



# City of Chicago



O2014-7566

Office of the City Clerk

## Document Tracking Sheet

<b>Meeting Date:</b>	9/10/2014
<b>Sponsor(s):</b>	Emanuel (Mayor)
<b>Type:</b>	Ordinance
<b>Title:</b>	Establishment of Enterprise Zone 3 for development of substantial employment opportunities
<b>Committee(s) Assignment:</b>	Committee on Finance

FIN.



OFFICE OF THE MAYOR  
CITY OF CHICAGO

RAHM EMANUEL  
MAYOR

September 10, 2014

TO THE HONORABLE, THE CITY COUNCIL  
OF THE CITY OF CHICAGO

Ladies and Gentlemen:

At the request of the Commissioner of Planning and Development, I transmit herewith ordinances authorizing the reestablishment of various Illinois Enterprise Zones.

Your favorable consideration of these ordinances will be appreciated.

Very truly yours,

A handwritten signature in cursive script that reads "Rahm Emanuel".

Mayor

## ORDINANCE

WHEREAS, the City of Chicago is permitted under the Illinois Enterprise Zone Act, 20 ILCS 655/1 *et seq.* ("Illinois Enterprise Zone Act") to designate area of the City as proposed enterprise zones in order to apply for certification by the State of Illinois (the "State") through its Department of Commerce and Economic Opportunity ("DCEO") that such areas qualify for State enterprise zone status; and

WHEREAS, the City of Chicago has determined that the area selected herein meets the qualification requirements of a State enterprise zone pursuant to the Illinois Enterprise Zone Act; and

WHEREAS, all required procedures have been followed in the selection and designation of this area as a proposed enterprise zone as required under the Illinois Enterprise Zone Act and the Chicago Enterprise Zone Ordinance, Chapter 16-12 of the Municipal Code of Chicago (the "Chicago Enterprise Zone Ordinance"); now, therefore,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHICAGO, AS FOLLOWS:

SECTION 1. The preambles of this Ordinance are hereby incorporated into this Ordinance by this reference.

SECTION 2. The area, described as follows and referred to hereinafter as 'Zone 3,' is hereby designated a proposed enterprise zone. The area boundaries shall be as legally described and depicted in the map shown on Exhibit A attached hereto and made a part hereof and hereby approved.

SECTION 3. That Zone 3 meets the qualification requirements of Section 4 of the Illinois Enterprise Zone Act, in that:

1. It is a contiguous area entirely within the City of Chicago;
2. It comprises 11.66 square miles, which is within the range allowed by the Illinois Enterprise Zone Act;
3. It meets the following three criteria:
  - (i) the designation will result in the development of substantial employment opportunities by creating or retaining a minimum aggregate of 1,000 full-time equivalent jobs due to an aggregate investment of \$100,000,000 or more, and will help alleviate the effects of poverty and unemployment within the local labor market area;
  - (ii) all or part of the local labor market area has a poverty rate of at least 20% according to the latest federal decennial census, 50% or more of children in the local labor market area participate in the federal free lunch program according to reported statistics from the State board of education, or 20% or more households in the local

labor market area receive food stamps according to the latest federal decennial census; and

(iii) the local labor market area contains a presence of large employers that have downsized over the years, the labor market area has experienced plant closures in the 5 years prior to the date of application affecting more than 50 workers, or the local labor market area has experienced State or federal facility closures in the 5 years prior to the date of application affecting more than 50 workers.

4. It satisfies all other additional qualification requirements established to date by regulation of the Illinois Department of Commerce and Economic Opportunity.

SECTION 4. Zone 3 shall be entitled to all tax and regulatory incentives as provided in the Chicago Enterprise Zone Ordinance, upon its certification as an enterprise zone by the State. Those tax and regulatory incentives are hereby incorporated into this Ordinance for the benefit of this Zone.

SECTION 5. The Zone Administrator shall be the Commissioner of the Department of Planning and Development of City of Chicago, as stated in the Chicago Enterprise Zone Ordinance, Section 16-12-060(c).

SECTION 6. This Ordinance and the zone designation hereunder shall be subject to all of the provisions of the Chicago Enterprise Zone Ordinance, unless otherwise provided herein.

SECTION 7. Zone 3 shall remain a proposed Zone until certified by DCEO in accordance with the Illinois Enterprise Zone Act.

SECTION 8. The duration or term of Zone 3 shall be 15 years commencing on January 1, 2016. After the 13<sup>th</sup> year, Zone 3 is subject to review by the Enterprise Zone Board, as described in the Illinois Enterprise Zone Act, for an additional 10-year designation beginning on the expiration of Zone 3.

