



# Office of the City Clerk

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O V. V A R T M V. NT OF I.A.W CITY OF  
CHICAGO

July 27, 2022

Ms. Anna M. Valencia  
City Clerk  
City of Chicago  
121 North LaSalle Street  
Chicago, Illinois 60602

**Re:** Red Line Extension (RLE) Redevelopment Project Area Tax Increment  
Financing Redevelopment Plan and Project dated July 27, 2022 (the "Plan")

Dear Clerk Valencia:

I enclose the Plan. Please make the Plan available in your office as of this date for public inspection in accordance with the requirements of Section 5/1 1-74.4-5(a) of the Illinois Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1 et sea., as amended. If you have any questions with respect to this matter, please contact me at 312-744-5817 or [Keith.May@cityofchicago.org](mailto:Keith.May@cityofchicago.org) <<mailto:Keith.May@cityofchicago.org>>.

Sincerely,

*Keith A. May* ^  
Assistant Corporation Counsel Supervisor

Enclosure

cc: Scott D. Fehlan  
Tim Jeffries, DPD

121 NORTH LASALLE, STRF.F.T. ROOM (i)00, CHICAGO, ILLINOIS (i)0(i)2

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# Red Line Extension (RLE) Redevelopment Project Area

## Tax Increment Financing Redevelopment Plan and Project

July 27, 2022

Office of the Chicago Citu Clerk  
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CITY OF CHICAGO, IL

## Red Line Extension (RLE) Redevelopment Project Area Tax Increment Financing Redevelopment Plan and Project

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## 1. Executive Summary

In June 2016, the 99<sup>th</sup> Illinois General Assembly passed legislation amending the Illinois Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1 et seq. (the "Act"). That amendment was signed into law and became effective on August 12, 2016. In May 2021, the 102<sup>nd</sup> Illinois General Assembly passed an additional amendment to the Act, which was signed into law and became effective on August 27, 2021.

The Act, as amended in 2021, authorizes the City of Chicago (the "City") to:

- First, designate a transit planning area, known as a "Transit Facility Improvement Area" ("TFIA"), for various public transit infrastructure improvement purposes, including the Chicago Transit Authority's Red Line Extension ("RLE") Program.
- Then, establish within the TFIA one or more Redevelopment Project Areas ("RPAs"), commonly known as "TIF Districts" to finance some or all of the RLE Program and other authorized public transit infrastructure improvement projects. An RPA established within an authorized TFIA (often known as a "Transit TIF District") satisfies the contiguity requirements of the Act regardless of whether all of the parcels in the RPA are adjacent to one another.
- Finally, use a portion of incremental property tax revenues arising from any increases in assessed property values within such an RPA within a TFIA after its establishment ("Available TIF Funds") solely for the purpose of the construction, reconstruction, rehabilitation, remodeling or repair of any existing or proposed transit passenger stations; transit maintenance, storage or

service facilities; and rights-of-way for use in providing transit (together, known as "Transit Facilities"). Available TIF Funds may be used for such purposes whether the Transit Facilities are located within or outside the boundaries of an RPA within a TFIA. No other use of Available TIF Funds for an RPA within a TFIA is allowed under the Act. The portion of incremental property tax revenues that comprise the Available TIF Funds, and the remaining portion of incremental property tax revenues distributed to taxing districts, in accordance with the Act, are described further in Sources of Funds to Pay Costs in Section 5 of this document.

**The City sought to determine the feasibility of designating an area (the "Red Line Extension RPA" or the "RLE RPA") as an RPA within a TFIA to partially finance CTA's RLE Project. The "RLE Project" is a 5.6-mile rail extension of the CTA Red Line from 95<sup>th</sup> Street Terminal to the new terminal station near 130<sup>th</sup> Street, including four new fully accessible stations, a new storage yard and shop, and park and ride facilities near each new station. The goal and objectives of the RLE RPA are discussed in Section 4.**

The CTA, in cooperation with the City, engaged SB Friedman Development Advisors, LLC (the "Consultant") to complete the Feasibility Study and prepare a Redevelopment Plan and Project for the proposed RLE RPA, including an eligibility report that provides the basis for the eligibility of the proposed RLE RPA as an RPA within a TFIA under the Act (together, the "Redevelopment Plan").

