parcel 3 and Parcel 10, South 80°-59'-23" West, 231.23 feet to the point of Beginning;

THENCE from the said point of Beginning, continuing along the same, South 80°-59'-23" West, 193.72 feet to a point;

THENCE, along the said dividing line between Parcel 2, and said Parcel 10, South 09°-00'37" East, 210.20 feet to a point at the approximate mean high water mark of the Schuylkill;

THENCE, along the approximate mean high water mark of the Schuylkill River the dividing line between this and the said Parcel 10, the fifteen (15) following described courses and distances:

(1) South 82°-47'-43" West, 36.20 feet to a point;

(2) South 85°-28'-46" West, 97.98 feet to a point;

(3) South 73°-57'-48" West, 163.29 feet to a point;

(4) North 77°-52'-52" West, 29.60 feet to a point;

(5) Southwesterly, by a curve to the right having a radius of 143.91 feet, an arc length of 40.84 feet to a point of compound curvature, the said point being distant by a chord of South 60°-21'-37" West, 40.70 feet from the last described point;

(6) Southwesterly, by a curve to the right having a radius of 449.82 feet, an arc length of 92.63 feet to a point, the said point being distant by a chord of South 74°-23'-21" West, 92.46 feet from the last described point;

(7) South 80°-28'-13" West, 128.37 feet to a point;

(8) South 23°-45'-05" West, 5.33 feet to a point;

(9) South 59°-12'-31" West, 8.63 feet to a point;

(10) South 81°-54'-45" West, 30.48 feet to a point;

- (11) South 75°-28'-49" West, 18.15 feet to a point;
- (12) South 85°-44'-25" West, 10.97 feet to a point;
- (13) North 84°-58'-36" West, 24.53 feet to a point;
- (14) North 85°-06'-36" West, 15.18 feet to a point; and
- (15) South 59°-18'-09" West, 4.08 feet to a point;

THENCE, along the face of an existing retaining wall the two following described courses and distances:

- (1) South 77°-21'-16" West, 34.33 feet to a point; and
- (2) South 87°-30'-48" West, 10.32 feet to a point at the approximate mean high water mark of the Schuylkill River;

THENCE, continuing along the approximate mean high water mark of the Schuylkill River the eight (8) following described courses and distances:

- (1) South 23°-09'-08 West, 3.16 feet to a point;
- (2) North 81°-11'-44" West, 23.55 feet to a point;
- (3) North 74°-13'-01" West, 38.44 feet to a point;
- (4) South 81°-07'-10" West, 8.05 feet to a point;
- (5) South 48°-12'-13" West, 10.96 feet to a point;
- (6) South 83°-44'-55" West, 8.09 feet to a point;
- (7) North 60°-54'-38" West, 10.82 feet to a point; and
- (8) North 31°-00'-24" West, 8.19 feet to a point;

THENCE, extending into the Schuylkill River, South 85°-14'-02" West, 71.88 feet to a point on the Pierhead and Bulkhead Line of the Schuylkill River;

THENCE, along the said Pierhead and Bulkhead Line of the Schuylkill River, the North 41°56'-53" West, 258.27 feet to a point, a corner for lands now or formerly Pier Hayes Terminal;

THENCE, along the said lands now or formerly Pier Hayes Terminal the three (3) following described courses and distances:

- (1) North 12°-14'-00" East, 217.84 feet to an iron pin set;
- (2) North 80°-53'-25" East, 6.19 feet to an iron pin set; and
- (3) North 12°-14'-00" East, 525.52 feet to an iron pin set;

THENCE, along the lines for the said lands of Parcel 3 the eleven (11) following described courses and distances:

- (1) North 80°-52'-06" East, 1,049.99 feet to a concrete monument found;
- (2) North 39°-14'-15" East, 52.22 feet to a nail found;
- (3) North 74°-34'-27" East, 71.58 feet to a brass pin found;
- (4) South 02°-21'-38" East, 59.25 feet to a nail set;
- (5) South 08°-21'-25" East, 41.97 feet to a brass pin found;
- (6) South 53°-32'-48" East, 2.81 feet to a brass pin found;
- (7) South 08°-54'-06" East, 425.48 feet to a fence post;
- (8) South 80°-00'-57" West, 367.78 feet to a nail set;
- (9) South 08°-43'-34" East, 142.16 feet to a nail set;
- (10) North 81°-16'-26" East, 179.62 feet to a nail set; and
- (11) South 09°-09'-14" East, 73.94 feet to the point and place of Beginning;

CONTAINING within said metes and bounds, 24.478 acres of land being the same, more or less....

PARCEL 3

BEGINNING at a point formed at the Southeasterly corner of the intersection of Langley Avenue and 26th Street extending the distance of 2444.6 feet east from this point; thence extending south 216.2 feet parallel to an existing property; thence extending west parallel to Langley Avenue 2452 feet to a point; thence extending north 210.7 feet to the first mentioned point and place of BEGINNING.

CONTAINING an area of 11.99 acres.

PARCEL 3B (referred to as 3B on The Navy Yard Real Estate map)

ALL THAT CERTAIN LOT, PIECE OR PARCEL OF LAND, SITUATE IN PHILADELPHIA, PENNSYLVANIA KNOWN AS PARCEL 3B ON A PLAN TITLED SUBDIVISION PLAN - PARCELS 3B AND 3C, PREPARED BY PENNONI ASSOCIATES INC., DATED DECEMBER 4, 2007, LAST REVISED JANUARY 16, 2008, AND BEING MORE PARTICULARLY DESCRIBED, BY PENNONI ASSOCIATES INC., AS FOLLOWS, TO WIT:

BEGINNING AT A POINT ON THE NORTHEASTERLY CORNER OF PARCEL 3C, SAID POINT BEING DISTANT THE FOLLOWING TWELVE (12) COURSES AND DISTANCES FROM THE SOUTHWESTERLY TERMINUS OF SOUTH BROAD STREET (LEGALLY OPEN, ON CITY PLAN, VARIABLE WIDTH) AS IT EXTENDS TO THE PHILADELPHIA NAVAL BASE, TO WIT: NORTH 14° 30' 00" EAST, 316.170' TO A POINT, THENCE CONTINUING; NORTH 75° 34' 54" WEST, 146.570' TO A POINT, THENCE CONTINUING; SOUTH 14°25' 06" WEST, 35.250' TO A POINT, THENCE CONTINUING; NORTH 75° 12' 02" WEST, 531.860' TO A POINT, THENCE CONTINUING; NORTH 60° 45' 24" WEST, 182.920' TO A POINT, THENCE CONTINUING; NORTH 09° 06' 35" WEST, 19.020' TO A POINT,

THENCE CONTINUING, SOUTH 80° 51' 37" WEST, 2,389.920' TO A POINT OF CURVATURE, THENCE CONTINUING; NORTHWESTERLY 1073.400' ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1,491.610' (CHORD BEING NORTH 78° 31' 26" WEST, 1050.390') TO A POINT, THENCE CONTINUING; NORTHWESTERLY 404.340' ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1,491.610' (CHORD BEING NORTH 50° 08' 32" WEST, 403.100') TO A POINT, THENCE CONTINUING; NORTHWESTERLY 247.910' ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1,491.610' (CHORD BEING NORTH 37° 36' 55" WEST, 247.620') TO A POINT OF COMPOUND CURVATURE, THENCE CONTINUING; NORTHWESTERLY 998.470' ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1511.660' (CHORD BEING NORTH 13° 55' 54" WEST, 980.420') TO A POINT, THENCE CONTINUING; NORTH 75° 57' 30" WEST, 56.680' TO THE POINT OF BEGINNING, THENCE BY A NEW LINE FOR PARCEL 3B THE FOLLOWING THREE (3) COURSES AND DISTANCES;

1) SOUTHEASTERLY 428.320' ALONG THE ARC OF CURVE TO THE LEFT HAVING A RADIUS OF 1,567.660' (CHORD BEING SOUTH 02° 30' 40" EAST, 427.000') TO A POINT, SAID POINT BEING A COMMON CORNER WITH PARCEL 3C, THENCE CONTINUING;
 2) SOUTH 73° 38' 26" WEST, 11.370' TO A POINT, THENCE CONTINUING;
 3) SOUTH 70° 44' 08" WEST, 560.120' TO A POINT ON LANDS NOW OR FORMERLY OF CONSOLIDATED RAIL CORPORATION, SAID POINT BEING A COMMON CORNER WITH PARCEL 3C, THENCE LEAVING PARCEL 3C BY THE COMMON LINE WITH SAID LANDS NOW OR FORMERLY OF CONSOLIDATED RAIL CORPORATION THE FOLLOWING NINE (9) COURSES AND DISTANCES;

4) NORTH 12° 14' 00" EAST, 79.220' TO A POINT, THENCE CONTINUING;
 5) NORTH 10° 26' 00" WEST, 240.690' TO A POINT, THENCE CONTINUING;
 6) NORTH 01° 56' 00" WEST, 122.660' TO A POINT, THENCE CONTINUING;
 7) NORTH 32° 49' 05" WEST, 129.390' TO A POINT, THENCE CONTINUING;
 8) SOUTH 57° 10' 55" WEST, 10.000' TO A POINT, THENCE CONTINUING;
 9) NORTH 32° 49' 05" WEST, 329.480' TO A POINT, THENCE CONTINUING;
 10) SOUTH 75° 57' 30" EAST, 72.560' TO A POINT, THENCE CONTINUING;
 11) NORTH 50° 08' 54" EAST, 851.140' TO A POINT, THENCE CONTINUING;
 12) SOUTH 76° 37' 07" EAST, 199.400' TO A POINT ON THE WESTERLY SIDE OF 26TH STREET, THENCE ALONG THE WESTERLY SIDE OF 26TH STREET THE FOLLOWING TWO (2) COURSES AND DISTANCES:

13) SOUTH 13° 22' 53" WEST, 439.180' TO A POINT OF CURVATURE, THENCE CONTINUING;
 14) SOUTHWESTERLY 252.070' ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 1599.660' (CHORD BEING SOUTH 08° 54' 53" WEST, 251.810') TO A POINT, THENCE PARTIALLY ALONG THE SOUTHWESTERLY TERMINUS OF 26TH STREET;

15) SOUTH 75° 57' 30" EAST, 32.830' TO THE POINT AND PLACE OF BEGINNING.
 CONTAINING 676,074.23 SQUARE FEET OR 15.52053 ACRES OF LAND, MORE OR LESS.

BEING COMMONLY KNOWN AS 4000 SOUTH 26TH STREET.

DESCRIPTION PARCEL 3C

ALL THAT CERTAIN LOT, PIECE OR PARCEL OF LAND, SITUATE IN PHILADELPHIA, PENNSYLVANIA KNOWN AS PARCEL 3C ON A PLAN TITLED SUBDIVISION PLAN - PARCELS 3B AND 3C, PREPARED BY PENNONI ASSOCIATES INC., DATED DECEMBER 4, 2007, LAST REVISED JANUARY 16, 2008, AND BEING MORE PARTICULARLY DESCRIBED, BY PENNONI ASSOCIATES INC., AS FOLLOWS, TO WIT:

BEGINNING AT A POINT ON THE NORTHEASTERLY CORNER OF PARCEL 3C, SAID POINT BEING DISTANT THE FOLLOWING THIRTEEN (13) COURSES AND DISTANCES FROM THE SOUTHWESTERLY TERMINUS OF SOUTH BROAD STREET (LEGALLY OPEN, ON CITY PLAN, VARIABLE WIDTH) AS IT EXTENDS TO THE PHILADELPHIA NAVAL BASE, TO WIT: NORTH 14° 30' 00" EAST, 316.170' TO A POINT, THENCE CONTINUING; NORTH 75° 34' 54" WEST, 146.570' TO A POINT, THENCE CONTINUING; SOUTH 14° 25' 06" WEST, 35.250' TO A POINT, THENCE CONTINUING; NORTH 75° 12' 02" WEST, 531.860' TO A POINT, THENCE CONTINUING; NORTH 60° 45' 24" WEST, 182.920' TO A POINT, THENCE CONTINUING; NORTH 09° 06' 35" WEST, 19.020' TO A POINT, THENCE CONTINUING; SOUTH 80° 51' 37" WEST, 2,389.920' TO A POINT OF CURVATURE, THENCE CONTINUING; NORTHWESTERLY 1073.400' ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1,491.610' (CHORD BEING NORTH 78° 31' 26" WEST, 1050.390') TO A POINT, THENCE CONTINUING; NORTHWESTERLY 404.340' ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1,491.610' (CHORD BEING NORTH 50° 08' 32" WEST, 403.100') TO A POINT, THENCE CONTINUING; NORTHWESTERLY 247.910' ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1,491.610' (CHORD BEING NORTH 37° 36' 55" WEST, 247.620') TO A POINT OF COMPOUND CURVATURE, THENCE CONTINUING; NORTHWESTERLY 998.470' ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1511.660' (CHORD BEING NORTH 13° 55' 54" WEST, 980.420') TO A POINT, THENCE CONTINUING; NORTH 75° 57' 30" WEST, 56.680' TO A POINT ON PARCEL 3B, THENCE ALONG PARCEL 3B; SOUTHEASTERLY 428.320' ALONG THE ARC OF CURVE TO THE LEFT HAVING A RADIUS OF 1,567.660' (CHORD BEING SOUTH 02° 30' 40" EAST, 427.000') TO THE POINT OF BEGINNING, SAID POINT OF BEGINNING BEING A POINT IN THE BED OF AN EXISTING CARTWAY, THENCE BY A NEW LINE FOR PARCEL 3C AND BY THE BED OF SAID EXISTING CARTWAY THE FOLLOWING THREE (3) COURSES AND DISTANCES;

- 1) SOUTHEASTERLY 569.530' ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS 1,567.660' (CHORD BEING SOUTH 20° 44' 47" EAST, 566.410') TO A POINT OF REVERSE CURVE, THENCE CONTINUING;
- 2) SOUTHEASTERLY 247.470' ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS 625.000' (CHORD BEING SOUTH 19° 48' 39" EAST, 245.860') TO A POINT OF TANGENCY, THENCE CONTINUING;
- 3) SOUTH 08° 28' 03" EAST, 393.270' TO A POINT, SAID POINT BEING ON THE EXTENSION OF THE PROPERTY LINE FOR PARCEL 2, THENCE THEREBY AND BY THE COMMON LINE WITH PARCEL 2, THE FOLLOWING (3) COURSES AND DISTANCES;
 - 4) SOUTH 74° 34' 27" WEST, 72.050', THENCE CONTINUING;
 - 5) SOUTH 39° 14' 15" WEST, 52.220', THENCE CONTINUING;

- 6) SOUTH 80° 52' 06" WEST, 1,049.990' TO A POINT, SAID POINT BEING A COMMON CORNER WITH PARCEL 2 AND LANDS NOW OR FORMERLY OF PIER HAYS TERMINAL, THENCE BY THE COMMON LINE WITH SAID LANDS NOW OR FORMERLY OF PIER HAYS TERMINAL AND LANDS NOW OR FORMERLY OF CONSOLIDATED RAIL CORPORATION, IN PART;
- 7) NORTH 12° 14' 00" EAST, 1,215.810' TO A POINT, THENCE CONTINUING;
- 8) NORTH 70° 44' 08" EAST, 560.120' TO A POINT, THENCE CONTINUING;
- 9) NORTH 73° 38' 26" EAST, 11.370' TO THE POINT AND PLACE OF BEGINNING.