SECTION 9. The Commissioner, as Zone Administrator for the City of Chicago or a designee of the Commissioner, is hereby authorized to make a formal written application to DCEO and to supply other information as needed to have Zone 3 designated, approved and certified by the State.

SECTION 10. This ordinance shall be effective from and after its passage and approval.

Exhibit A

Enterprise Zone 3 Legal Description and Map

The outer perimeter will begin at the intersection of East 119<sup>th</sup> Street extended; and the west line of the Calumet Expressway, said also being Interstate Highway 94; thence west along 119<sup>th</sup> Street extended; the west boundary of the Pullman Railroad tracks; thence south along the west boundary of the Pullman Railroad tracks to its intersection with Cottage Grove Avenue; thence south along Cottage Grove Avenue to 122nd Place extended; thence west along 122nd Place extended; to the east boundary of the Chicago and Western Indiana Railroad line; thence north along the east boundary of the Chicago and Western Indiana Railroad line to the centerline of 119th Street; thence west along 119th Street to the east line of Wentworth Avenue; thence south along said east line to the first alley south of 119th Street; thence west to the centerline of Wentworth Avenue; thence north along the centerline of Wentworth Avenue to the easterly extension of the alley first south of 119<sup>th</sup> Street; thence west along said alley to the west line of Emerald Avenue; thence south along said west line to the northeasterly line of Pennsylvania Railroad; thence south along said northeasterly line to the north line of the Illinois Central Railroad; thence west along said north line to the first alley east of Halsted Street; thence south along said alley to the north line of 123d Street; thence west along said north line to the first alley west of Halsted Street; thence north along said alley to the south line of 122nd Street; thence west along said south line to the east line of Aberdeen Street; thence north along said east line to the south line of the Illinois Central Railroad; thence west along said south line and curve to the west line of Loomis Street; thence north along said west line to the north line of 120th Street; thence east along said north line to a point 400 feet east of the east line of said Loomis Street; thence north along a line 400 feet east of the east line of Loomis Street to a point 55 feet south of the south line of 119th Street; thence west along a line 55 feet south of said south line to the centerline of Loomis Street; thence north along said centerline to the south line of 119th Street; thence west along said south line to the west line of Loomis Street; thence north along said west line to the north line of 118th Street; thence east along the north line of 118th Street to the west line of the first alley east of Racine Avenue; thence north along said west line to the north line of 117th Street; thence east along said north line to the east line of Carpenter Street; thence south along said east line to the northwest corner of Lot 61 in Stanley Matthew's Subdivision; thence east along the north line of said Lot 61 and its extension to the east line of the first alley east of Carpenter Street; thence south along said east line to the north line of 118th Street; thence east along said north line to the east line of Morgan Street; thence south along said east line to the northwest corner of Lot 19 in Placerdale Subdivision; thence east along the north line of said Lot 19 and its extension to the east line of Sangamon Street; thence

south of said east line to the north line of the first alley north of 119th Street; thence east along said alley to the west line of vacated Green Street; thence north along said west line to the center line of 118th Street; thence west along said center line and to the west line of the first alley east of Peoria Street extended south; thence north along said west line to the south line of 117th Street; thence east along said south line to the southwesterly line of the Pennsylvania Railroad; thence northwesterly along said southwesterly line to the north line of the first alley south of 115th Street; thence west along said alley to the east line of Morgan Street; thence north along said east line to the north line of 115th Street; thence east along said north line to the east line of the first alley east of Halsted Street; thence south along said alley to the south line of 118th Street; thence west along said south line to said first alley east of Halsted Street; thence south along said alley to the north line of 118th Place; thence east along said north line to the east line of Emerald Avenue; thence south along said east line to the first alley north of 119th Street; thence east along said alley to the center line of Normal Avenue; thence north along said centerline to the first alley north of 119th Street; thence east along said alley to the centerline of Eggleston Avenue; thence south along said centerline to the first alley north of 119th Street; thence east along said alley to the centerline of Stewart Avenue; thence north along said centerline of the first alley north of 119th Street; thence east along said alley to the centerline of Harvard Avenue; thence south along said centerline to the first alley north of 119th Street; thence east along said alley to the east line of Wentworth Avenue; thence south along said east line to a point 3 feet north of the centerline of 119th Street; thence east along 119<sup>th</sup> Street to the east boundary of the Chicago and Western Indiana Railroad line; thence north along the east boundary of the Chicago and Western Indiana Railroad line to 118th Place extended; thence east along 118th Place extended to Cottage Grove Avenue; thence north along Cottage Grove Avenue to 115th Street; thence east along 115th Street to Champlain Avenue; thence north along Champlain Avenue to 114th Street; thence east along 114th Street to its intersection with the Rock Island Railroad right-of-way; thence north along said railroad right-of-way to 111th Street; thence west along 111th Street to Cottage Grove Avenue; thence north along Cottage Grove Avenue to 108th Street; thence east along 108th Street to Langley Avenue; thence north along Langley Avenue to 106th Street; thence east along 106th Street to its intersection with the Rock Island Railroad right-of-way; thence northeasterly along said railroad right-of-way to a rail spur located approximately 186 feet, more or less, south of the centerline of street, said spur being also a parcel of land bearing the Permanent Identification Number 25-14-100-039; thence following said spur in a northwesterly direction to its intersection with the west line of said parcel; thence north along said line to 103rd Street; thence west along 103rd Street to the east line of Gately Park; thence north along said east line to the north property line of the parcels of land bearing the Permanent Identification Numbers 25-11-300-006, 25-11-300-009, 25-11-300-029 and 25-11-300-037; thence

