

ORDINANCE

WHEREAS, pursuant to an ordinance adopted by the City Council (the "City Council") of the City on November 5, 2014 and published in the Journal of the Proceedings of the City Council for such date at pages 95105 - 95111 (the "Designation Ordinance"), and under the provisions of the Illinois Enterprise Zone Act, 20 ILCS 655/1 et seq. ("Illinois Enterprise Zone Act"), and the Chicago Enterprise Zone Ordinance, Chapter 16-12 of the Municipal Code of Chicago (the "Chicago Enterprise Zone Ordinance"), the City designated an area of the City as Enterprise Zone 2 ("Zone 2") and the State of Illinois through its Department of Commerce and Economic Opportunity (the "State") certified that Zone 2 qualified for State enterprise zone status; and

WHEREAS, the City is permitted under the Illinois Enterprise Zone Act to amend or modify the boundaries of enterprise zones subject to the approval of the State; and

WHEREAS, the City has determined that the expansion of Zone 2 will increase the development and rehabilitation of four depressed areas on the south and southwest sides of the City; and

WHEREAS, all required procedures have been followed in the modification of the boundaries of Zone 2 as required under the Illinois Enterprise Zone Act and the Chicago Enterprise Zone Ordinance; and

WHEREAS, it is desirable and in the best interests of the citizens of the City for the City to amend the Designation Ordinance to expand the boundaries of Zone 2; now, therefore,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHICAGO:

SECTION 1. The above recitals are incorporated herein and made a part hereof and are adopted as findings of the City Council.

SECTION 2. Section 3 of the Designating Ordinance is hereby amended by deleting the struck-through language and inserting the language in italics, as follows: "2. it comprises [12][12.77] square miles, which is within the range allowed by the Illinois Enterprise Zone Act."

SECTION 3. The Designation Ordinance is hereby amended by replacing Exhibit A to the Designation Ordinance with Schedule 1 attached hereto, which reflects the expanded boundary of Zone 2.

SECTION 4. If any provision of this ordinance shall be held invalid or unenforceable for any reason, the invalidity or unenforceability of such provision shall not affect any of the remaining provisions of this ordinance.

SECTION 5. All ordinances, resolutions, motions or orders in conflict with this ordinance are hereby repealed to the extent of such conflict.

SECTION 7. This ordinance shall take effect upon its passage and approval.

SCHEDULE 1

Amended Enterprise Zone 2 Legal Descriptions and Maps

See attached pages

Beginning at the intersection of Western Avenue and the north side of Pershing Road; then running east on the north side of Pershing Road to Ashland Avenue; then running north on Ashland Avenue to 30th Street; then running east on 30th Street to Wabash Avenue; then running north on Wabash Avenue to 28th Street; then running east on 28th Street to Michigan Avenue; then running south on Michigan Avenue to 30th Street; then running east on 30th Street to Dr. Martin Luther King, Jr. Drive; then running north on Dr. Martin Luther King, Jr. Drive to 26th Street; then running west on 26th Street to the first alleyway west of Michigan Avenue; then north on said alleyway to 25th Street; then east on 25th Street to the west line of Antonio's Subdivision; then running south on the west line of Antonio's Subdivision to a point 132.4 feet more or less south of the south line of 25th Street; then running east to a point 135.4 feet more or less south of the south line of 25th Street and a line drawn 370.13 feet west of the west side of Dr. Martin Luther King, Jr. Drive; then running south on said parallel line to the north line of Lot 3 in Antonio's Subdivision; then running east on the north line of Lot 3 in Antonio's Subdivision to the east line of Lot 3 in Antonio's Subdivision; then running south on the east line of Lot 3 in Antonio's Subdivision to the north line of Lot 4 Antonio's Subdivision; then running east on the north line of Lot 4 Antonio's Subdivision to the west side of Dr. Martin Luther King, Jr. Drive; then running south on the west side of Dr. Martin Luther King, Jr. Drive to the north side of 26th Street; then running west on the north side of 26th Street to a line drawn 203 feet east of the west line of Antonio's Subdivision; then running north on said parallel line to a line drawn 135 feet north of the north line of 26th Street; then running west on said parallel line to the east side of Lot 7 in Antonio's Subdivision; then running north on the east side of Lot 7 in Antonio's Subdivision to the north side of Lot 7 in Antonio's Subdivision; then running west on the north side of Lot 7 in Antonio's Subdivision to the west line of Antonio's Subdivision; then running south on the west line of Antonio's Subdivision to a line drawn 2 feet south of and parallel with the north line of 26th Street; then running east on said parallel line to Dr. Martin Luther King, Jr. Drive; then running north on Dr. Martin Luther King, Jr. Drive to the south side of 25th Street; then running east on 25th Street to the southwest side of Lake Park Avenue; then running southeast on the southwest side of Lake Park Avenue to a line drawn 150 feet south of and parallel with the south line of 25th Street; then running east on said parallel line to the northeast side of Lake Park Avenue; then running northwest on the northeast side of Lake Park Avenue 201.6 feet more of less to its intersection with the south line of Parcel 0HQ003-PEB extended according to document 1501345001; then running southeast on the south line of Parcel 0HQ003-PEB extended 295.7 feet more or less to a point of curvature; then running southeast on an arc to the right with a length of 446.39 feet and a radius of 533.42 feet to the east line of Illinois Central Railroad (also being the west line of Burnham Park as described in City of Chicago Ordinance passed JULY 21, 1919); Then running south on the east line of Illinois Central Railroad and the west line of Burnham Park to 31st Street; then running west on 31st Street to Dr. Martin Luther King, Jr. Drive; then running south on Dr.