CONTAINING 1,038,095.77 SQUARE FEET OR 23.83140 ACRES OF LAND, MORE OR LESS.

BEING COMMONLY KNOWN AS 4300 SOUTH 26TH STREET.

PARCEL 4:

Description of Parcel 4, a portion of the Philadelphia Naval Base Site, property located at the south end of Broad Street in the 39th and 26th Wards of the City of Philadelphia, Commonwealth of Pennsylvania.

ALL THAT CERTAIN tract, piece or parcel of land situated in the 39th Ward of the City of Philadelphia, Commonwealth of Pennsylvania, as shown on a plan prepared by Van Demark & Lynch, Inc., Surveyors, Planners, and Engineers, of Wilmington, Delaware, Drawing No. 34214-B, dated January 21, 2000, entitled "Parcel Plan, Philadelphia Naval Base, prepared for, Quad Three Group, Inc. and United States Navy" and described as follows to wit:

Beginning at a nail set, at the intersection of the north edge of the north crane rail and rail extended of Pier F with the 60 feet easterly offset line of the east side of the Bridge Street bridge extending over the Reserve Basin Entrance, a common corner for Parcel 10 and Retained Area 2, the said point being measured the eight (8) following described courses and distances from a concrete monument found, the common corner for lands now or formerly of Consolidated Rail Corporation, and lands for the Philadelphia Naval Base, Parcel 3, the said corner being on the westerly side of Twenty-Sixth Street;

- (1) South 13 degrees-22'-53" West, 439.18 feet to a point of curvature;
- (2) Southwesterly, by a curve to the left, having a radius of 1,599.66 feet, an arc length of 252.07 feet to a point, the said point being distant by a chord of South 08°-54'-53" West, 251.81 feet from the last described point;
- (3) South 75°-57' -30" East, 58.76 feet to a point of non-tangent curvature, in the bed of said Bridge Street;
- (4) Southeasterly, within the bed of the said Bridge Street (courses 4 through 6), by a curve to the left, having a radius of 1,541.66 feet, an arc length of 989.84 feet to a point of reverse curvature, the said point being distant by a chord of South 130 -17' -55" East, 972.92 feet from the last described point;
- (5) Southeasterly, by a curve to the right, having a radius of 650.00 feet, an arc length of 258.29 feet to a point, the said point being distant by a chord of South 200 -18' -30" East, 256.60 feet from the last described point;
- (6) South 08°-55' -28" East, 1,133.19 feet to a point; and
- (7) Leaving the said bed of Bridge Street, along the dividing line between Parcel 3 and Parcel 10, North 800 .59' -23" East, 89.82 feet to a point, a common corner for Parcel 3, Parcel 10 and Retained Area 2, being on a line 60 feet easterly offset of the east side of the Bridge Street bridge extending over the Reserve Basin Entrance;
- (8) Along the said line 60 feet easterly offset of the east side of the Bridge Street, South 09°-00'-57" East, 632.64 feet to the said point of Beginning;

THENCE from the said point of Beginning, along the north edge of the north crane rail and rail extended of Pier F, being the dividing line between Parcel 4 and Retained Area 2, North 80°-59' -05" East, 623.68 feet to a point;

THENCE, leaving the said north edge of the north crane rail and rail extended of Pier F, being the dividing line between Parcel 4 and Retained Area 2, South 09°-00' -55" East, 34.93 feet to a point on the centerline of said Pier F;

THENCE, along the said centerline of Pier F, being the said dividing line between the Retained Area 2 and Parcel 4, North 80°-59' -05" East, 581.04 feet to a point on the end of Pier;

THENCE, partially along the easterly end of Pier F and along the said bulkhead, crossing the Marine Railway, being the said dividing line between the Retained Area 2 and Parcel 4, the two (2) following described courses and distances:

(8) South 09° -12' -24" East, 169.01 feet to a point; and

(9) South 00° -25' -39" East, 31.03 feet to a point on the edge of the bulkhead for Wharf E of the Reserve Basin, the said point being on the 1S feet northerly offset line of the south edge of rail for the southerly most crane rail on the south side of the Marine Railway;

THENCE, along the said 15 feet northerly offset line of the south edge of rail for the southerly most crane rail on the south side of the Marine Railway, being the said dividing line between the Retained Area 2 and Parcel 4, South 80°-55' -35" West, 567.08 feet to a nail set;

THENCE, along the said dividing line between the Retained Area 2 and Parcel 4, the two (2) following described courses and distances:

(1) South 00°-13' -14" East, 233.89 feet to an iron pin set; and

(2) North 89°-46'-46" East, 235.50 feet to a nail set on the fence line extended northerly from Rowan Avenue;

THENCE, along the said fence line and fence line extended, being partially the said dividing line between Parcel 5 and Parcel 4 and partially the said dividing line between the Retained Area 2 and Parcel 4, crossing Rowan Avenue, South 00°-13' -14" East, 364.05 feet to a nail set;

THENCE, along said dividing line between Parcel 5 and Parcel 4, the four (4) following described courses and distances:

(1) North 73°-35'-32" West, 125.00 feet to a nail found;

(2) Crossing Porter Avenue, South 00°-37' -58" East, 667.95 feet to a nail found;

(3) North 89°-24'-06" East, 152.87 feet to a nail set; and

(4) South 00°-44' -30" East, 1,961.31 feet to a point on the Pierhead and Bulkhead Line of the Delaware River;

THENCE, along the said Pierhead and Bulkhead Line of the Delaware River the two (2) following described courses and distances:

(1) North 81°-37' -20" West, 1,603.80 feet to a point; and

(2) North 65°-28' -06" West, 190.61 feet to a point on the Pierhead and Bulkhead Line of the Schuylkill River;

THENCE, along the said Pierhead and Bulkhead Line of the Schuylkill River, being along Wharfs, K, J, I and partially Wharf-H. the five (5) following described courses and distances:

(1) North 36°-35'-18" West, 186.61 feet to a point;

(2) North 11°-51' -51" West, 479.51 feet to a drill hole set;

(3) North 02°-05' -55" West, 1,123.72 feet to an "X" mark set;

(4) North 13°-49'-13" East, 565.52 feet to an "X" mark set; and

(5) North 34°-24'-51" East, 357.46 feet to a point on the edge of the said Wharf-H, a corner for Parcel 10;

THENCE, along the said edge of Wharf -H. being southeasterly of the Reserve Basin entrance, being also the dividing line between Parcel 10 and Parcel 4, North 34°-24' -51" East, 305.32 feet to an "X" mark set, a corner of Wharf- G;

THENCE, along the said edge of Wharf -G, being the dividing line between Parcel 10 and Parcel 4, North 65°-32' -50" East, 406.38 feet to an "X" mark set on the bulkhead;

THENCE, along the said bulkhead, being the dividing line between Parcel 10 and Parcel 4, North 80°-29'-40" East, 44.87 feet to a nail set on the westerly side of the Bridge Street bridge;

THENCE, crossing Bridge Street, along the dividing line between Parcel 10 and Parcel 4, South 87°-59' -01" East, 121.16 feet to the point and place of Beginning;

CONTAINING within said metes and bounds, 133.368 acres of land being the same, more or less... .

EXCEPTING THEREFROM 3 PARCELS already occupied, namely Parcel 4A, Parcel 4C, and a description called Basin Bridge area

Parcel 4A

All that certain interior lot or piece of ground with the buildings and improvements thereon erected Situate in the 26 and 39 Ward of the City of Philadelphia and described according to a Plan of Property made by James P Vesey Surveyor and Regulator of the Second Survey District dated March 15 2000 as follows

Beginning at an interior point said point is located the following two courses and distances from the intersection of the Southerly side of Pattison Avenue 120 wide and the Easterly side of Broad Street 300 wide (1) S 14° 30' 00"W the distance of 6342.221' (2) N. 75° 30' 00"W the distance of 2751.572' to the interior point of beginning ; Thence extending S 00° 43'46.16" E the distance of 1960.595' to a point on the Pierhead and Bulkhead Line of the Delaware River approved by the Secretary of War September 10 1940; Thence extending along the said Pierhead and Bulkhead Line of the Delaware River the three following courses and distances (1)N 81 36°39'46" W the distance of 1603.327' to a point; (2)N. 65 °27'23.04" W the distance of 190.625' to a point; (3) N 36° 34'34.64" W the distance of 186.633' to a point at the Southerly termination of the Pierhead and Bulkhead Line of the Schuylkill River approved by the Secretary of War September 10 1940; Thence extending along the said Pierhead and Bulkhead Line of the Schuylkill River the following four courses and distances (1) N 11° 51' 04.47" W the distance of 479.561' to a point; (2) N. 02° OS'11.54" W the distance of 1123.828' to a point; (3) N 13 49 49.56 E the distance of 565.577' to a point; (4) N. 34° 25' 34.16" E the distance of 5.797' to a point; Thence extending N 89° 24' 14" E the distance of 855.452' to a point; Thence extending partly crossing a proposed easement for roadway purposes N 00° 35' 22" W the distance of 326.721' to a point; Thence extending partly crossing the proposed easement for roadway purposes S 00° 29' 58" E the distance of 368.858' to a point; Thence extending N 73° 34' 13" W the distance of 142.366' to a point; Thence extending S 00° 36' 40"E the distance 668.094' to a point; Thence extending N 89 24 S0 E the distance of 152.904' to the first mentioned interior point and place of beginning.
Containing in Area 4993429 SF or 114.6 Acres

PARCEL 4C

All that certain tract or parcel of land situate 39th ward of the City of Philadelphia, Commonwealth of Pennsylvania, more particularly bounded and described in accordance with a subdivision plan prepared by Barton & Martin Engineers, a division of Vollmer Associates, dated July 5, 2006, Project Number 2006-63-080 as follows to wit:

Beginning at a point on the easterly line for lands now or formerly of the Commonwealth of Pennsylvania, Department of Transportation, the said point being measured the twenty two (22) following described courses and distances from the intersection of the Easterly line of Broad Street (300' wide) with the Southwesterly side of Pattison Avenue (120' wide):

1. Southwesterly along the Easterly side of Broad Street, 2527.57 feet to a point;
2. Southeasterly at right angles to said Broad Street, 37.00 feet to a point, to a corner for lands now or formerly of Consolidated Rail Corporation;
3. South 14 degrees 30 minutes 00 seconds West, at a distance of 225.65 feet to a point;
4. South 03 degrees 50 minutes 37 seconds East, at a distance of 215.69 feet to the point;
5. South 73 degrees 08 minutes 17 seconds East, at a distance of 120.00 feet to a point;
6. South 16 degrees 51 minutes 43 seconds West, at a distance of 60.00 feet to a point;
7. North 73 degrees 08 minutes 17 seconds West, at a distance of 291.96 feet to a point;
8. South 14 degrees 30 minutes 00 seconds West, at a distance of 119.89 feet to a point;
9. North 73 degrees 08 minutes 17 seconds West, at a distance of 106.46 feet to a point;
10. South 14 degrees 36 minutes 46 seconds West, at a distance of 249.15 feet to a point
11. North 73 degrees 17 minutes 43 seconds West, at a distance of 26.42 feet to a point;
12. South 14 degrees 28 minutes 38 seconds West, at a distance of 709.37 feet to a point;
13. South 75 degrees 28 minutes 19 seconds East, at a distance of 25.48 feet to a point;
14. South 14 degrees 31 minutes 41 seconds West, at a distance of 69.25 feet to a point;
15. Southwesterly, by a curve to the left having a radius of 474.00 feet, an arc distance of 124.87 feet, the chord bearing South 06 degrees 58 minutes 53 seconds West, at a distance of 124.50 feet to a point of tangency;

16. South 00 degrees 33 minutes 26 seconds East, at a distance of 863.13 feet to a point;
17. South 89 degrees 20 minutes 07 seconds West, at a distance of 786.78 feet to a point;
18. North 00 degrees 00 minutes 00 seconds West, at a distance of 89.54 feet to a point;
19. South 90 degrees 00 minutes 00 seconds West, at a distance of 2154.94 feet to a point;
20. North 66 degrees 48 minutes 45 seconds West, at a distance of 177.85 feet to a point;
21. North 90 degrees 00 minutes 00 seconds West, at a distance of 907.46 feet to a point;
22. North 00 degrees 05 minutes 48 seconds West, at a distance of 309.04 feet to a point being the proposed point and place of beginning of Proposed Parcel 4C.