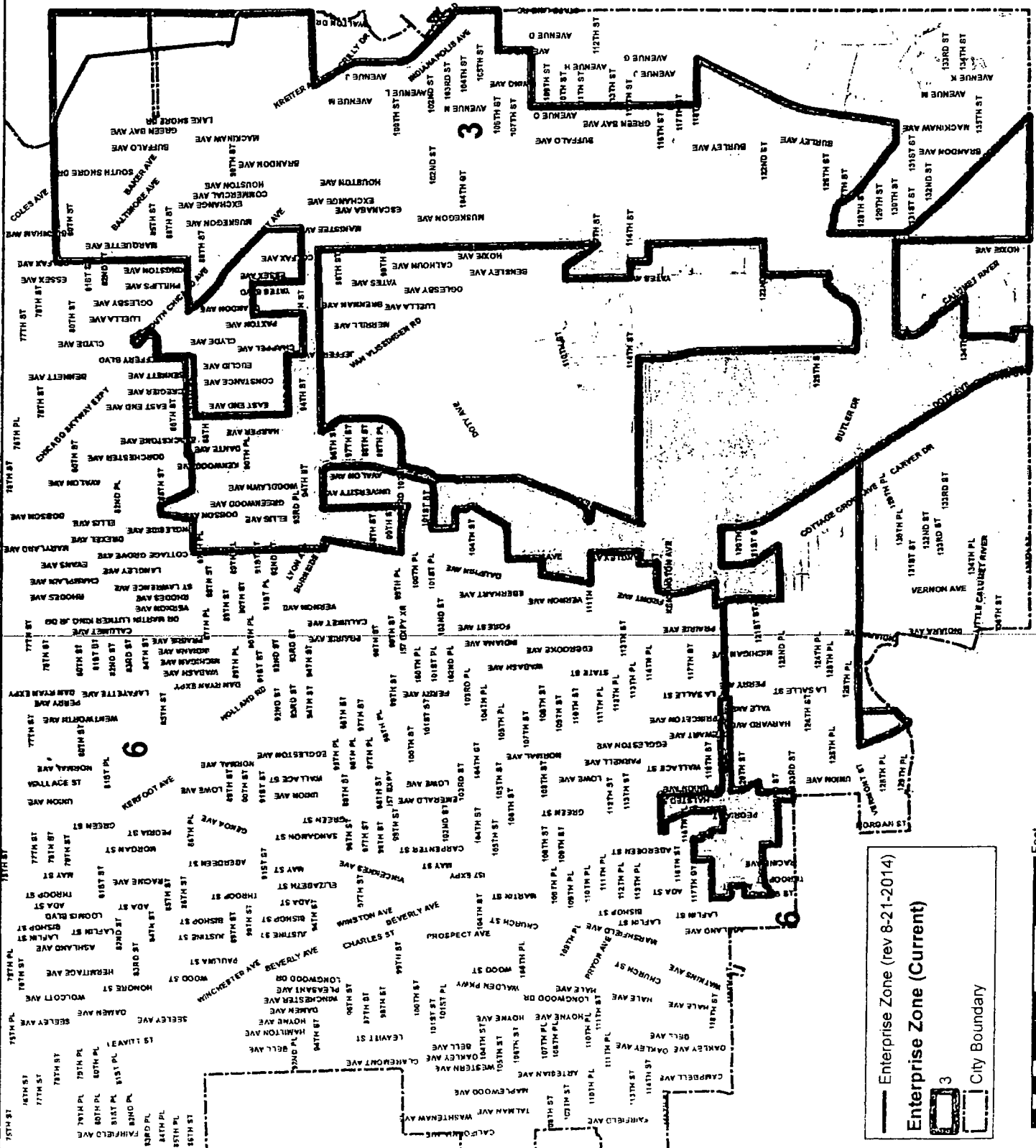
east along said north property line to its intersection with the west line of the Rock Island Railroad right-of-way; thence north along said railroad right-of-way to 95th Street; thence west along 95th Street to Dobson Avenue; thence south on Dobson Avenue extended to the north line of the Calumet Expressway (Bishop Ford); thence west along the north line of the Calumet Expressway to 95<sup>th</sup> Street; thence west on 95<sup>th</sup> Street to Cottage Grove Avenue, thence north on Cottage Grove Avenue to 87th Street; thence proceeding east on 87th Street to the east line of the Illinois Central Gulf Railroad right-of-way; thence north along the east line of the Illinois Central Gulf Railroad right-of-way to 85th Street extended; thence east along 85th Street extended to the west line of the New York, Chicago and St. Louis Railroad right-of-way; thence southeast along said right-of-way to 87th Street; thence east on 87th Street to Dorchester Avenue; thence north on Dorchester Avenue to the south line of the first alleyway north of 87<sup>th</sup> Street; thence east along said alleyway or north lot lines of contiguous properties fronting on 87th Street to the east line of the first alley west of Stony Island Avenue, thence east along the north line of Lot 6 in Cepek's Subdivision to the west line of Stony Island Avenue, thence east along the north line of Lot 21 in Archibald's Stony Island Manor Subdivision, thence east along the south line to the first alley north of 87<sup>th</sup> Street to the centerline of Cregier Avenue; thence south along the said centerline to the south line of the first alley north of 87<sup>th</sup> Street; thence east along said alley to the centerline of Constance Avenue; thence south along said centerline to the westerly extension of Lot 28 and 21 in the Subdivision of Blocks 12 and 15 of Constance, a subdivision by Wallace C. Clement; thence east along said subdivision to the south line of the first alley north of 87<sup>th</sup> Street; thence east along Lots 28 and 21 in George & Wanner's Resubdivision of Blocks 10 & 17 of Constance to the west line of Jeffery Boulevard; thence north of the west side of Jeffery Boulevard to the north line of 85th Street; thence east on the north line of 85th Street extended to the northwest corner of South Chicago Avenue; thence north on the west line of South Chicago Avenue to Clyde Avenue; thence northeast on Clyde Avenue to the first alleyway northeast of South Chicago Avenue; thence southeast on said alleyway to the first alley west of Merrill Avenue; thence south on said alleyway to the first alleyway northeast of South Chicago Avenue; thence southeast along the first alleyway to the west line of Merrill Avenue; thence south on the west line of Merrill Avenue to the northeast corner of South Chicago Avenue; thence southeast on the northeasterly line of South Chicago Avenue to the southeast corner of 85th Street; thence west on the south line of 85th Street to the east line of Jeffery Boulevard; thence south on Jeffery Boulevard; thence to the north line of the first alley south of 87<sup>th</sup> Street extended; thence west along said north line to the west line of the alleyway first east of Stony Island Avenue; thence south along said alleyway and through to the south line of the parcel bearing Permanent Identification Number 25-01-102-