This document serves as the Redevelopment Plan and includes the Feasibility Study and the eligibility report for determining whether the proposed RLE RPA qualifies as an RPA within a TFIA. It summarizes the analyses and findings of the Consultant's work, which, unless otherwise noted, is the responsibility of the Consultant.

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City of Chicago / Red Line Extension (RLE) RPA - Redevelopment Plan and Project

The City is entitled to rely on the findings and conclusions of this Redevelopment Plan in designating the proposed RLE RPA as an RPA within a TFIA under the Act. The Consultant has prepared this Redevelopment Plan with the understanding that the City would rely on: 1) the findings and conclusions of the Redevelopment Plan in proceeding with the designation of the proposed RLE RPA as an RPA within a TFIA, and the adoption and implementation of the Redevelopment Plan; and 2) the fact that the Consultant has obtained the necessary information so that the Redevelopment Plan will comply with the Act.

## Proposed RLE TFIA and RLE RPA

The proposed RLE TFIA is generally described as an area within one-half mile in any direction from the centerline within the existing or proposed right-of-way of the CTA Red Line from Madison Street on the north to 134<sup>th</sup> Street on the south. The proposed RLE TFIA primarily includes transit facilities as well as residential, commercial, industrial, open space, mixed-use (commercial/residential) and institutional uses. The proposed RLE TFIA is shown in Map 1.

**The proposed RLE RPA, shown in Map 2, includes 7,726 parcels of land (associated with 36,767 Property Index Numbers) and encompasses approximately 1,445 acres of land. The proposed RLE RPA consists of eight subareas within the RLE TFIA from Madison Street on the north to Pershing Road on the south. The subareas are shown in Map 3A and Map 3B.**

## Red Line Extension Project

The RLE Project includes the following elements that will benefit the proposed RLE RPA:

- **Heavy Rail Rapid Transit Extension (Mainline Corridor Guideway and Structure)** - The Red Line will be extended 5.6 miles from the current terminal station at 95<sup>th</sup> Street to a new terminal station near 130<sup>th</sup> Street. The extended Red Line tracks will be elevated between 95<sup>th</sup> Street and 119<sup>th</sup> Street and street-level from 119<sup>th</sup> Street to 130<sup>th</sup> Street.
- **New Stations** - Four new fully accessible stations will be constructed at 103<sup>rd</sup> Street (near Eggleston Avenue), 111<sup>th</sup> Street

(near Eggleston Avenue), Michigan Avenue (near 116<sup>th</sup> Street), and 130<sup>th</sup> Street (near Altgeld Gardens)

- Park & Ride Facilities - To accommodate passengers arriving by automobile, park & ride facilities will be constructed near each RLE station. Multimodal connections at each new station will also include bus, bike and pedestrian facilities.
- CTA Yard and Shop - A new railcar storage yard and maintenance facility will be constructed at 120<sup>th</sup> Street.

## Redevelopment Plan Goal and Objectives

The goal of this Redevelopment Plan is to utilize Available TIF Funds to partially finance the construction, reconstruction, rehabilitation, remodeling or repair of existing or proposed Transit Facilities associated with the RLE Project. Accordingly, this Redevelopment Plan will provide a comprehensive strategy to extend transit service towards the southern boundary of the City and achieve the objectives outlined below.

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City of Chicago / Red Line Extension (RLE) RPA - Redevelopment Plan and Project

Objectives. Six (6) main objectives support the overall goal of the Redevelopment Plan-

1. Extend CTA rail service to the South Side of the City with 5.6 miles of new track and four new fully accessible stations;
2. Reduce commute times for residents on the South Side of Chicago;
3. Improve mobility and accessibility for transit-dependent residents in the area to be served by the RLE Project;
4. Improve rapid transit rail service to isolated areas and provide viable linkages between affordable housing (e.g., the Altgeld Gardens neighborhood), jobs, services, and educational opportunities, thereby enhancing livability and neighborhood vitality;
5. Provide a modern, efficient railcar storage yard and shop facility to provide storage and cost-effective preventive maintenance for railcars associated with the RLE Project, railcars currently stored in the existing 98th Street Yard and Shop, and railcars supporting additional Red Line expansion of service; and;
- 6 Foster economic development in the area to be served by the RLE Project, where new stations may serve as catalysts for neighborhood revitalization and help reverse decades of disinvestment in local business districts.