Beginning from said point and place of beginning, being measured the four (4) following described courses and distances:

1. North 00 degrees 05 minutes 48 seconds West, at a distance of 334.04 feet to a point;
2. North 80 degrees 59 minutes 05 seconds East, at a distance of 385.812 feet to a point;
3. South 00 degrees 00 minutes 18 seconds East, at a distance of 390.301 feet to a point;
4. South 89 degrees 22 minutes 08 seconds West, at a distance of 380.54 feet to a point being the said point and place of beginning of Proposed Parcel 4C.

BEING PART OF the same premises which The United States of America, acting by and through the Commanding Officer, Northern Division, Naval Facilities Engineering Command by Deed dated March 30, 2000 and recorded March 31, 2000 in the Philadelphia County Recorder of Deeds Office in Document Number 50058409, conveyed unto Philadelphia Authority for Industrial Development, a body corporate and politic organized under the laws of the Commonwealth of Pennsylvania, in fee.

PARCEL 4 Building Basin Bridge

BEGINNING at a point 1106.8 feet south of the Northwesterly corner of the intersection of Langley Avenue and 26th Street; thence extending the distance of 275.3 feet west from this point; thence extending north 160.1 feet to a point; thence extending on a 45 degree angle north east along the wharf 207.4 feet to a point; thence extending on a 45 degree angle 256.8 feet to the first mentioned point and place of BEGINNING.

CONTAINING an area of 1.12 acres.

Therefore, CONTAINING in total a parcel of 18 acres.

PARCEL 5M

ALL THAT CERTAIN tract or parcel of land situate in the 39th Ward of the city of Philadelphia, Commonwealth of Pennsylvania, more particularly bounded and described in accordance with a plan prepared by Advanced GeoServices, dated Nov. 04, 2008, Project Number 20082265 as follows: Beginning at a point on the easterly line for lands now or formerly of the Commonwealth of Pennsylvania, Department of Transportation, the said point being measured the following 36 courses and distances from a point marking the easterly line of Broad Street (300' wide) with the southwesterly side of Pattison Avenue (120" wide):

1. Southwesterly along the easterly side of Broad Street, 2527.57 feet to a point;
2. Southeasterly at right angles to Broad street, 37.00 feet to a point, to a corner for lands now or formerly of Consolidated Rail corporation
3. South 14 degrees 30 minutes 00 seconds West 225.65 feet to a point;
4. South 03 degrees 50 minutes 37 seconds East 215.473 feet to a point;
5. South 73 degrees 08 minutes 17 seconds East 120.00 feet to a point;
6. South 16 degrees 51 minutes 43 seconds West 60.00 feet to a point;
7. North 73 degrees 08 minutes 17 seconds West 291.96 feet to a point;
8. South 14 degrees 30 minutes 00 seconds West 120.102 feet to a point;
9. North 73 degrees 05 minutes 17 seconds West 106.026 feet to a point;
10. South 14 degrees 36 minutes 46 seconds West 249.15 feet to a point;
11. North 73 degrees 17 minutes 43 seconds West 26.42 feet to a point;
12. South 14 degrees 28 minutes 38 seconds West 709.37 feet to a point;

13. South 75 degrees 28 minutes 19 seconds East 25.48 feet to a point;
14. South 14 degrees 31 minutes 41 seconds West 69.25 feet to a point;
15. Southwesterly by a curve to the left having a radius of 474.00 feet, an arc distance of 124.78 feet, the chord South 06 degrees 58 minutes 53 seconds West 124.50 feet to a point;
16. South 00 degrees 33 minutes 56 seconds East 838.50 feet to a point;
17. South 89 degrees 22 minutes 30 seconds West 316.20 feet to a point;
18. South 00 degrees 03 minutes 08 seconds East 305.43 feet to a point;
19. South 89 degrees 18 minutes 56 seconds West 114.08 feet to the point;
20. North 00 degrees 45 minutes 36 seconds East 5.00 feet to a point;
21. South 89 degrees 23 minutes 09 seconds West 151.03 feet to a point;
22. North 00 degrees 36 minutes 51 seconds West 20.84 feet to a point;
23. South 89 degrees 23 minutes 09 seconds West 28.30 feet to a point;
24. South 00 degrees 36 minutes 51 seconds East 6.10 feet to a point;
25. South 89 degrees 23 minutes 09 seconds West 16.76 feet to a point;
26. South 00 degrees 36 minutes 51 seconds East 14.58 feet to a point;
27. South 89 degrees 23 minutes 09 seconds West 174.11 feet to a point;
28. North 00 degrees 37 minutes 54 seconds west 17.63 feet to a point;
29. South 89 degrees 17 minutes 13 seconds West 189.76 feet to a point;
30. North 00 degrees 10 minutes 34 seconds East 20.21 feet to a point;
31. North 89 degrees 49 minutes 26 seconds West 45.47 feet to a point;
32. North 00 degrees 10 minutes 43 seconds East 9.98 feet to a point;
33. North 89 degrees 49 minutes 26 seconds West 93.59 feet to a point;
34. South 00 degrees 33 minutes 12 seconds East 218.18 feet to a point;
35. South 89 degrees 27 minutes 55 seconds West, along the northerly side of Kitty Hawk Avenue (various width) 140.01 feet to a point;
36. South 00 degrees 31 minutes 37 seconds East, crossing said Kitty Hawk Avenue, 40.22 feet to the point of beginning and thence along the southerly side of Kitty Hawk Avenue, North 89 degrees 41 minutes 13 seconds East 457.633 feet to a point on the westerly side of 16th Street, thence along the same South 00 degrees 32 minutes 15 seconds East 234.457 feet to a point marking a corner of Parcel 5L, thence along the same the following four courses and distances to wit:
 1. South 89 degrees 27 minutes 45 seconds West 193.267 feet to a point;
 2. South 00 degrees 32 minutes 15 seconds East 150.118 feet to a point;
 3. North 89 degrees 27 minutes 45 seconds East 17.050 feet to a point;
 4. South 00 degrees 28 minutes 50 seconds 326.640 feet to a point, thence South 89 degrees 28 minutes 45 seconds West 66.221 feet to a point, thence North 37 degrees 39 minutes 30 seconds West 51.407 feet to a point, thence North 58 degrees 24 minutes 54 seconds west 217.310 feet to a point on the easterly side of 17th Street, thence along the same North 00 degrees 31 minutes 37 seconds West 556.448 feet to the point of the beginning.

Area 220,502SF - 5.062 Acres

PARCEL 5N URBAN OUTFITTERS LOT DESCRIPTION

ALL THAT CERTAIN tract or parcel of land situate in the 39th Ward of the city of Philadelphia, Commonwealth of Pennsylvania, more particularly bounded and described in accordance with a plan prepared by Advanced GeoServices, dated Nov. 04, 2008, Project Number 20082265 as follows:

Beginning at a point on the easterly line for lands now or formerly of the Commonwealth of Pennsylvania, Department of Transportation, the said point being measured the following twenty nine courses and distances from a point marking the easterly lone of Broad Street (300'wide) with the southwesterly side of Pattison Avenue (120" wide):

1. Southwesterly along the easterly side of Broad Street, 2527.57 feet to a point
2. Southeasterly at right angles to Broad street, 37.00 feet to a point, to a corner for lands now or formerly of Consolidated Rail corporation;
3. South 14 degrees 30 minutes 00 seconds West 225.65 feet to a point;
4. South 03 degrees 50 minutes 37 seconds East 215.473 feet to a point;
5. South 73 degrees 08 minutes 17 seconds East 120.00 feet to a point;
6. South 16 degrees 51 minutes 43 seconds West 60.00 feet to a point;

7. North 73 degrees 08 minutes 17 seconds West 291.96 feet to a point;
8. South 14 degrees 30 minutes 00 seconds West 120.102 feet to a point;
9. North 73 degrees 08 minutes 17 seconds West 106.026 feet to a point;
10. South 14 degrees 36 minutes 46 seconds West 249.15 feet to a point;
11. North 73 degrees 17 minutes 43 seconds West 26.42 feet to a point;
12. South 14 degrees 28 minutes 38 seconds West 709.37 feet to a point;
13. South 75 degrees 28 minutes 19 seconds East 25.48 feet to a point;
14. South 14 degrees 31 minutes 41 seconds West 69.25 feet to a point;
15. Southwesterly by a curve to the left having a radius of 474.00 feet, an arc distance of 124.78 feet, the chord South 06 degrees 58 minutes 53 seconds West 124.50 feet to a point;
16. South 00 degrees 33 minutes 56 seconds East 838.50 feet to a point;
17. South 89 degrees 22 minutes 30 seconds West 316.20 feet to a point;
18. South 00 degrees 03 minutes 08 seconds East 305.43 feet to a point;
19. South 89 degrees 18 minutes 56 seconds West 114.08 feet to the point;
20. North 00 degrees 45 minutes 36 seconds East 5.00 feet to a point;
21. South 89 degrees 23 minutes 09 seconds West 151.03 feet to a point;
22. North 00 degrees 36 minutes 51 seconds West 20.84 feet to a point;
23. South 89 degrees 23 minutes 09 seconds West 28.30 feet to a point;
24. South 00 degrees 36 minutes 51 seconds East 6.10 feet to a point;
25. South 89 degrees 23 minutes 09 seconds West 16.76 feet to a point;
26. South 00 degrees 36 minutes 51 seconds East 14.58 feet to a point;
27. South 89 degrees 23 minutes 09 seconds West 174.11 feet to a point;
28. North 00 degrees 37 minutes 54 seconds West 17.63 feet to a point;
29. South 89 degrees 17 minutes 13 seconds West 146.426 feet to the point of beginning and thence:

South 00 degrees 12 minutes 22 seconds East, along Parcel 5P, 165.723 feet to a point on the northerly side of Kitty Hawk Avenue (various width), S 89 degrees 33 minutes 26 seconds East 188.032 feet to a point in line of now or formerly RETAINED AREA 2, thence along the same the following six courses and distances to wit:

1. North 00 degrees 33 minutes 12 seconds West 197.162 feet to a point;
2. South 89 degrees 49 minutes 26 seconds East 93.59 feet to a point;
3. South 00 degrees 10 minutes 34 seconds West 9.98 feet to a point;
4. South 89 degrees 49 minutes 26 seconds East 45.47 feet to a point;
5. South 00 degrees 10 minutes 24 seconds West 20.21 feet to a point;
6. North 89 degrees 47 minutes 13 seconds East 43.334 feet to a point of beginning.

Proposed Parcel Area 33,880 SF – 0.778 Acres

PARCEL 5P

ALL THAT CERTAIN tract or parcel of land situate in the 39th Ward of the city of Philadelphia, Commonwealth of Pennsylvania, more particularly bounded and described in accordance with a plan prepared by Advanced GeoServices, dated Nov, 04, 2008, Project Number 20082265 as follows:

Beginning at a point on the easterly line for lands now or formerly of the Commonwealth of Pennsylvania, Department of Transportation, the said point being measured the following twenty seven courses and distances from a point marking the easterly lone of Broad Street (300'wide) with the southwesterly side of Pattison Avenue (120" wide):

1. Southwesterly along the easterly side of Broad Street, 2527.57 feet to a point;
2. Southeasterly at right angles to Broad street, 37.00 feet to a point, to a corner for lands now or formerly of Consolidated Rail corporation;
3. South 14 degrees 30 minutes 00 seconds West 225.65 feet to a point;
4. South 03 degrees 50 minutes 37 seconds East 215.473 feet to a point;
5. South 73 degrees 08 minutes 17 seconds East 120.00 feet to a point;
6. South 16 degrees 51 minutes 43 seconds West 60.00 feet to a point;
7. North 73 degrees 08 minutes 17 seconds West 291.96 feet to a point;

- 8. South 14 degrees 30 minutes 00 seconds West 120.102 feet to a point;
- 9. North 73 degrees 08 minutes 17 seconds West 106.026 feet to a point;
- 10. South 14 degrees 36 minutes 46 seconds West 249.15. feet to a point;
- 11. North 73 degrees 17 minutes 43 seconds West 26.42 feet to a point;
- 12. South 4 degrees 28 minutes 38 seconds West 709.37 feet to a point;
- 13. South 75 degrees 28 minutes 19 seconds East 25.48 feet to a point;
- 14. South 14 degrees 31 minutes 41 seconds West 69.25 feet to a point;
- 15. Southwesterly by a curve to the left having a radius of 474.00 feet, an arc distance of 124.78 feet, the chord South 06 degrees 58 minutes 53 seconds West 124.50 feet to a point;
- 16. South 00 degrees 33 minutes 56 seconds East 838.50 feet to a point;
- 17. South 89 degrees 22 minutes 30 seconds West 316.20 feet to a point;
- 18. South 00 degrees 03 minutes 08 seconds East 305.43 feet to a point;
- 19. South 89 degrees 18 minutes 56 seconds West 114.08 feet to the point;
- 20. North 00 degrees 45 minutes 36 seconds East 5.00 feet to a point;
- 21. South 89 degrees 23 minutes 09 seconds West 151.03 feet to a point;
- 22. North 00 degrees 36 minutes 51 seconds West 20.84 feet to a point;
- 23. South 89 degrees 23 minutes 09 seconds West 28.30 feet to a point;
- 24. South 00 degrees 36 minutes 51 seconds East 6.10 feet to a point;
- 25. South 89 degrees 23 minutes 09 seconds West 16.76 feet to a point;
- 26. South 00 degrees 36 minutes 51 seconds East 14.58 feet to a point;
- 27. South 89 degrees 23 minutes 09 seconds West 174.11 feet to a point of Beginning and thence:

South 00 degrees 37 minutes 54 seconds East, along the westerly side of 16th Street, 148.740 feet to a point on the northerly side of Kitty Hawk avenue (various width), thence along the same South 89 degrees 33 minutes 26 seconds West 147.656 feet to a point, in line of Parcel 5 N, thence along the same North 00 degrees 12 minutes 22 seconds West 165.723 feet to a point in line of now or formerly the RETAINED AREA 2, thence along the same the following two courses and distances to wit:

- 1. North 89 degrees 17 minutes 13 seconds East 146.426 feet to a point;
- 2. South 00 degrees 37 minutes 54 seconds East 17.63' feet to the point of beginning.