024; thence west to the west line of the alleyway first east of Stony Island Avenue; thence south along said west line and through parcels of land bearing the Permanent Identification Numbers 25-01-302-003, 25-01-302-004 and 25-01-308-025 to the west line of the alleyway first east of Stony Island Avenue; thence south along said west line to 93<sup>rd</sup> Street; thence east along 93<sup>rd</sup> Street to Jeffery Avenue; thence south along Jeffery Avenue to 94th Street; thence east along 94th Street to Luella Avenue; thence north on Luella Avenue to 91st Street; thence east along 91st Street to Phillips Avenue; thence south along Phillips Avenue to 94th Street; thence east along 94th Street to Manistee Avenue; thence north along Manistee Avenue to Anthony Street; thence northwesterly along Anthony Street to 87th Street; thence proceeds east on 87th Street to Colfax Avenue; thence north on Colfax Avenue to 79th Street; thence east on 79<sup>th</sup> Street extended to the lakefront lands; thence south along the contour of the lakefront lands to 95<sup>th</sup> Street extended and its intersection with the Illinois-Indiana State Line; thence proceeds west on 95th Street to Elgin, Joliet and Eastern Railway tracks; thence the boundary proceeds southeasterly along the Elgin, Joliet and Eastern Railway tracks including the right-of-way to the state line; thence south along the state line to 106th Street; thence west on 106th Street to Avenue F; thence south on Avenue F to 108th Street; thence west on 108th Street to Avenue N to 114<sup>th</sup> Street and through the parcels bearing Permanent Identification Numbers 26-20-100-002 and 26-20-100-003 to 116<sup>th</sup> Street; thence south on Avenue N extended to 118<sup>th</sup> Street; thence east on 118th Street to Pennsylvania Railroad tracks including right-of-way; thence southwest on the Pennsylvania Railroad track to 130th Street; thence west on 130th Street to the west spur of the Pennsylvania Railroad; thence proceeds northwest along the Penn Central Railroad tracks to Saginaw Avenue extended; thence south on Saginaw Avenue extended to Brainard Avenue; thence southeast along Brainard Avenue to 138th Street extended, said being also the southern City Limits; thence west along 138th Street extended to Torrence Avenue; thence north along Torrence Avenue to 130th Street; thence west on 130th Street to the west bank of the Calumet River; thence southeast along the Calumet River to where the Calumet River intersects with 134th Street extended; thence west on 134th Street extended and 134th Street to Jeffery Avenue; thence south on Jeffery Avenue to 137th Street; thence east on 137th Street extended; thence south along the west line of Chappel Avenue extended; thence to 138th Street; thence west along 138th Street and 138th Street extended (City limit line) to the west line of the Calumet Expressway; thence north along the west line of the Calumet Expressway to its intersection with the south line of 127<sup>th</sup> Street extended; thence west along the south line of 127th Street extended to the centerline of Princeton Avenue extended; thence south along the centerline of Princeton Avenue extended to the north bank of the Little Calumet River; thence southwesterly along the north bank of the Little Calumet River to the westerly line of the Pittsburgh, Cincinnati, Chicago and St. Louis Railroad right-of-way; thence northwesterly along the westerly right-of-way line to its