This Redevelopment Plan supports the goals and objectives of other overlapping plans, including but not limited to, the forthcoming RLE Transit Supportive Development Plan and ON TO 2050 (2018), the long-range comprehensive plan prepared by the Chicago Metropolitan Agency for Planning (CMAP) for the Chicago region. CMAP adopted the RLE Project as a fiscally-constrained Regionally Significant Project in ON TO 2050. The RLE Project is also included in the regional Transportation Improvement Program (TIP).

## Determination of Eligibility of Proposed RLE RPA

The proposed RLE RPA is found to be eligible for designation as an RPA within a TFIA based on the findings that the proposed RLE RPA meets the following criteria for determination as an RPA within a TFIA pursuant to the Act, including Sections 5/11-74.4-3.3 and 5/11-74.4-4 of the Act:

- The proposed RLE RPA will be located within the RLE TFIA that will be established by the City pursuant to Section 5/11-74.4-3 3 of the Act; the proposed RLE TFIA will include property within one-half mile in any direction from the centerline within the existing or proposed right-of-way of the CTA Red Line from Madison Street on the north to 134<sup>th</sup> Street on the south,

- The proposed RLE RPA is being established for the purpose of developing new Transit Facilities, expanding or rehabilitating existing Transit Facilities, or both;
- The proposed RLE RPA is identified in the CTA's Red Line Extension Program;
- All parcels within the RLE TFIA, including those that are part of the RLE RPA, are anticipated to benefit substantially from the extension of the Red Line;

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City of Chicago / Red Line Extension (RLE) RPA - Redevelopment Plan and Project

- The RLE RPA will be established within the RLE TFIA and therefore is deemed to satisfy the contiguity requirements of the Act, regardless of whether all of the parcels of real property included in the RLE RPA are adjacent to one another; and
- The land uses within the Redevelopment Plan are anticipated to be approved by the City's Plan Commission.

## Other Determinations

Pursuant to the requirements of the Act, this Redevelopment Plan.

- Establishes an itemized list of estimated redevelopment project costs related to Transit Facility construction, reconstruction, rehabilitation, remodeling or repair, pursuant to the Act;
- Assesses any potential financial impact or increase in demand for services resulting from the proposed RLE RPA on taxing districts;
- Identifies sources of funds to pay costs, the nature and term of obligations, and the estimated dates of completion of the RLE Project and retirement of obligations;
- Provides the most recent equalized assessed value ("EAV") and estimated EAV at the expiration of the proposed RLE RPA; and
- Commits to fair employment practices and an affirmative action plan as it relates to the RLE Project.

Under the provisions of the Act, a Housing Impact Study is not required for an RPA within a TFIA project that is subject to the process for evaluation of environmental effects under the National Environmental Policy Act of 1969, 42 U.S.C. § 4321 et seq. (NEPA). The RLE Project is subject to the process for evaluation of environmental effects under NEPA, as described below and documented by the CTA. The impacts of property displacements were studied as one component of the RLE Draft Environmental Impact Statement (EIS), published in October 2016. This process required disclosure of all potential displacements, study of adverse impacts, incorporation of public comment through public hearings, and identification of mitigation measures. The Final EIS, expected to be published in August 2022, updates the analyses of displacements and relocations to include affected parcels for right-of-way necessary for the RLE Project, as described in the Final EIS.

CTA's Draft and Final EIS are available at: <https://www.transitchicago.com/rle/> <<http://transitchicago.com/rle/>>.

The CTA is also required to comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 United States Code [USC] § 4601, et seq.), which mandates 1) just compensation for tangible personal property loss as a result of relocation or discontinuance of operations; reestablishment expenses; moving costs; and costs incurred in finding a replacement site, and 2) relocation services and just compensation be made available to eligible residents, business owners and

tenants, and nonprofit organizations displaced as a direct result of any project undertaken by a federal agency or with federal financial assistance.

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City of Chicago / Red Line Extension (RLE) RPA - Redevelopment Plan and Project

Based on the findings that the RLE Project is subject to and complying with the process for evaluation of environmental effects under NEPA, a Housing Impact Study is not required, and thus has not been prepared for this Redevelopment Plan.

## **Feasibility of RPA Designation**

The use of TIF is feasible for the proposed RLE RPA. Based on the total 2020 EAV of the RLE RPA and projections of anticipated EAV through 2057, it appears that the Available TIF Funds will be sufficient to fund the redevelopment project costs identified in Table 1 (in Section 5 of this document), and the use of TIF is feasible for the proposed RLE RPA. The use of TIF is appropriate for transit-related improvements in the RLE RPA.