Martin Luther King, Jr. Drive to 35th Street; then running east on 35th Street to Cottage Grove Avenue; then running south on Cottage Grove Avenue to 51st Street; then running west on 51st Street to the centerline of Shields Avenue; then north on said centerline of Shields Avenue to the centerline of 47th Street; then west along the centerline of 47th Street to the centerline of Wallace Street; then south on the centerline of Wallace Street to 49th Street; then continue south on vacated Wallace Street right-of-way to 51st Street; then west along 51st Street to Ashland Avenue; then running north on Ashland Avenue to the south line of 47th Street; then running west on the south line of 47th Street to the west line of Hoyne Avenue; then running south on the west line of Hoyne Avenue to 49th Street; then west along 49th Street to the east berm of the Conrail Railroad line; then north along the east berm of the Conrail Railroad line to the south line of 47th Street; then running west on the south line of 47th Street to Western Avenue; then running north on Western Avenue to the south line of Pershing Road; then west along the south line of Pershing Road to Kedzie Avenue; then south along Kedzie Avenue a distance of 742.84 feet, more or less; then due west to the east boundary of the Santa Fe Railway property (Homan Avenue extended); then north along the east boundary of the Santa Fe Railway property (Homan Avenue extended) to the south line of Pershing Road; then west along the south line of Pershing Road to Central Park Avenue extended; then south on Central Park Avenue extended to 47th Street; then east on 47th Street to the first alleyway west of Kedzie Avenue; then north along said alleyway to 46th Street; then east along 46th Street to Kedzie Avenue; then south on Kedzie Avenue to 47th Street; then east on 47th Street to the east line of Whipple Street; then south along the east line of Whipple Street to a line drawn 583 feet south of and parallel with the south line of 47th Street; then east along said parallel line 157.14 feet; then southeasterly along the arc of a circle convex to the Southeast and having a radius of 279 feet, a distance of 167.43 feet to a said point being 756.52 feet south of the south line of 47th Street and 231.06 feet east of the east line of Whipple Street; then west 28 feet more or less, to a point of reverse curve; then southeasterly along the arc of a circle; then southwesterly along the arch of a circle, convex to the southeast and having a radius of 241 feet, a distance of 108.3 feet to the point of intersection with a line drawn 984.78 feet south of and parallel with the south on the east line of Whipple Street to 48th Place; then east along 48th Place extended to the centerline of Richmond Avenue extended south; then north along said centerline to the centerline of 48th Place; then east along 48th Place to California Avenue; then south on California Avenue to 49th Street extended; then west on 49th Street extended to Spaulding Avenue extended; then south on Spaulding Avenue extended to 51st Street; then west along 51st Street to a line which is 155 feet west of and parallel to the centerline of St. Louis Avenue; then north along said line to 49th Street extended; then west along 49th Street extended to Central Park Avenue; then north on Central Park Avenue to 48th Street extended; then west on 48th Street extended to the east line of Pulaski Road; then south along the east line of Pulaski Road to a line 1.5 feet north of the centerline of 51st Street; then east along said line to the south boundary line of the Chicago Union Transfer Railroad (Belt); then northeast along the south boundary line of the Chicago Union Transfer Railroad (Belt) to the east side of Hamlin Avenue extended; then south along the east side of Hamlin Avenue extended to the centerline of 51st Street; then west along said centerline of 51st Street to the south boundary line of the Chicago Union Transfer Railroad (Belt); then southwest along said boundary line to the east side of Keeler Avenue; then north along the east side of Keeler Avenue to the centerline of 51st Street; then east along 51st Street to the centerline of Pulaski Road; then north along the