intersection with a line drawn 3 feet north of and parallel with the south line of 127th Street extended; thence east along a line drawn 3 feet north of and parallel with the south line of 127th Street extended to the west line of the Calumet Expressway; thence northerly along the west line of the Calumet Expressway to 119th Street, the place of beginning. The inner perimeter of the area will begin at 114th Street extended at the Calumet Expressway; thence north along the Calumet Expressway (Interstate Highway 94) to 111th Street; thence west along 111th Street to Doty Avenue; thence northeasterly along Doty Avenue to Woodlawn Avenue; thence north along Woodlawn Avenue to its intersection with the Calumet Expressway (Interstate Highway 94) westbound access; thence east along said access to the intersection with Stony Island Avenue; thence north along Stony Island Avenue to the west line of the New York Chicago & St. Louis Railroad right-of-way; thence northwesterly along said right-of-way to 95th Street; thence east on 95th Street to Torrence Avenue; thence south on Torrence Avenue to 112th Street; thence proceeds northwest along the New York, Chicago and St. Louis Railroad including the right-of-way to 110th Street; thence proceeds west on 110th Street to the New York, Chicago & St. Louis Railroad tracks; thence proceeds south along the New York, Chicago & St. Louis Railroad tracks 2,610.2 feet; thence proceeds due east along an imaginary line 650 feet; thence proceeds due south along an imaginary line 750 feet; thence proceeds due east along an imaginary line to Torrence Avenue; thence south on Torrence Avenue to 122nd Street; thence west on 122nd Street to the New York, Chicago and St. Louis Railroad tracks; thence continuing south along said tracks to the north bank of the Calumet River; thence continuing southwesterly along the north bank of the Calumet River to Stony Island Avenue; thence north along Stony Island Avenue to 114th Street extended; thence west along 114th Street extended to the Calumet Expressway, the place of beginning. Only areas inside the outer perimeter and outside the inner perimeter are included in this Zone 3. The aforementioned area excludes lakes and waterways.

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Enterprise Zone (rev 8-21-2014)  
**Enterprise Zone (Current)**  
 City Boundary

0 1,375 2,750 5,500 8,250 11,000 Feet