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## 2. Introduction

### The Act

If the corporate authorities of a municipality designate an area within the territorial limits of the municipality as a TFIA, then that municipality may establish one or more RPAs within that TFIA for the purpose of developing new Transit Facilities, expanding or rehabilitating existing Transit Facilities, or both.

Based upon the requirements of the Act and the completion of the Consultant's research and analyses, it has been determined that the proposed RLE RPA meets the requirements of the Act to be eligible to be designated an RPA within a TFIA, as discussed further in Section 3.

### The Proposed Red Line Extension (RLE) Redevelopment Project Area

This document serves as the Redevelopment Plan for the proposed RLE RPA. The CTA, in cooperation with the City, engaged the Consultant to conduct the Feasibility Study and prepare this Redevelopment Plan.

This Redevelopment Plan summarizes the analyses and findings of the Consultant's work, which, unless otherwise noted, is solely the responsibility of the Consultant. The City is entitled to rely on the findings and conclusions of this Redevelopment Plan in designating the proposed RLE RPA as an RPA within a TFIA. The Consultant has prepared this Redevelopment Plan with the understanding that the City would rely on: 1) the findings and conclusions of the Redevelopment Plan in proceeding with the designation of the proposed RLE RPA as an RPA within a TFIA and the adoption and implementation of this Redevelopment Plan; and 2) the fact that the Consultant has obtained the necessary information so that the Redevelopment Plan will comply with the Act

The proposed RLE RPA is comprised of 10 subareas that are within one-half mile in any direction from the centerline within the existing or proposed right-of-way of the CTA Red Line, south of Madison Street and north of Pershing Road. The existing Red Line is visibly apparent within the Interstate-90/94 expressway from Pershing Road until south of West Cermak Avenue, where the rail line transitions to an elevated structure. North of West Cermak Avenue, the elevated structure begins a decline and transitions to an underground subway at approximately West 16th Street. The Red Line then runs underground, following a general path northeast to State Street at West 14th Street, and from West 14th Street, the Red Line continues on a general path north, under State Street, to West Madison Avenue. The RLE RPA will not include any property that is located within an existing redevelopment project area created under the Act.

The proposed RLE RPA is shown in Map 3A and 3B. A formal legal description of the proposed RLE RPA is included in Appendix 1

### History of the CTA Red Line Extension

The Red Line Extension was originally envisioned in a 1958 plan as a rail transit option that would provide a connection from downtown to 119<sup>th</sup> Street. In 1969, when the South Red Line opened for service with a terminal



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City of Chicago / Red Line Extension (RLE) RPA - Redevelopment Plan and Project

station at 95<sup>th</sup> Street, Mayor Richard J. Daley pledged that the Red Line would eventually be extended southward to the city limit. In 2004, 38,000 residents in the 9<sup>th</sup> and 34<sup>th</sup> Wards (wards which were in the area to be served by the RLE Project at the time of the referendum) passed a non-binding ballot referendum supporting the RLE Project. The Red Line Extension is, and has always been, a community-driven project.

Today, CTA's Red Line serves as the transit backbone of the City of Chicago. It provides 24-hour north-south service and is CTA's most heavily used rail line, supporting more than 67 million entries in 2019. The current 95<sup>th</sup> Street Terminal is among CTA's busiest stations. However, the Red Line does not extend to the City's Far South Side, which limits transit options for thousands of riders who live south of the 95<sup>th</sup> Street Terminal. Many residents in the area surrounding the Red Line Extension (generally, an area bounded by 95<sup>th</sup> Street on the north, Ashland Avenue on the west, Stony Island Avenue on the east, and the Calumet-Sag Channel/Little Calumet River and 134<sup>th</sup> Street on the south) use connecting bus service to transfer to the Red Line at the 95<sup>th</sup> Street station. Longer bus trips, with more time spent in traffic, can lead to lengthy travel times.

The RLE Project is a major component of CTA's Red Ahead Program, a priority CTA initiative to maintain, modernize, and expand the entire Red Line. The RLE Project will connect predominately Black/African American communities to the broader CTA transit network, including destinations and job centers within the RLE RPA, as well as increase transit connectivity in the surrounding neighborhoods. The RLE Project will foster economic development in the area around the RLE Project, as new stations can serve as catalysts for neighborhood revitalization, spur the development of more livable, transit-supportive communities, and help reverse decades of disinvestment in local business districts. Increased transit access would attract customers and visitors from outside the community to local businesses, landmarks and cultural centers, bolstering community investment.