centerline of Pulaski Road to 48th Street; then west along 48th Street to its intersection with a line 3 feet east of and parallel with the centerline of Kilbourn Avenue, said centerline also being the east line of the west half of the east half of the northwest quarter of Section 10, Township 38 North, Range 13 East of the Third Principal Meridian; then south along said parallel line to its intersection with a line 650 feet north of the south line of the northwest quarter of said Section 10, said south line of the northwest quarter also being the westerly extension of the centerline of 51st Street; then west parallel with the south line of the northwest quarter of said Section 10 to the east line of the west 333 feet to the west half of the east half of the northwest quarter of said Section 10; then north along the east line of the west 333 feet to its intersection with a line 850 feet north of the south line of the northwest quarter of said Section 10; then east parallel with the south line of the northwest quarter of said Section 10 to the centerline of said Kilbourn Avenue as occupied; then north along the centerline of Kilbourn Avenue to 48th Street; then west along 48th Street to the east line of Cicero Avenue; then south on the east line of Cicero Avenue to the south boundary of the Chicago Belt Line Railroad property; said boundary being 551 feet more or less north of the centerline of 71st Street extended; then southeasterly along the south boundary of the Chicago Belt Railroad property to a point in the northeast quarter of Section 27, Township 38 North, Range 13 East of the Third Principal Meridian, said point being a concrete monument with a bronze rod located at an approximate distance of 3536 feet east of the west line of Section 27; then continuing southeasterly to its intersection with the west line of the east half of the northeast quarter of Section 27, Township 38 North, Range 13 East of the Third Principal Meridian; then north along the west line of the east half of the northeast quarter of Section 27 aforesaid and its northerly extension to its intersection with the south line of Hannibal Heights; then east along the westerly extension of the centerline of 70th Street, 318.94 feet more or less; then south along a said line, 577.97 feet to its intersection with a line 93.95 feet northeasterly of and parallel with the northeasterly line of the Chicago Belt Railway property; then southeasterly along said parallel line 891.13 feet more or less; then east 212.13 feet more or less to the west line of Pulaski Road as widened; then south along the west line of Pulaski Road aforesaid 242.20 feet more or less to the northeasterly line of the Chicago Belt Railway property; then northwesterly along said northeasterly line of the Chicago Belt Railway property 1525 feet more or less to its intersection with a line 3 feet east of and parallel with the northerly extension of the west line of the east half of the northeast quarter of Section 27 aforesaid; then southerly along said parallel line to its intersection with the southwesterly line of the Chicago Belt Railway property; then southeasterly along the southwesterly line of the Chicago Belt Railway property 295 feet more or less; the south a distance of 840.06 feet; then southeasterly a distance of 56.57 feet; then east along a line a distance of 110 feet south to 76th Street extended; then west along 76th Street extended to a line drawn 2506 feet east of and parallel with Cicero Avenue; then running south on said parallel line to a line drawn to 77th Street extended; then running west along 77th Street extended to Kenton Avenue; then running north along Kenton Avenue to the north side of 77th Street; then running west on the north side of 77th Street to a line drawn 815 feet east of and parallel with Cicero Avenue; then running north on said parallel line to the northeast side of Keller Avenue; then running northwest on the northeast side of Keller Avenue to Cicero Avenue; then north along Cicero Avenue to the north line of 72nd Street; then east along 72nd Street a distance of approximately 1697.04 feet; then north a distance of approximately 529.83 feet more or less to a point which is 3 feet southwesterly of the Chicago Belt Line Railroad property; then running