Proposed Parcel Area 24,415 SF - 0.560 Acres

PARCEL Building 57

Commencing at the southwesterly intersection of Kitty Hawk Drive and 19th Street the distance of 177.89 feet more or less and westwardly 67 feet to a point of the interior of the building; thence extending westwardly 64 feet to a point; thence extending southwardly 696 feet toward the river to a point; thence extending eastwardly 64 feet to a point in the interior of the building; thence extending northerly 696 feet to a point near the beginning. Excepting therefrom the middle bay area of this building containing 69,600 square feet. Commencing at a point westerly a distance of 164 feet from the previous referenced point of beginning; thence extending southwardly 696 feet toward the river to a point; thence extending westwardly 100 feet to a point at the end of the building; thence extending northerly 696 feet to a point; thence extending eastwardly 100 feet to a point more or less...

CONTAINING an area of 114,144 square feet or 2.62 acres.

PARCEL Building 22

BEGINNING at a point 624 feet south of the Southeasterly corner of the intersection of Kitty Hawk Avenue and 17th Street thence extending the distance of 74.1 feet east to a curve in the building; thence extending on a 45 degree angle south east 202 feet to a point; thence extending south 201.6 feet to a point; thence extending west 246.7 feet to a point; thence extending northerly 325.7 feet to the first mentioned point and place of BEGINNING.

CONTAINING an area of 1.85 acres.

PARCEL 7

Description of Parcel 7, a portion of the Philadelphia Naval Base Site, property located at the south end of Broad Street in the 39th and 26th Wards of the City of Philadelphia, Commonwealth of Pennsylvania.

ALL THAT CERTAIN tract, piece or parcel of land situate in the 39th and 26th Wards of the City of Philadelphia, Commonwealth of Pennsylvania, as shown on a plan prepared by Van Demark & Lynch, Inc., Surveyors, Planners, and Engineers, of Wilmington, Delaware, on Drawing No. 34214-B, dated January 21, 2000, entitled "Parcel Plan, Philadelphia Naval Base, prepared for, Quad Three Group, Inc. and United States Navy" and described as follows to wit:

BEGINNING at a drill hole set on the easterly side of Broad Street extended, said point being on a southeasterly line of lands now or formerly of the Commonwealth of Pennsylvania Department of Transportation at a southeasterly corner of lands now or formerly of Consolidated Rail Corporation, located the two (2) following described courses and distances from the intersection of the easterly side of Broad Street (at 300 feet wide) with the southwesterly side of Pattison Avenue (at 120 feet wide):

- (1) Southwesterly along the easterly side of Broad Street, 2,527.57 feet to a point;
- (2) Southeasterly at right angles to said Broad Street, 37.00 feet to the said point of

Beginning;

THENCE from the said point of Beginning, binding on lands now or formerly of the said Consolidated Rail Corporation, the five (5) following described courses and distances:

- (1) South 75°-30'-00" East, 3.00 feet to a drill hole set;
- (2) South 76°.31'-21" East, 229.54 feet to an iron pin set;
- (3) South 68°-33'-21" East, 284.65 feet to an iron pin set;
- (4) South 63°-50'-26" East, 341.02 feet to an iron pin set; and
- (5) Southeasterly by a curve to the left having a radius of 2,287.44 feet, and an arc length of 220.07 feet to a point, the said point being distant by a chord of South 66°.35'-48" East, 219.98 feet from the last described point;

THENCE, along the dividing line between Parcel 8 and Parcel 7 the seven (7) following described courses and distances:

- (1) South 00°-24'-30" East, 87.95 feet to an iron pin set;
- (2) South 62°-52'-00" East, 324.50 feet to an iron pin set;
- (3) South 48°-51'-00" East, 534.07 feet to an iron pin set;
- (4) South 42°-33'-00" East, 672.69 feet to an iron pin set;
- (5) South 36°-24'-00" East, 410.63 feet to an iron pin set;
- (courses 6 through 8 along the Environmental Reserve Area Building No.997)
- (6) North 44°-18'-00" East, 52.87 feet to an iron pin set;
- (7) South 45°-53'-00" East, 50.21 feet to an iron pin set;
- (8) South 44°-24'-30" West, 61.23 feet to a spike set;
- (9) South 36°-24'-00" East, 2 1 2~ 8 7 feet to an iron pin set, being also the northwesterly corner for Environmental Reserve Area Building No. 981; and
- (10) South 33°-53'-00" East, 486 .83 feet to a nail set, a common corner for Retained Area 8, Parcel 8 and Parcel 7;

THENCE, along the dividing line between the said Retained Area 8 and Parcel 7, South 89°-21'. 03" West, 710.58 feet to a nail set on the easterly side of League Island Boulevard (proposed at 110 feet wide);

THENCE, along the said easterly side of League Island Boulevard (proposed at 110 feet wide), crossing the proposed Mustin Road, being partially along the dividing line between Retained Area 8 and Parcel 7 and partially along the dividing line between Parcel 9 and Parcel 7, South 00°-40'-30" East, 1,705.29 feet to an iron pin set on the back of curb for the southerly side of Delaware Avenue;

THENCE, along the said side back of curb for the southerly side of Delaware Avenue, being the dividing line between Parcel 7 and Parcel 9, North 89°-28'-02" East, 306.92 feet to a point on 10 foot westerly offset line extended of the westerly side of the Seaplane Ramp, No. 881;

THENCE, along the said 10 foot westerly offset line extended of the westerly side of the Seaplane Ramp, No. 881, being the dividing line between Parcel 7 and Parcel 9, South 00°-20'15" East, 973.41 feet to a point on the Pierhead and Bulkhead Line of the Delaware River as established by the Secretary of War, September 10, 1940;

THENCE, along the said Pierhead and Bulkhead Line of the Delaware River the two (2) following described courses and distances:

- (1) North $86^{\circ}.01'-55''$ West, 2,392.41 feet to a point; and
- (2) South $89^{\circ}-02'-09''$ West, 724.58 feet to a point, on the most westerly edge of Pier 1 extended, a common corner for Parcel 8 and Parcel 7;

THENCE, along the said most westerly edge of Pier 1 extended and along the said Pier 1, being the dividing line between Parcel 8 and Parcel 7, the three (3) following described courses and distances:

- (1) North $00^{\circ}-27'-47''$ West, 682.37 feet to a point;
- (2) North $89^{\circ}032'-13''$ East, 50.01 feet to a point; and
- (3) North $00^{\circ}-27'-47''$ West, 327.32 feet to a nail set at the intersection of said Pier 1 with a bulkhead;

THENCE, leaving the said bulkhead, along the dividing line between Parcel 8 and Parcel 7, North $89^{\circ}.32'.13''$ East, 23.56 feet to a point on westerly side of Broad Street extended (within the Philadelphia Naval Base);

THENCE, along the said westerly side of Broad Street and Broad Street extended, being the back of curb and curb line extended of said Broad Street as it exists from Rowan Avenue northerly to Davis Avenue, crossing Philip Avenue, Porter Avenue, Rowan Avenue and Davis Avenue, being, in part, the dividing line between Parcel 5 and Parcel 7 and in part, the dividing line between Parcel 3 and Parcel 7 the three (3) following described courses and distances:

- (1) North $00^{\circ}-33'-56''$ West, 2,302.34 feet to an iron pin set, a point of curvature;
- (2) Northeasterly, by a curve to the right, having a radius of 474.00 feet, an arc length of 124.87 feet to a nail set, the said point being distant by a chord of North $06^{\circ}-58'-53''$ East, 124.50 feet from the last described point; and
- (3) North $14^{\circ}-31'-41''$ East, 69.25 feet to a drill hole set;

THENCE, leaving the said line of the back of curb and back of curb extended for the westerly side of Broad Street, being the dividing line between Parcel 7 and Retained Area 2, North $75^{\circ} 28'19''$ West, 25.48 feet to a drill hole set on the corner of the quay wall at the easterly end of the Reserve Basin;

THENCE, along the said westerly line of the quay wall at the easterly end of the Reserve Basin, being the dividing line between Parcel 7 and Retained Area 2, North $14^{\circ}-28'-38''$ East, 709.37 feet to a nail set on the back of curb for the southerly side of Davis Avenue, being a point on the line for Parcel 3;

THENCE, along the said back of curb and curb line extended for the southerly side of Davis Avenue, being the dividing line between Parcel 7 and Parcel 3, South $73^{\circ}-17'-43''$ East, 26.42 feet to a point at the intersection the back of curb extended for westerly side of Broad Street;

THENCE, along the said back of curb and curb line extended for westerly side of Broad Street, North $14^{\circ}-36'-46''$ East, 249.15 feet to a point on the southwesterly line for land now or formerly of the Commonwealth of Pennsylvania Department of Transportation, being the southerly terminus of South Broad Street said point being a common corner for Parcel 3 and Parcel 7;

THENCE binding on lands now or formerly of said Commonwealth of Pennsylvania Department Of Transportation the seven (7) following described courses and distances:

- (1) South $73^{\circ}-08'-17''$ East, 106.46 feet to a drill hole set ; .
- (2) North $14^{\circ}-30'-00''$ East, 119.89 feet to a nail found;
- (3) South $73^{\circ}-08'-17''$ East, 291.96 feet to an iron pin set;
- (4) North $16^{\circ}-51'-43''$ East, 60.00 feet to an iron pin set;
- (5) North $73^{\circ}-08'. 17''$ West, 120.00 feet to a nail found;
- (6) North $03^{\circ}-50'-37''$ West, 215.6 9 feet to a drill hole set; and
- (7) North $14^{\circ}-30'-00''$ East, 225.65 feet to the first mentioned point and place of Beginning;

CONTAINING within said metes and bounds, 293.466 acres of land being the same, more or less.

EXCEPTING THEREFROM 5 parcels that are occupied

1) BEGINNING AT A POINT BEING MEASURED THE TWO (2) FOLLOWING COURSES AND DISTANCES FROM A POINT FORMED BY THE INTERSECTION OF THE NORTHWESTERLY SIDE OF BROAD STREET (AT VARYING WIDTHS) AND THE SOUTHWESTERLY SIDE OF LANGLEY AVENUE:

- (1) ALONG THE NORTHWESTERLY SIDE OF BROAD STREET, SOUTH $14^{\circ}28'38''$ WEST 16.86 FEET TO A POINT; THENCE (2) LEAVING THE NORTHWESTERLY SIDE OF BROAD STREET, SOUTH $75^{\circ}31'22''$ EAST 267.821 FEET TO THE POINT OF BEGINNING; THENCE FROM SAID POINT OF BEGINNING ALONG THE ARC OF A CURVE CURVING TO THE LEFT WITH A RADIUS OF 355.609 FEET AN ARC DISTANCE OF 125.260 FEET (SAID ARC HAVING

A CHORD BEARING NORTH 87°24'01" EAST 124.613 FEET); THENCE SOUTH 20°17'40" EAST 199.798 FEET TO A POINT OF CURVATURE;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT WITH A RADIUS OF 138.000 FEET AN ARC DISTANCE OF 48.241 FEET (SAID ARC HAVING A CHORD BEARING SOUTH 10°16'147" EAST 47.996 FEET) TO A POINT OF TANGENCY;
THENCE SOUTH 00°15'55" EAST 552.336 FEET TO A POINT; THENCE SOUTH 89°44'05" WEST 22.709 FEET TO A POINT; THENCE NORTH 75°17'13" WEST 237.503 FEET TO A POINT; THENCE NORTH 14°29'11" EAST 120.762 FEET TO A POINT; THENCE NORTH 18°08'56" WEST 31.317 FEET TO A POINT; THENCE NORTH 75°27'20" WEST 118.053 FEET TO A POINT; THENCE NORTH 14°32'40" EAST 562.791 FEET TO THE FIRST MENTIONED POINT AND PLACE OF BEGINNING.

CONTAINING 192,303 SQUARE FEET, OR 4.41467 ACRES, MORE OR LESS, BE THE CONTENTS WHAT THEY MAY.