To address these issues and prepare for future transit and mobility needs, the CTA is taking steps to implement the RLE Project, which is described in more detail in Section 4.

Public investments in this important infrastructure project are expected to result in numerous benefits, including:

- Up to 30-minute time savings for trips from 130<sup>th</sup> Street to the Loop;
- Expanded access to frequent Red Line service as well as the entire CTA network;
- Improved access to jobs throughout the City and region; and
- Improved sustainability and mitigation of climate change through growing the City's transit ridership.

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City of Chicago / Red Line Extension (RLE) RPA - Redevelopment Plan and Project

Map 1: Proposed RLE TFIA Boundary

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**City of Chicago / Red Line Extension (RLE) RPA - Redevelopment Plan and Project**

**Map 2: Proposed RLE RPA Boundary**

Source: City of Chicago, Chicago Transit Authority, Cook County, Esri, SB Friedman

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City of Chicago / Red Line Extension (RLE) RPA - Redevelopment Plan and Project

**Map 3A: Detailed Proposed RLE RPA Boundary - Madison Street to 26<sup>th</sup> Street**

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**RLE TFIA**

RLE RPA

CTA RLE Project

CTA Red Line Train Station

CTA Blue Line Train Station CTA Green Line Train Station

CTA Red Line CTA Blue Line CTA Green Line CTA Orange Line Multiple Lines

**1**

0.25 Mile

Source: City of Chicago, Chicago Transit Authority, Cook County, Esri, SB Friedman

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City of Chicago / Red Line Extension (RLE) RPA - Redevelopment Plan and Project

## 3. Eligibility Study

The purpose of this section is to determine whether the proposed RLE RPA qualifies for designation as an RPA within a TFIA within the requirements of the Act.

### Provisions of the Act

The statutory definitions that guide the determination of eligibility as an RPA within a TFIA are as follows, as outlined in the Act

*"Transit" means any one or more of the following transportation services provided to passengers: inter-city passenger rail service; commuter rail service; and urban mass transit rail service, whether elevated, underground, or running at grade, and whether provided through rolling stock generally referred to as heavy rail or light rail.*

*"Transit Facility" means an existing or proposed transit passenger station, an existing or proposed transit maintenance, storage or service facility, or an existing or proposed right of way for use in providing transit services.*

*"Transit Facility Improvement Area" means an area whose boundaries are no more than one-half mile in any direction from the location of a transit passenger station, or the existing or proposed right of way of [sic] transit facility, as applicable; provided that the length of any existing or proposed right of way or a transit passenger station included in any transit facility improvement area shall not exceed: 9 miles for the Chicago Transit Authority's Blue Line Modernization and Extension Program; 77 miles for the Chicago Transit Authority's Red and Purple Modernization Program (running from Madison Street North to Linden Avenue); and 20 miles for the Chicago Transit Authority's Red Line Extension Program (running from Madison Street South to 134<sup>th</sup> Street (as extended))*

*"Redevelopment Project Area" means the area identified in' the Chicago Union Station Master Plan; the Chicago Transit Authority's Red and Purple Modernization Program; the Chicago Transit Authority's Red Line Extension Program; and the Chicago Transit Authority's Blue Line Modernization and Extension Program, each as may be amended from time to time after the effective date of this amendatory Act of the 99<sup>th</sup> General Assembly, and, in each case, regardless of whether all of the parcels of real property included in the redevelopment project area are adjacent to one another.*

If the City designates an area within its territorial limits as a TFIA, then the City may establish one or more RPAs within that TFIA for the purpose of developing new Transit Facilities, expanding or rehabilitating existing Transit Facilities, or both.