parallel to the south boundary of Chicago Belt Line Railroad property on a northwesterly direction to the median of Cicero Avenue; then running north along Cicero Avenue to 63rd Street; then west on 63rd Street to Central Avenue; then north on Central Avenue to 55th Street; then east on 55th Street to the west line of Cicero Avenue; then north on the west line of Cicero Avenue to the north side of 45th Street; then running west on 45th Street to the west side of Lavergne Avenue; then running north on the west side of Lavergne Avenue extended to the southeast side of the Canadian National Railroad; then running northeast on the southeast side of the Canadian National Railroad to the west line of Cicero Avenue; then north on the west line of Cicero Avenue to the Sanitary and Ship Canal of Chicago; then northeasterly along the Sanitary and Ship Canal of Chicago to the west line of the Belt Railroad line; then north along the Belt Railroad line and the City boundary to the southeast side of the Burlington Northern Santa Fe Railroad; then running northeast on the southeast side of the Burlington Northern Santa Fe Railroad to the west line of Kostner Avenue; then running south on the west line of Kostner Avenue to a line drawn 639.35 feet south of and parallel with the south line of 26th Street; then running west along said parallel line to a line drawn 460 feet west of and parallel with the west line of Kostner Avenue; then running south on said parallel line to the south line of Lawndale Industrial District Subdivision; then running west on the south line of Lawndale Industrial District Subdivision to the east side of Kilbourn Avenue; then running south on the east side of Kilbourn Avenue extended to a line drawn 50 feet south of and parallel to the south line of the original 100-foot Chicago and Illinois Western Railroad; then running east along said parallel line to the east side of Vacated Kilbourn Avenue; then running south on the east side of Vacated Kilbourn Avenue to a line drawn 150 feet south of and parallel to the south line of the original 100-foot Chicago and Illinois Western Railroad; then running east along said parallel line to a point 221 feet west of the east line of east half the northwest quarter of Section 34, Township 39 North, Range 13 East of the Third Principal Meridian; then running southwest 322.24 feet more or less to a line drawn 529 feet west of and parallel to the east line of east half of the northwest quarter of said Section 34; then running south along said parallel line to a line 532.70 feet north of the south line of the north half of the northwest quarter of said Section 34 ;then running east on said parallel line to a line drawn 264 feet west of and parallel to the east line of east half of the northwest quarter of said Section 34; then running south along said parallel line to a line 460.70 feet north of the south line of the north half of the northwest quarter of said Section 34 ; then running west along said parallel line to a line drawn 416.8 feet west of and to the east line of east half the northwest quarter of said Section 34; then running south along said parallel line to 35th Street extended; then running east on 35th Street extended to Kolin Avenue extended; then south along Kolin Avenue extended to the centerline of Stevenson Expressway; then northeast along the Stevenson Expressway to the north line of Pershing Road; then east along the north line of Pershing Road extended to its intersection with a line 3 feet west of and parallel with the southerly extension of the east line of Spaulding Avenue; then north along said parallel line to its intersection with said parallel line also being the easterly extension of the north line of Lot 9 in Bartley's 38th Street Addition in Blocks 14 & 15 in J. H. Rees' Subdivision; then west along said parallel line to the east line of Homan Avenue; then north along the east line of Homan Avenue 121.90 feet, more or less to the centerline of vacated 37th Street, said centerline also being a line 20 feet south of the south right of-way line of the Gulf Mobile and Ohio Railroad; then east along the centerline of vacated 37th Street to the west line of Kedzie Avenue; then south along the west line of Kedzie Avenue to the north line of 37th Place; then

west along the north line of 37th Place to its intersection with a line 300.63 feet, more or less, east of and parallel with the east line of Spaulding Avenue; then south along said parallel line 49 feet, more or less, to its intersection with a line 283 feet, more or less, north of and parallel with the north line of 38th Street; then west along said parallel line 300.63 feet, more or less, to the east line of Spaulding Avenue; then south along the line of Spaulding Avenue to the north line of Pershing Road; then east along the north line of Pershing Road to Western Avenue and the place of beginning.

Enterprise Zone 2 Expansion (12.77 sq. mi.)