2) BEGINNING at a point, said point being the intersection of the Easterly right of way line of 13th Street (variable Width) with the Southerly right of way line of Crescent Boulevard (variable Width), said point being measured the following five courses and distances from a point in the terminus of Broad Street (legally open, on City Plan, variable Width); (1) South 14 degrees 36 minutes 46 seconds West 249.150 feet to a point, thence continuing; (2) North 73 degrees 17 minutes 43 seconds West 26.420 feet to a point, thence continuing; (3) South 14 degrees 28 minutes 38 seconds West 5.316 feet to a point, thence continuing; (4) South 75 degrees 31 minutes 22 seconds East 267.830 feet to a point of curvature, thence continuing; (5) Northeasterly by an arc curving to the left having a radius of 355.609 feet and an arc length of 185.402 feet to the point of beginning, said arc having a chord bearing of North 82 degrees 33 minutes 19 seconds East 183.309 feet from the last described point; thence from said point of beginning along the Southerly right of way line of Crescent Boulevard, Northeasterly by an arc curving to the left having a radius of 355.609 feet and an arc length of 110.714 feet to a point on the Southwesterly right of way line of Diagonal Boulevard (variable width) said arc having a chord bearing of North 58 degrees 42 minutes 00 seconds East 110.267 feet from the last described point; thence along the Southwesterly right of way line of Diagonal Boulevard, South 46 degrees 57 minutes 07 seconds East 555.425 feet to a point; thence the following four courses and distances: (1) leaving Diagonal Boulevard, South 43 degrees 02 minutes 53 seconds West 118.580 feet to a point, thence continuing; (2) South 46 degrees 57 minutes 07 seconds East 58,935 feet to a point, thence continuing; (3) South 06 degrees 40 minutes 13 seconds West 198.255 feet to a point, thence continuing; (4) South 16 degrees 11 minutes 20 seconds East 20,852 feet to a point on the Northerly right of way line of Intrepid Avenue (variable Width); thence along the Northerly right of way line of Intrepid Avenue the following two courses and distances: (1) South 70 degrees 48 minutes 40 seconds West 366.445 feet to a point, thence continuing; (2) South 80 degrees 16 minutes 22 seconds West 16.144 feet to a point on the Easterly right of way line of 13th Street; thence along the Easterly right of way line of 13th Street, the following three courses and distances: (1) North 00 degrees 15 minutes 55 seconds West 549.328 feet to a point, thence continuing; (2) Northwesterly by an arc curving to the left having a radius of 107.500 feet and an arc length of 37.579 feet to a point, said arc having a chord bearing of North 10 degrees 16 minutes 47 seconds West 37.388 feet from the last described point; (3) North 20 degrees 17 minutes 40 seconds West 215.807 feet to the point and place of beginning.

Being Parcel 7FF on "Subdivision Plan, Parcels 7FF and 7HH, prepared by Pennoni Associates, Inc., Drawing No. 50801".

Tax ID / Parcel No, 78-8-0424-00 (Premises A)

3) BEGINNING at a point at the Southeasterly comer of Parcel 7d., said point being distant South 36 degrees 51 minutes 36 seconds West, 128.72 feet from the common comer between Parcel8C and Parcel 8, thence for Parcel 7D by a new line within Parcel 7, as follows to wit: (1) Northwesterly 19.749 feet along the arc of a curve to the right having a radius of 8.479 feet (chord being North 66 degrees 19 minutes 18 seconds East, 15.578 feet); thence passing into, over and through Parcel 7, the following eight courses and distances: (2) North 46 degrees 57 minutes 07 seconds West, 499.971 feet to a point,

thence continuing; (3) North 43 degrees 02 minutes 20 seconds East 239.806 feet to a point, thence continuing; (4) North 76 degrees 03 minutes 52 seconds East, 106.769 feet to a point, thence continuing; (5) South 13 degrees 56 minutes 08 seconds East, 36.628 feet to a point, thence continuing; (6) North 77 degrees 49 minutes 18 seconds East, 44.409 feet to a point, thence commencing; (7) Southeasterly 177.258 feet along the arc of a curve to the right having a radius of 1697.170 feet (chord being North 31 degrees 15 minutes 22 seconds West, 177.178 feet), to a point of compound curve, thence continuing; (8) Southeasterly 199.237 feet along the arc of a curve to the right having a radius of 1157.875 feet (chord being North 05 degrees 20 minutes 04 seconds West, 198.991 feet), to a point, thence continuing; (9) North 00 degrees 24 minutes 18 seconds West, 139.252 feet to the point and place of beginning.

CONTAINING within these metes and bounds 2.58169 acres of land, more or less.

4) Delaware Ave homes

Beginning at a point of tangency on the Southeasterly side of 13th Street and the Northwesterly side of Admiral Peary Way thence extending easterly 810 feet to the proposed 11th Street to a point; thence extending northerly 286.746 feet to a point; thence extending westerly 810 feet to a point; thence extending southerly 286.746 feet to the first mentioned point and place of Beginning more or less.

BEGINNING at a point of tangency of the intersection of the Northwesterly side of The Roosevelt Boulevard (US Route 1) and the Northeasterly side of Woodhaven Road the distance of 1350 feet more or less northwesterly from this intersection; thence extending northwest along Woodhaven Road 287.906 feet across a drainage easement; thence extending northwest along Woodhaven Road 765.303 feet to a point; thence extending northeasterly 540.901 feet more or less to a point on Horning Road; thence extending southeasterly along Hornig Road 1087 feet more or less crossing a drainage easement or stream 235.979 feet more or less; thence extending southwest 325.136 feet more or less to the first mentioned point and place of BEGINNING.

5) Broad Street homes

BEGINNING at a point of tangency of the southeasterly side of Langley Ave and Broad Street; thence extending southerly along Broad Street 745'4" to Intrepid Avenue to a point; thence extending easterly 195'8" to a point; thence extending northerly 745'4" to a point; thence extending westerly 195'8" to a first mentioned point and place of BEGINNING.

PARCEL 7M

BEGINNING at a point of intersection formed by the Southwesterly side of a proposed Right of Way for Access, Public and Private Utilities and known as 12th Street (61' Wide - Not on City Plan - Not Legally Open) with the Southeasterly side of a proposed Right of Way for Access, Public and Private Utilities and known as Constitution Avenue (61' Wide - Not on City Plan - Not Legally Open); thence extending S 00° 38' 07" E, along the Southwesterly side of the said 12th Street, the distance of 223.008' to a point; thence extending S 89° 14' 57" W, the distance of 262.346' to a point; thence extending N 00° 38' 07" W, the distance of 223.008' to a point on the Southeasterly side of the said Constitution Avenue; thence extending N 89° 14' 57" E, along the Southeasterly side of the said Constitution Avenue, the distance of 262.346' to a point on the Southwesterly side of the said 12th Street, being the first mentioned point and place of beginning.
Being known as Parcel "7M"
Containing in area 58,505.1 square feet or 1.34309 acres.

PARCEL 7N

BEGINNING at a point of intersection formed by the Southwesterly side of a proposed Right of Way for Access, Public and Private Utilities and known as 12th Street (61' Wide - Not on City Plan - Not Legally Open) with the Northwesterly side of a

proposed Right of Way for Access, Public and Private Utilities and known as Kitty Hawk Avenue (70' Wide - Not on City Plan - Not Legally Open);
 thence extending S 89° 24' 15" W, along the Northwesterly side of the said Kitty Hawk Avenue, the distance of 262.345' to a point;
 thence extending N 00° 38' 07" W, the distance of 184.848' to a point;
 thence extending N 89° 14' 57" E, the distance of 262.346' to a point on the Southwesterly side of the said 12th Street;
 thence extending S 00° 38' 07" E, along the Southwesterly side of the said 12th Street, the distance of 185.557 to a point on the Northwesterly side of the said Kitty Hawk Avenue, being the first mentioned point and place of beginning;
 Being known as Parcel "7N"
 Containing in area 48,586.9 square feet or 1.11540 acres.

 PARCEL 7T

BEGINNING at a point on the Northwesterly side of a proposed Right of Way for Access, Public and Private Utilities and known as Flagship Drive (63.5' Wide - Not on City Plan - Not Legally Open) at the distance of 291.125' Northeastwardly from the Northeasterly side of a proposed Right of Way for Access, Public and Private Utilities and known as 13th Street (48.25' Wide - Not on City Plan - Not Legally Open);
 thence extending N 00° 38' 07" W, the distance of 405.668' to a point on the Southeasterly side of a proposed Right of Way for Access, Public and Private Utilities and known as Kitty Hawk Avenue (70' Wide - Not on City Plan - Not Legally Open);
 thence extending N 89° 24' 15" E, along the Southeasterly side of the said Kitty Hawk Avenue, the distance of 326.503' to a point;
 thence extending S 00° 38' 07" E, the distance of 405.668' to a point on the Northwesterly side of the said Flagship Drive;
 thence extending S 89° 24' 15" W, along the Northwesterly side of the said Flagship Drive, the distance of 326.503' to the first mentioned point and place of beginning .
 Being known as Parcel "7T"
 Containing in area 132,452.1 square feet or 3.04068 acres.

 PARCEL 7DD

BEGINNING at a point of intersection formed by the Northeasterly side of a proposed Right of Way for Access, Public and Private Utilities and known as 13th Street (61' Wide - Not on City Plan - Not Legally Open) with the Southeasterly side of a proposed Right of Way for Access, Public and Private Utilities and known as Flagship Drive (63.5' Wide .. Not on City Plan - Not Legally Open);
 thence extending N 89° 24' 15" E, along the Southeasterly side of the said Flagship Drive, the distance of 876.601' to a point on the Southwesterly side of a proposed Right of Way for Access, Public and Private Utilities and known as 11th Street (85' Wide - Not on City Plan - Not Legally Open);
 thence extending S 00° 38' 07" E, along the Southwesterly side of the said 11th Street, the distance of 374.282' to a point;
 thence extending S 89° 23' 10" W, the distance of 404.152' to a point;
 thence extending N 70 ° 27' 58" W, the distance of 503.467' to a point on the Northeasterly side of the said 13th Street;
 thence extending N 00° 35' 38" W, along the Northeasterly side of the said 13th Street, the distance of 201.144' to a point on the Southeasterly side of the said Flagship Drive, being the first mentioned point and place of beginning.
 Being known as Parcel "7DD"
 Containing in area 287,279.6 square feet or 6.59503 acres.

PARCEL 7GG

ALL THAT LOT, PIECE OR PARCEL OF LAND, NOW OR FORMERLY OF THE PHILADELPHIA AUTHORITY FOR INDUSTRIAL DEVELOPMENT, SITUATE IN THE 39th WARD OF THE CITY OF PHILADELPHIA KNOWN AS PARCEL 7GG AS SHOWN ON A SUBDIVISION PLAN PREPARED BY BITTER AND PLANTS, LLC. DATED NOVEMBER 28, 2007 AS FOLLOWS TO WIT:

BEGINNING AT AN INTERIOR POINT SAID INTERIOR POINT BEING ON A SOUTHWESTERLY LINE OF PARCEL 7C ALSO BEING DESCRIBED THE FOLLOWING SIX (6) COURSES AND DISTANCES FROM A POINT IN THE TERMINUS OF BOARD STREET (VARIABLE WIDTH):

1. SOUTH 14°-36'-46" WEST, THE DISTANCE OF 249.150' TO A PORVT;
2. NORTH 73°-17'-43" WEST, "TILE DISTANCE OF 26.420' TO A POINT;
3. SOUTH 14°-28'-38" WEST, THE DISTANCE OF 5.316' TO A POINT;
4. SOUTH 73°-03'-16" EAST, THE DISTANCE OF 268.066' TO A POINT;
5. SOUTH 14°-32'-40" WEST THE DISTANCE OF 562.791' TO A POINT;
6. SOUTH 75°-27'-20" EAST THE DISTANCE OF 19.524' TO THE POINT OF BEGINNING;

THENCE PASSING INTO, OVER AND THROUGH PARCEL 7 THE FOLLOWING FIVE (5) COURSES AND DISTANCES:

1. THENCE EXTENDING SOUTH 75°-27'-20" EAST, ALONG THE AFOREMENTIONED SOUTHWESTERLY LINE OF PARCEL 7C, THE DISTANCE OF 98.530' TO A POINT;
2. THENCE EXTENDING SOUTH 13°-08'-56" EAST, ALONG ANOTHER SOUTHWESTERLY LINE OF PARCEL 7C, THE DISTANCE OF 31.317' TO A POINT;
3. THENCE EXTENDING SOUTH 14°-29'-11" WEST, ALONG A NORTHWESTERLY LINE OF PARCEL 7C, THE DISTANCE OF 120.762' TO A POINT;
4. THENCE EXTENDING NORTH 75°-11'-13" WEST, THE DISTANCE OF 116.000' TO A POINT;
5. THENCE EXTENDING NORTH 14°-42'-47" EAST, THE DISTANCE OF 146.777' TO A POINT ON A SOUTHWESTERLY LINE OF PARCEL 7C BEING THE FIRST MENTIONED POINT AND PLACE OF BEGINNING THE ABOVE DESCRIBED LOT, PIECE OR PARCEL OF LAND CONTAINING WITHIN THESE METES AND BOUNDS 16,770.00 SQUARE FEET OR 0.38500 ACRE OF LAND, MORE OR LESS. BE THE CONTENTS THERE OF WHAT THEY MAY.

PARCEL 8

Description of Parcel 8, a portion of the Philadelphia Naval Base Site, property located at the south end of Broad Street in the 39th and 26th Wards of the City of Philadelphia, Commonwealth of Pennsylvania.

ALL THAT CERTAIN tract, piece or parcel of land situate in the 39th Ward of the City of Philadelphia, Commonwealth of Pennsylvania, as shown on a plan prepared by VanDemark & Lynch, Inc., Surveyors, Planners, and Engineers, of Wilmington, Delaware, on Drawing No. 34214-B, dated January 21, 2000, entitled "Parcel Plan, Philadelphia Naval Base, prepared for, Quad Three Group, Inc. and United States Navy" and described as follows to wit:

BEGINNING at an iron pin set on the southerly line for lands now or formerly of Consolidated Rail Corporation, being a common corner for Parcel 7 and Parcel 8, the said point being measured the seven (7) following described courses and distances from the intersection of the easterly side of Broad Street (at 300' wide) with the southwesterly side of Pattison Avenue (at 120' wide):

- (1) Southwesterly along the easterly side of Broad Street, 2,527 .57 feet to a point;
- (2) Southeasterly at right angles to said Broad Street, 37.00 feet to a point, to a corner for the said lands now or formerly of Consolidated Rail Corporation;
- (courses 3 through 8 along the southerly side of lands now or formerly of Consolidated Rail Corporation)
- (3) South 75°-30' -00" East, 3.00 feet to a point;
- (4) South 76°-31'-21" East, 229.54 feet to an iron pin set;
- (5) South 68°-33'-21" East, 284.65 feet to an iron pin set;

(6) South 63°-50'-26" East, 341.02 feet to an iron pin set; and
 (7) Southeasterly by a curve to the left having a radius of 2,287.44 feet, and an arc length of 220.07 feet to the point of Beginning, said point being distant by a chord of South 66°-35'-48" East, 219.98 feet from the last described point;
 THENCE, from the said point of Beginning, binding, in part, on lands now or formerly of said Consolidated Rail Corporation, in part, on lands now or formerly of Pennsylvania Railroad Company, and in part on lands now or formerly of The Schuylkill River East Side Railroad Company the three (3) following described courses and distances:
 (1) Southeasterly by a curve to the left having a radius of 2,287.44 feet, and an arc length of 509.96 feet to a point. said point being distant by a chord of South 75°-44'-22 " East, 508.90 feet from the last described point;
 (2) South 82°-07'-34" East, 1,741.91 feet to a point; and
 (3) South 76°-03'-40 " East, 5,205.90 feet to an iron pin set at a common corner for Parcel 8 and Parcel 9; THENCE, along the dividing line between said Parcel 8 and Parcel 9 the four (4) following described courses and distances:
 (1) South 34°-27' -23" East, 353.48 feet to an iron pin set;
 (2) South 02°-53' -08" East, 338.28 feet to an iron pin set;
 (3) South 88°-51'-48" West, 125.09 feet to an iron pin set; and
 (4) South 00°-45' -15" East, 86.87 feet to an iron pin set on the northerly side of Mustin Road (physical), also known as Porter Avenue Extended, and also known as East West Runway;
 THENCE, along the said northerly side of Mustin Road, being the dividing line between said Parcel 8 and Parcel 9, South 89°-29'-47" West, 5,309.20 feet to a nail set on the "line for Retained Area 8, being a common corner for the said Parcel 8 and Parcel 9;
 THENCE, partially along the dividing line between said Retained Area 8 and Parcel 8 and partially along the dividing line between said Parcel 7 and Parcel 8 the ten (10) following described courses and distances:
 (1) North 33°-53'-00" West, 912.72 feet to an iron pin set, being also the northwesterly corner for Environmental Reserve Area Building No. 981;
 (2) North 36°-24' -00" West, 212.87 feet to a point;
 (courses 3 through 5 along the Environmental Reserve Area Building No.997)
 (3) North 44°-24'-30" East, 61.23 feet to an iron pin set;
 (4) North 45°-53'-00" West, 50.21 feet to an iron pin set;
 (5) South 44°-18'-00" West, 52.87 feet to a point;
 (6) North 36°-24' -00" West, 410.63 feet to a point;
 (7) North 42°-33'-00" West, 672.69 feet to a point;
 (8) North 48°-51'-00" West, 534.07 feet to a point;
 (9) North 62°-52' -00" West, 324.50 feet to a point; and
 (10) North 00°-24' -30" West, 87.95 feet to the point and place of Beginning;
 CONTAINING within said metes and bounds, 209.044 acres of land being the same, more or less.. ..

EXCEPTING THEREFROM 2 parcels

1) Parcel 8A

ALL THAT CERTAIN tract, piece or parcel of land situate in the 39th Ward of the City of Philadelphia, Commonwealth of Pennsylvania, as shown on a plan prepared by VanDemark & Lynch, Inc., Surveyors, Planners, and Engineers, of Wilmington, Delaware, on Drawing No. 34479-B, dated March 13, 2000, last revised November 12~ 2001, entitled "Philadelphia Navy Base Final Plat for transfer from the United States Navy to Philadelphia Authority for Industrial Development" and more particularly described as follows to wit:
 BEGINNING at a point on the easterly side of Broad Street extended, said point being on a southeasterly line of lands now or formerly of the Commonwealth of Pennsylvania Department of Transportation at a southeasterly corner of lands now or formerly of Consolidated Rail Corporation, located the two (2) following described courses and distances from the intersection of the easterly side of Broad Street (at 300 feet wide) with the southwesterly side of Pattison Avenue (at 120 feet wide):
 (1) Southwesterly along the easterly side of Broad Street, 2,527.57 feet to a point;
 (2) Southeasterly at right angles to said Broad Street, 37.00 feet to the point of Beginning;

THENCE along, in part, on lands now or formerly of said Consolidated Rail Corporation, in part, on lands now or formerly of Pennsylvania Railroad Company, in part, on lands now or formerly of The Schuylkill River East Side Railroad Company and, in part, on the lands now or formerly of said Consolidated Rail Corporation the seven (7) following described courses and distances:

- (1) South 75c-30' -00" East, 3.00 feet to a point;
- (2) South 76~-31' -21" East, 229.54 feet to an iron pin set;
- (3) South 68°-33~ -21" East, 284.65 feet to an iron pin set;
- (4) South 630-50'-26" East, 341.02 feet to an iron pin set;
- (5) Southeasterly by a curve to the left having a radius of 2,287.44 feet, an arc length of 730.03 feet to an iron pin set, the said point being distant by a chord of South 720-59'-00" East, 726.93 feet from the last described point;
- (6) South 820-07'-34" East, 1,741.91 feet to a point; and
- (7) South 760-03'-40" East, 6,143.91 feet to a point on the Bulkhead Line of the Delaware River as established by the Secretary of War, September 10, 1940, passing over an iron pin set 938.01 feet from the end of this course, the said point being a corner for Parcel 9A;

THENCE, with said Bulkhead Line of the Delaware River, South 400-23~-05" West, 779.09 feet to a point, a corner for Parcel 9;

THENCE, along said Parcel 9 the two (2) following described courses and distances:

- (1) North 63°-20~-13" West, 226.64 feet to a point on the northerly side of the existing physical Mustin Road, also known as Porter Avenue Extended, and also known as East West Runway; and
- (2) Along the same, South 89°-29'-47" West, 2,411.53 feet to an iron pin set, a common corner for an Option Area and said Parcel 9;

THENCE, leaving the said side of Mustin Road, along the easterly line for said Option Area, North 00°-49' -29" West, 606.87 feet to a point;

THENCE, in part, along the northeasterly line of the Option Area and, in part, along Parcel 8, the two following described courses and distances:

- (1) North 76°-55'-50" West, 3,595.68 feet to a point; and
- (2) North 87-46'-06" West, 559.60 feet to a point on the dividing line between Parcel 7, a corner for Parcel 8;

THENCE along the dividing line between said Parcel 7 and the Intermodal Facility the eight (8) following described courses and distances:

- (1) North 42°-33' -00" West, 172.81 feet to a point;
- (2) South 89°-24'-00" West, 26.43 feet to a point;
- (3) North 00°-36'-00" West, 29.41 feet to a point;
- (4) North 42°-33'-00" West, 232.67 feet to an iron pin set;
- (5) North 48°-51'-00" West, 534.07 feet to an iron pin set;
- (6) North 62°-52'-00" West, 324.50 feet to an iron pin set, a point of curvature;
- (7) Northwesterly, by a curve to the left having a radius of 2,132.35 feet, an arc length of 345.20 feet to a point, the said point being distant by a chord of North 70°-19'-06" West, 344.83 feet from the last described point; and
- (8) North 63°-19'-57" West, 762.72 feet to a point on the said easterly side of Broad Street extended, said point being on a southeasterly line of lands now or formerly of the Commonwealth of Pennsylvania Department of Transportation;

THENCE along said easterly side of Broad Street extended, North 14°-30'-00" East, 26.37 feet to the point and place of Beginning;

CONTAINING within said metes and bounds, 136.698 acres of land being the same, more or less....

2) Parcel 8C

BEGINNING AT A POINT NEAR THE easterly back of the curb line for League Island Boulevard (width varies) and along the dividing line between Parcel 8 and Parcel 8C, the six (6) following courses and distances: (1) North 61 degrees 04 minutes 00 seconds East, 117.008 feet to a point; (2) Easterly by a curve to the right having a radius of 174.564 feet, and an arc length of 94.951 feet to a point; said point being distant by chord North 76 degrees 38 minutes 57 seconds East 93.785 feet from the last mentioned point; (3) South 87 degrees 46 minutes 06 seconds East 486.862 feet to a point; (4) South 76 degrees 55

minutes 50 seconds East, 174.667 feet to a point; (5) South 11 degrees 52 minutes 52 seconds East, 717.391 feet to a point; (6) South 78 degrees 07 minutes 08 seconds West, 800.251 feet to a point near the Easterly back of curb line for League Boulevard the four (4) following courses and distances to the point and place of beginning; (1) North 00 degrees 40 minutes 30 seconds West, 126.987 feet to a point; (2) Northwesterly along a curve to the left having a radius of 1296.763 feet, and an arc length of 540.951 feet to a point; (4) Northwesterly along a curve to the left having a radius of 1986.042 feet, and an arc length of 151.926 feet to a point and place of beginning, said point being a distance by chord North 26 degrees 46 minutes 04 seconds West, 151.889 feet from the last mentioned point.

CONTAINING an area of 653,400 square feet, or 15.00 acres more or less.

PARCEL 8B

ALL THAT CERTAIN tract, piece or parcel of land situate in the 39th Ward of the City of Philadelphia, Commonwealth of Pennsylvania, as shown on a plan prepared by VanDemark & Lynch, Inc., Surveyors, Planners, and Engineers, of Wilmington, Delaware, on Drawing No. 34479-B, dated March 13, 2000, last revised November 12, 2001, entitled "Philadelphia Navy Base Final Plat for transfer from the United States Navy to Philadelphia Authority for Industrial Development" and more particularly described as follows to wit:

BEGRN\NI\G at a point the northerly side of Mustin Road (physical), also known as Porter Avenue Extended, and also known as East West Runway the said point being a corner for the Intermodal Facility the said point being measured the thirteen (13) following described courses and distances from the intersection of the easterly side of Broad Street (at 300 feet wide) with the southwesterly side of Pattison Avenue (at 120 feet wide):

(1) Northwesterly along the easterly side of Broad Street, 2,527.57 feet to a point;
 (2) Southeasterly at right angles to said Broad Street, 37.00 feet to a point, a corner for the said lands now or formerly of Consolidated Rail Corporation;
 (courses 3 through 8 along the southerly side of lands now or formerly of Consolidated Rail Corporation)

(3) South 75°-30'-00" East, 3.00 feet to a point;

(4) South 76°-31'-11" East, 229.54 feet to an iron pin set;

(5) South 68°-33'-21" East, 284.65 feet to an iron pin set;

(6) South 63°-50'-26" East, 341.02 feet to an iron pin set;

(7) Southeasterly by a curve to the left having a radius of 2,287.44 feet, an arc length of 730.03 feet to an iron pin set, the said point being distant by a chord of South 72°-59'-00" East, 716.93 feet from the last described point;

(8) South 82°-07'-34" East, 1,741.91 feet to a point;

(9) South 76°-03'-40" East, 6,143.91 feet to a point on the Bulkhead Line of the Delaware River as established by the Secretary of War, September 10, 1940, passing over an iron pin set 938.01 feet from the end of this course, the said point being a corner for Parcel 9;

(10) With said Bulkhead Line of the Delaware River, South 40°-23'-05" West, 779.09 feet to a point, a corner for Parcel 9;

(11) North 63°-20'-13" West, 226.64 feet to a point on the northerly side of the existing physical Mustin Road, also known as Porter Avenue Extended, and also known as East West Runway; and

(12) Along the same, South 89°-29'-47" West, 2,411.53 feet to the point of Beginning;

THENCE, from the said point of Beginning, continuing along the said northerly side of Mustin Road, being the dividing line between said Option Area and Parcel 9, South 89°-29'-47" West, 1,358.65 feet to a point, a corner for Parcel 8;

THENCE, leaving the said side of Mustin Road, along the easterly line for Parcel 8

North 00°-30'-13" West, 934.06 feet to a point on the line for the Intermodal Facility;

THENCE, along lines of the said Intermodal Facility the two (2) following described courses and distances:

(1) South 76°-55'-50" East, 1,394.15 feet to a point; and

(2) South 00°-49'-29" East, 606.87 feet to the point and place of Beginning;

CONTAINING within said metes and bounds, 23.994 acres of land being the same, more or less....

“The Kravitz Site”

All that certain lot or piece of ground Situate in the 57th Ward of the City of Philadelphia and described in accordance with a Plan of Property made by Barry Slepion,

Surveyor and Regulator, Fourth Survey District dated February 3, 1999 and a Compiled Plan of Properties made by Vincent J. Nero, Registered - Professional Engineer and Surveyor dated June 4, 1996 as follows:

Beginning at an interior point, said interior point being located the three (3) following courses and distances from the point of intersection of the northeasterly side of Welsh Road (eighty feet wide) and the southeasterly side of Blue Grass Road (sixty feet wide):

- 1) thence extending south twenty-nine degrees sixteen minutes fifty-seven seconds east along the northeasterly side of said Welsh Road the distance of seven hundred thirty-six and three hundred twenty-one one-thousandths feet to a point of curve;
- 2) thence continuing southeastwardly along the northeasterly side of said Welsh Road along an arc curving to the left having a radius of five hundred feet the arc distance of eighty-three and eight hundred thirty-four one-thousandths feet to a point;
- 3) thence extending north thirty-eight degrees twenty-two minutes twenty-nine seconds east along a line the distance of one thousand one hundred fifty and nine hundred sixty four one-thousandths feet to said interior beginning point.

THENCE extending from said interior beginning point north thirty-eight degrees twenty-two minutes thirty-four seconds east along a line within the bed of Dewees Street (Forty feet wide – not on City Plan, not Legally Open), the distance of three hundred fifty-three and six

hundred forty-four one-thousandths feet to a point; thence extending south fifty-one degrees forty-four minutes thirty-one seconds east along a line crossing the southeasterly side of said Dewees Street and partly along a property line the distance of one hundred thirty-four and five hundred seventy-six one-thousandths feet to a point; thence extending north thirty-eight degrees fifteen minutes twenty-nine seconds east along a property line the distance of eighty feet to a point; thence extending north fifty-one degrees forty-four minutes thirty-one seconds west partly along a property line and recrossing the southeasterly side of said Dewees Street the distance of one hundred thirty-four and four hundred eleven one-thousandths feet to a point in the bed of said Dewees Street; thence extending north thirty-eight degrees twenty-two minutes thirty-four seconds east along a line within the bed of said Dewees Street and crossing the bed of Heritage Street (Sixty feet wide – not on City Plan, not Legally Open), the distance of one hundred fifty-nine and two hundred nineteen one-thousandths feet to a point; thence extending south fifty-one degrees forty-four minutes twenty-seven seconds east along a property line the distance of one thousand three hundred seven and six one-thousandths feet to a point; thence extending south thirty-eight degrees eight minutes five seconds west along a property line the distance of two hundred ninety-five and three hundred twenty-nine one-thousandths feet to a point; thence extending south seventy degrees nine minutes zero seconds west along a property line the distance of sixty-five and two hundred eighty-one one-thousandths feet to a point of curve; thence extending southwestwardly along an arc curving to the left having a radius of three hundred eighty-eight and one hundred four

one-thousandths feet the arc distance of two hundred twelve and ten one-thousandths feet to a point of tangency; thence extending south thirty-eight degrees fifty-one minutes zero seconds west along a line the distance of eight hundred ninety and six hundred fifty-six one-thousandths feet to a point of curve; thence extending southwardly along an arc curving to the left having a radius of three hundred eighty-eight and one hundred four one-thousandths feet the arc distance of one hundred twenty-eight and six hundred four one-thousandths feet to a point; thence extending north twelve degrees fifty-six minutes fourteen seconds west along a line the distance of one hundred fifty-five and four hundred seventy-nine one-thousandths feet to a point; thence extending south thirty-eight degrees forty-five minutes five seconds west the distance of ten and one hundred ninety-eight one-thousandths feet to a point; thence extending north twelve degrees fifty-six minutes fourteen seconds west along the easterly right-of-way line of The Connecting Railway Company the distance of one thousand four hundred eighteen and three hundred ninety-six one-thousandths feet to the first mentioned interior point and place of beginning.

Containing in area One million three hundred thirty-five thousand four hundred fifty-two (1,335,452) square feet or Thirty and sixty-six one-hundredths (30.66) acres.

ATTACHMENT A-4**BYBERRY INDUSTRIAL PARK WEST**

All those certain lots, parcels of ground and structures, within the area known as the Eastwick Industrial Park, situate in the 58th Wards of the City of Philadelphia and generally described using scaled plan distances and existing road within said area as follows (subject to an official survey and plan):

PARCEL 1: Eagle Pointe

All that certain lot or piece of ground situate in the 58th Ward of the City of Philadelphia and described in accordance with a Plan of Property (V44-886A) made for Westrum Urban Development LLC. & Brandywine Byberry, L.P. by Mark S. Zeitz, P.L.S., Surveyor and Regulator of the Fourth Survey District, dated November 1, 2005 as follows to wit:

Beginning at a point of intersection connecting the Northeasterly side of Southampton Road (60' Wide - On City Plan / 33' Wide Legally Open) with the Northwesterly side of The Roosevelt Boulevard (State Highway Route - 0001 / US Route 1) (254' Wide - On City Plan / Legally Open);

thence extending the following two (2) courses and distances along the Northeasterly side of the said Southampton Road;

1) N 42°-54'-40" W, the distance of 875.542' to an angle point;

2) N 45°-06'-40" W, the distance of 60.689' to a point;

thence extending N 48°-05'-49" E, the distance of 2,519.872' to a point;

thence extending S 03°-05'-49" W, the distance of 349.129' to a point;

thence extending S 41°-54'-11" E, the distance of 376.213' to a point;

thence extending S 86°-54'-11" E, the distance of 442.531' to a point on the Northwesterly side of the said The Roosevelt Boulevard;

thence extending S 48°-05'-49" W, along the Northwesterly side of the said The Roosevelt Boulevard, the distance of 2,567.115' to the first mentioned point and place of beginning.

Containing in area 2,197,141.8 square feet or 50.43943 acres.

ATTACHMENT A-6**WEST PARKSIDE INDUSTRIAL PARK**

All those certain lots, parcels of ground and structures, within the area known as the West Parkside Industrial Park, situate in the 51st and 52nd Wards of the City of Philadelphia and generally described using scaled plan distances and existing road within said area as follows (subject to an official survey and plan):

Parcel 1:

BEGINNING at a point on the southeasterly side of 49th Street (60 feet wide) at the distance of 200.00 feet southwestwardly from the southwesterly side of Parkside Avenue (100 feet wide, State Route #3017, Legislative Route #67369); Thence extending S 62°24'47" E, the distance of 65.177 feet to a point; Thence extending S 06°19'29" E the distance of 20.896 feet to a point; Thence extending S 83°40'31" W the distance of 4.771 feet to a point; Thence extending S 62°24'47" E the distance of 47.125 feet to a point; Thence extending N 27°35'13" E the distance of 100.0 feet to a point; Thence extending S 62°24'47" E partly along the southwesterly side of a 3 feet wide alley which extends from the dead end southeastwardly communicating with a 3.667 feet wide alley which extends northeastwardly into the said Parkside Avenue, the distance of 100.0 feet to a point; Thence extending S 27°35'13" W the distance of 100.0 feet to a point; Thence extending S 62°24'47" E, the distance of 480.0 feet to a point on the northwesterly side of 48th Street (60 feet wide); Thence extending S 27°35'13" W, along the said northwesterly side of 48th street, the distance of 20.0 feet to a point at the dead end head of the said 48th Street; Thence extending S 62°24'47" E, crossing the said head of 48th Street and crossing the head of a 60 feet wide right of way reserved for drainage purposes, the distance of 60.00 feet to a point of the southeasterly side of the said 60 feet wide drainage right of way; Thence extending S 27°35'13 W, along the said southeasterly side of the 60 feet wide right of way, the distance of 770.539 feet to the point on a curve; Thence extending the following two (2) courses and distances, re-crossing the said 60 feet wide right of way: (1) northwesterly, along the said curve being the northeasterly side of Jefferson Street (60 feet wide) along the arc of a circle curving to the left and having a radius of 60.0' and an arc length of 242.229 feet, the distance of 31.416' to a point (2) N 62°24'47" W, along the said northeasterly side of Jefferson Street, the distance of 705.0' to a point of curve; Thence extending northwestwardly, along the said curve which connects the said southeasterly side of 49th street with the said northeasterly side of Jefferson Street, along the arc of a circle curving to the right and having a radius of 25.00 feet, the arc distance of 39.270 feet to a point. Thence extending N 27°35'13" E along the said southeasterly side of 49th street the distance of 777.500 feet to the FIRST MENTIONED POINT AND PLACE OF BEGINNING.

CONTAINING IN AREA 604,692.45 Square Feet or 13.88 acres

Parcel 2:

BEGINNING at the point of the tangency on an arc of a circle on the northeasterly side of Jefferson Street 60' wide, legally open, on City Plan, having a radius of 25.000' and a arc length of 39.270', which connects the said northeasterly side of Jefferson Street with the northwesterly side of 49th Street 60' wide, legally open, on City Plan:

THENCE extending along the said northeasterly side of Jefferson Street N.62°24'47"W the distance of 405.000' to a point;

THENCE extending and crossing a certain ten foot wide easement for public purposes adjacent to the said northwesterly side of Jefferson Street N.27°35'13"E. the distance of 199.166' to a point;

THENCE extending and crossing a second ten foot wide easement for public purposes adjacent to the said northwesterly side of 49th Street S.62°24'47"E. the distance of 430.000' to a point;

THENCE extending along the said northwesterly side of 49th Street to the point of curvature of the said arc S.27°35'13"W. the distance of 174.166';

THENCE extending northwesterly along arc curving to the right the arc distance of 39.270' to a point, said point being the first mentioned point and place of the beginning.

CONTAINING IN AREA: 85,641 Square Feet or 1.96605 Acres.

Parcel 3: JEFFERSON & 50th

BEGINNING at the point of the tangency on an arc of a circle on the northeasterly side of Jefferson Street 60' wide, legally open, on City Plan, which connects the said northeasterly side of Jefferson Street with the southwesterly side of 50th Street 60' wide, legally open, on City Plan:

THENCE extending northeastwardly along the said southwesterly side of 50th Street the distance of 548.2' to a point;

THENCE extending southeastwardly the distance of 280.0' to a point;

THENCE extending southwestwardly the distance of 534.2' to a point on the northeasterly side of Jefferson Street;

THENCE extending northwestwardly along the said northeasterly side of Jefferson Street the distance of 280.0' to the first mentioned point and place of beginning.

CONTAINING IN AREA: 3.4 Acres.

Parcel 4:

BEGINNING AT A POINT on the southwesterly side of Jefferson Street at a distance of 224.164 feet from the centerline of the right-of-way of 50th Street (60 feet wide); thence extending along the southerly line of Jefferson Street, a distance of 474 feet more or less to a point; thence extending, southwesterly crossing the beds of the said 10' wide easement for public purposes, and partially crossing the bed of a 10' wide AMTRAK duct easement, and also partially crossing the bed of a 45' wide CONRAIL easement for railroad track and appurtenances, the distance of 387.326 feet to a point on the northerly right-of-way line of the Pennsylvania Railroad; thence extending northwesterly along the northerly right-of-way line of the Pennsylvania Railroad, also being the southerly line of the said 45' wide CONRAIL easement for railroad track and appurtenances, the distance of 474 feet more or less to a point; thence extending northeasterly, crossing the beds of the said 45' wide CONRAIL easement for railroad track and appurtenances, the said 10' wide AMTRAK duct easement, and the said 10' wide easement for the public purposes, the distance of 387.326 feet to the FIRST MENTIONED POINT AND PLACE OF THE BEGINNING.

CONTAINING IN AREA 313,670 square feet or 7.2 acres.

ATTACHMENT A-7**NE PHILADELPHIA AIRPORT KOEZ SUBZONE**

PIDC Red Lion North Industrial Park

Beginning at a point on the Northwesterly side of the cul-de-sac of Sandmeyer Lane (76' Wide) the following six (6) courses and distances along the Southeasterly, Northeasterly and Northwesterly sides of the said Sandmeyer Lane from a point of compound curvature, which point of compound curvature is the Northwesterly end of a curve connecting the Southeasterly side of the said Sandmeyer Lane with the Northerly side of Red Lion Road (96' wide) having a radius of 50.000' and an arc distance of 73.639':

- 1) Northeastwardly, on the arc of a circle curving to the right, having a radius of 125.000' and the arc distance of 95.993' to a point of tangency;
- 2) N 37°-01'-48" E, the distance of 1982.342' to a point of curvature;
- 3) Northeastwardly and Northwestwardly, on the arc of a circle curving to the left, having a radius of 201.000' and the arc distance of 315.688' to a point of tangency;
- 4) N 52°-57'-29" W, the distance of 1424.166' to a point of curvature;
- 5) Northwestwardly and Southwestwardly, on the arc of a circle curving to the left, having a radius of 424.374' and the arc distance of 364.431' to a point of tangency;
- 6) S 77°-50'-21" W, partly crossing the head of a certain 40' wide Right-of-Way for Water Main Purposes, the distance of 122.075' to the point of beginning; thence extending from the said point of beginning S 77°-50'-21" W, along the head of the aforementioned Right-of-Way, also along the Northwesterly side of said cul-de-sac of Sandmeyer Lane, the distance of 6.548' to a point of curvature; thence extending Southwestwardly, partly crossing the head of the aforementioned Right-of-Way, also along the Northwesterly side of said cul-de-sac of Sandmeyer Lane, on the arc of a circle curving to the left, having a radius of 85.000' and the arc distance of 78.655' to a point; thence extending N 52°-57'-29" W, the distance of 460.839' to a point; thence extending N 77°-50'-21" E, partly re-crossing the aforementioned Right-of-Way, the distance of 375.560' to a point on the centerline of the aforementioned Right-of-Way; thence extending S 12°-09'-39" E, along the centerline of the aforementioned Right-of-Way, the distance of 315,000' to a point on the Northwesterly side of the cul-de-sac of the said Sandmeyer Lane, being the first mentioned point and place of beginning.

Containing an area of 76,668.0 sq. ft or 1.76007 acres.

PARCEL 5: Red Lion Industrial Park

Beginning at a point on the Southeasterly side of Sandmeyer Lane (76' Wide On City Plan / Legally Open) the following three (3) courses and distance along the

Southeasterly side of the said Sandmeyer Lane from a point of compound curvature, which point of compound curvature is the Southwesterly end of an arc connecting the Northeasterly side of Red Lion Road (96' Wide - On City Plan! Legally open) with the Southeasterly side of the said Sandmeyer Lane, having the radius of 1277.502' and the arc distance of 22.984';

1) Southwestwardly and Northwestwardly on the arc of a circle curvlnq to the right, having the radius of 50.000' and the arc distance of 73.639' to a point of compound curvature; 2) Northwestwardly and Northeastwardly on the arc of a circle curving to the right, having the radius of 125.000' and the arc distance of 95.993' to a point of tangency; 3) N 3?O-01'-48" E, the distance of 841.276' to the point of beginning;

thence extending N 30°-01'-48" E, along the Southeasterly side of the said Sandmeyer Lane, the distance of 205.800' to a point;

thence extending S 52°-38'-36" E, partly crossing a certain 30' Wide Private Drainage Right-of-Way, the distance of 711.788' to a point on the Southeasterly side of the aforementioned Right-at-Way;

thence extending S 37°-21'-24" W, partly along the Southeasterly side otthe aforementioned Right-at-Way, the distance of 205.797' to a point;

thence extending N 52°-38'-36" W, partly along the terminus of the aforementioned Right-of-Way, the distance of 710.615' to a point on the Southeasterly side of the said Sandmeyer Lane being the first mentioned point and place of beginning.

Containing in area 146,363.0 square feet or 3.36003 acres.

Parcel 6:

Beginning at a point on the Southeasterly side of Sandmeyer Lane (76' Wide On City Plan / Legally Open) the following three (3) courses.and distance along the Southeasterly side of the said Sandmeyer Lane from a point of compound curvature,

which point of compound curvature is the Southwesterly end of an arc connecting the Northeasterly side of Red Lion Road (96' Wide - On City Plan / Legally open) with the Southeasterly side of the said Sandmeyer Lane, having the radius of 1277.502' and the arc distance of 22.984'; 1) Southwestwardly and Northwestwardly on the arc of a circle curving to the right, having the radius of 50.000' and the arc distance of 73.639' to a point of compound curvature; 2) Northwestwardly and Northeastwardly on the arc of a circle curving to the right, having the radius of 125.000' and the arc distance of 95.993' to a point of tangency; 3) N 37°-01'-48" E, the distance of 1047.076' to the point of beginning; thence extending N 37°-01'-48" E, along the Southeasterly side of the said Sandmeyer Lane, the distance of 204. 197' to a point; thence extending S 52°-38'-36" E, partly crossing a certain 30' Wide Private Drainage Right-of-Way, the distance of 712.952' to a point on the Southeasterly side of the aforementioned Right-of-Way; thence extending S 37°-21'-24" W, along the Southeasterly side of the aforementioned Right-of-Way, the distance of 204.193'

to a point; thence extending N 52°-38'-36" W, partly recrossing the aforementioned Right-of-Way, the distance of 711.788' to a point on the Southeasterly side of the said Sandmeyer Lane being the first mentioned point and place of beginning.

Containing in area 145,461.2 square feet or 3.33933 acres.

Parcel 7:

Beginning at a point on the Southeasterly side of Sandmeyer Lane (76' Wide On City Plan / Legally Open) the following three (3) courses and distance along the Southeasterly side of the said Sandmeyer Lane from a point of compound curvature, which point of compound curvature is the Southwesterly end of an arc connecting the Northeasterly side of Red Lion Road (96' Wide - On City Plan / Legally open) with the Southeasterly side of the said Sandmeyer Lane, having the radius of 1277.502' and the arc distance of 22.984'; 1) Southwestwardly and Northwestwardly on the arc of a circle curving to the right, having the radius of 50.000' and the arc distance of 73.639' to a point of compound curvature; 2) Northwestwardly and Northeastwardly on the arc of a circle curving to the right, having the radius of 125.000' and the arc distance of 95.993' to a point of tangency; 3) N 37°-01'-48" E, the distance of 1251.273' to the point of beginning; **thence** extending N 37°-01'-48" E, along the Southeasterly side of the said Sandmeyer Lane, crossing the head of a certain 50' Wide Right-of-Way for Drainage Purposes, the distance of 372.048' to a point; **thence** extending S 52°-57'-29" E, partly crossing a certain 30' Wide Private Drainage Right-of-Way, the distance of 715.084' to a point on the Southeasterly side of the aforementioned Private Right-of-Way; **thence** extending S 37°-21'-24" W, along the Southeasterly side of the aforementioned Private Right-of-Way also crossing a certain 50' Wide Right-of-Way for Drainage and Gas Main Purposes, the distance of 375.970' to a point; **thence** extending N 52°-38'-36" W, partly recrossing the "aforementioned Private Right-of-Way also passing through a point, which point is formed by an angle in the Southwesterly side of the aforementioned Right-of-Way for Drainage Purposes, the distance of 712.952' to a point on the Southeasterly side of the said Sandmeyer Lane being the first mentioned point and place of beginning.

Containing in area 267,047.1 square feet or 6.13057 acres.

ATTACHMENT A-8

EASTWICK INDUSTRIAL PARK

All those certain lots, parcels of ground and structures, within the area known as the Eastwick Industrial Park, situate in the 40th Ward of the City of Philadelphia and generally described using scaled plan distances and existing road within said area as follows (subject to an official survey and plan):

Parcel 1: DESCRIPTION OF PROPERTY LOCATED ON THE OUTHEASTERLY SIDE OF BARTRAM AVENUE, FROM ISLAND AVENUE TO ESSINGTON AVENUE PRODUCED, Parcel G

All that certain lot or piece of ground with the buildings and improvements erected thereon, situate in the 40th Ward of the City of Philadelphia and described in accordance with a Plan of Property (# 88-5-3909-357) made October 20, 1987 by Barry Slepion, Surveyor and Regulator of the Tenth Survey District.

Beginning at a point of curvature on the northeasterly side of Island Avenue (IS0' wide, PA state highway LR 67281) / said point of curvature being on the southerly end of a curve which connects the said northeasterly side of Island Avenue with the southeasterly side of Bartram Avenue (140' wide); thence extending along an arc of a circle curving to the right having a radius of thirty eight feet (38.000') and an arc length of fifty nine and sixty nine hundredths feet (59.690') to a point of tangency on the southeasterly side of said Bartram Avenue (140' wide); thence extending N 67°18'11 11 E, along the southeasterly side of said Bartram Avenue (140' wide), the distance of two hundred sixty five and one hundred seventeen thousandths feet (265.117') to a point of curvature; thence extending along an arc of a circle on the Southeast side of said Bartram Avenue (140' wide), partly crossing the head of a 50' wide right-of-way reserved for drainage purposes, said arc curving to the right having a radius of one thousand eight hundred fifty two and three hundred fifty nine thousandths feet (1852.359') and an arc length of six hundred ninety four and thirty six thousandths feet (694.036'), to a point of compound curvature, thence extending along an arc of a circle, on the southeast side of Bartram Avenue (variable width). Said arc curving to the right having a radius of one thousand one hundred forty eight and seven hundred twenty six thousandths feet (1148.726') and an arc length of seven hundred fifty nine and eight hundred eighty four thousandths feet (759.884') to a point of tangency; thence extending S 53°19'42'. E along the southeasterly side of said Bartram Avenue (variable width) and partly crossing the head of a 108' wide right-of-way for drainage, water main, and public utility purposes, the distance of three hundred sixteen and five hundred thirty three thousandths feet (316.533') to a point on the easterly side of said 108' wide right-of-way; thence extending S 36°40'18" W along the easterly side of said 108' wide right-of-way, the distance of one hundred fifty three and three hundred five thousandths feet (153.305') to a point on the Limited Access Right-Of-Way Line of the Delaware

Expressway (PA state highway LR 795) ; thence extending along an arc of a circle on the said Limited Access .~. Right-Of-Way Line of the Delaware Expressway and partly on the southerly side of a proposed 40' wide relocated right-of-way for drainage purposes as shown on state plans for PA state highway LR 795, said arc curving to the left having a radius of four thousand seventy four and five tenths feet (4074.500'), an arc length of one thousand sixty six and seven hundred eighty nine thousandths feet (1066.789') to a point on the said Northeasterly side of Island Avenue; thence extending N 22°41'49" W along the said northeasterly side of Island Avenue the distance of five hundred twenty five and two hundred fourty one thousandths feet (525.241') to the first mentioned point and place of beginning.

Containing in area 907,911 square feet, 20.84277 acres.

Reserving for drainage purposes a 40' wide right-of-way along the limited access right-of-way line from an existing 50' wide drainage right-of-way to an existing 108' wide right-of-way for drainage, water, and public utility purposes.

PARCEL 2:

SITUATE on the northwesterly side of Holstein Avenue (100 feet wide) at the distance of 385.000 feet northwestwardly from the point of tangency of the curve having a radius of 25' and an arc length of 39.270' which connects the said northwesterly side of Holstein Avenue with the northeasterly side of 76th Street (968 feet wide).

CONTAINING in front or beneath on the said northwesterly side of Holstein Avenue 307.000 feet and extending of that width in length or depth northwestwardly between parallel lines at right angles to the said Holstein Avenue 396.000 feet.

CONTAINING IN AREA 121,572 square feet or 2.7909 acres.

PARCEL 3:

SITUATE on the northeasterly side of 76th Street (68 feet wide) at the distance of 188.000 feet northwestwardly from the point of tangency of a curve having a radius of 25.000 feet and an arc length of 39.270 feet which connects the said northeasterly side of 76th Street with the northwesterly side of Holstein Avenue (100 feet wide).

CONTAINING in front or breadth on the said northeasterly side of 76th Street 213.000 feet and extending of that which in length or depth northeastwardly between parallel lines at right angles to the said 76th Street, crossing a 5 feet wide easement for the Bell Telephone Company adjacent to the said northeasterly side of the 76th Street, 410.000 feet.

CONTAINING IN AREA 87,330 Square Feet or 2.0048 Acres.

ATTACHMENT B-1

That area, in the Philadelphia Naval Business Center (The Navy Yard) bound by S. Broad Street on the west, Patrol Road on the north, S. 11th Street on the East and League Island Boulevard on the south, totaling approximately 12 acres.

DESCRIPTION OF BUILDING 25/41 OPTION PROPERTY**THE NAVY YARD
PARCEL 5J - BUILDINGS 25/41
LOT DESCRIPTION**

ALL THAT CERTAIN tract or parcel of land situate in the 39th Ward of the City of Philadelphia, Commonwealth of Pennsylvania, more particularly bounded and described in accordance with a Subdivision Plan prepared by Barton & Martin Engineers, a division of Vollmer Associates, dated February 4, 2005, Project Number 200463228 as follows to wit:

Beginning at an interior point, said interior point is located the following fourteen courses and distances from a monument found on the West side of Broad Street (300' wide) extended, said monument being the southerly intersection of the Southerly right of way line of Now or Formerly Consolidated Rail Corporation with the Southwesterly line of lands of Now or Formerly the Pennsylvania Department of Transportation:

1. South 14 degrees 30 minutes 00 seconds West, a distance of 24 feet to a point;
2. South 75 degrees 30 minutes 00 seconds East, a distance of 1.50 feet to a point;
3. South 14 degrees 30 minutes 00 seconds West, a distance of 30 feet to a point;
4. South 30 degrees 30 minutes 00 seconds East, a distance of 66.47 feet to a point;
5. South 14 degrees 30 minutes 00 seconds West, a distance of 482.85 feet to a point;
6. South 73 degrees 08 minutes 17 seconds East, a distance of 54.11 feet to a point;
7. South 14 degrees 36 minutes 46 seconds West, a distance of 249.15 feet to a point;
8. North 73 degrees 17 minutes 43 seconds West, a distance of 26.42 feet to a point;
9. South 14 degrees 28 minutes 38 seconds West, a distance of 709.37 feet to a point;
10. South 75 degrees 28 minutes 19 seconds East, a distance of 25.48 feet to a point;
11. South 14 degrees 31 minutes 41 seconds West, a distance of 69.25 feet to a point;
12. Southwesterly , by a curve to the left having a radius of 474.00 feet, an arc distance of 124.87 feet, the chord bearing South 06 degrees 58 minutes 53 seconds West, a distance of 124.50 feet to a point;
13. South 00 degrees 33 minutes 56 seconds East, a distance of 1814.54 feet;
14. South 89 degrees 27 minutes 45 seconds West, a distance of 171.63 feet; and

15. South 00 degrees 32 minutes 15 seconds East, a distance of 1.65 feet to the said point of Beginning and running thence;
1. South 00 degrees 32 minutes 15 seconds East, a distance of 375.73 feet to a point thence;
2. South 89 degrees 27 minutes 45 seconds West, a distance of 124.56 feet to a point thence;
3. North 00 degrees 32 minutes 15 seconds West, a distance of 375.73 feet to a point thence;
4. North 89 degrees 27 minutes 45 seconds East, a distance of 124.56 feet to the point and place of Beginning.

Containing 46,799 square feet of land more or less.

BEING part of the same premises which the United States of America by Deed dated March 30, 2000 and recorded on March 31, 2000 in the Department of Records of Philadelphia, Pennsylvania at Document No. 50058410 granted and conveyed unto the Philadelphia Authority for Industrial Development, in fee.

BEING KNOWN AS 1491 Flagship Drive.

BEING PART OF BRT NUMBER 78-8-0070-11.

City of Philadelphia

BILL NO. 080882 continued

Certified Copy

City of Philadelphia

BILL NO. 080882 continued

Certified Copy

CERTIFICATION: This is a true and correct copy of the original Bill, Passed by the City Council on December 11, 2008. The Bill was Signed by the Mayor on December 22, 2008.



Patricia Rafferty
Chief Clerk of the City Council