### Methodology Overview

The proposed RLE RPA was analyzed to determine its adherence to each of the definitions in the Act that apply to the qualification of an RPA within a TFIA. Surveys and analyses conducted by the Consultant included:

- Identification of the boundary of the RLE TFIA, using geographic information system (GIS) measurements of one-half mile (2,640 feet) limit from the centerline within the existing or proposed right-of-way of the Red Line track and its proposed extension, as provided by CTA, and limited to the area between Madison Street on the north and 134<sup>th</sup> Street on the south,
- Delineation of the proposed RLE RPA boundary, which extends no more than 2,640 feet from the centerline within the within the existing or proposed right-of-way of the Red Line track and its proposed extension, as determined using GIS, Sidwell property tax maps, CTA surveyed track centerlines, analysis of property deeds, and 2020 Cook County GIS parcels,
- Review and analysis of legal descriptions, tax parcels, 2020 property tax codes, and Sidwell tax maps of parcels within the proposed RLE TFIA boundary for identification and exclusion of existing TIF districts;
- Analysis of potential incremental tax revenue (and correspondingly, Available TIF Funds) that could be generated by the proposed RLE RPA over its 35-year life;
- Review of CTA plans, studies and reports for the RLE Project; and
- Review of local and regional plans, studies, and reports.

## Determination of Eligibility

The proposed RLE RPA is eligible for designation as an RPA within a TFIA because it satisfies the following requirements for such designation under the Act, including the requirements of Sections 5/11-74.4-3 3 and 5/11-74 4-4 of the Act:

- The proposed RLE RPA will be located within the RLE TFIA that will be established by the City pursuant to Section 5/11-74.4-3.3 of the Act; the proposed RLE TFIA will include property within one-half mile in any direction from the centerline within the existing or proposed right-of-way of the CTA Red Line from Madison Street on the north to 134<sup>th</sup> Street on the south;
- The proposed RLE RPA is being established for the purpose of developing new Transit Facilities, expanding or rehabilitating existing Transit Facilities, or both,
- The proposed RLE RPA is identified in the CTA's Red Line Extension Program;
- All parcels within the RLE TFIA, including those that are part of the RLE RPA, are anticipated to benefit substantially from the extension of the Red Line;
- The RLE RPA will be established within the RLE TFIA and therefore is deemed to satisfy the contiguity requirements of the Act, regardless of whether all of the parcels of real property included in the RLE RPA are adjacent to one another; and
- The land uses within the Redevelopment Plan are anticipated to be approved by the City's Plan Commission.

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## 4. Redevelopment Plan and Project

### Comprehensive Program for the Proposed RLE RPA

*This Redevelopment Plan identifies the tools for the City to support the extension of critical public transit infrastructure. This section presents the comprehensive program that is anticipated to be undertaken by the CTA with the support from the City in furtherance of this Redevelopment Plan. These investments in public transit both benefit property owners in the proposed RLE TFIA and increase access to employment and desirable destinations, serving the best interests of the residents of the proposed RLE RPA, RLE TFIA, and the City as a whole. The Redevelopment Project, as outlined in this section, includes land uses that are anticipated to be approved by the City's Plan Commission and also conforms to City and regional plans, including the forthcoming RLE Transit Supportive Development Plan and ON TO 2050.*

The overall goal and objectives discussed below have been developed to address these needs and to facilitate the sustainable redevelopment of the proposed RLE RPA.

## Red Line Extension Project

The RLE Project includes the following elements that will benefit the proposed RLE RPA:

- Heavy Rail Rapid Transit Extension (Mainline Corridor Guideway and Structure) - The Red Line will be extended 5.6 miles from the current terminal at 95<sup>th</sup> Street to a new terminal station near 130<sup>th</sup> Street. The extended Red Line tracks will be elevated between 95<sup>th</sup> Street and 119<sup>th</sup> Street and street-level from 119<sup>th</sup> Street to 130<sup>th</sup> Street.
- New Stations - Four new fully accessible stations will be constructed at 103<sup>rd</sup> Street (near Eggleston Avenue), 111<sup>th</sup> Street (near Eggleston Avenue), Michigan Avenue (near 116<sup>th</sup> Street), and 130<sup>th</sup> Street (near Altgeld Gardens)
- Park & Ride Facilities - To accommodate passengers arriving by automobile, park & ride facilities will be constructed near each RLE station. Multimodal connections at each new station will also include bus, bike, and pedestrian facilities.
- CTA Yard and Shop - A new railcar storage yard and maintenance facility at 120<sup>th</sup> Street.

This Redevelopment Plan assumes that the City will designate an RPA that will include property within the RLE TFIA, as required by the Act.

## Redevelopment Plan Goal and Objectives

The goal of this Redevelopment Plan is to utilize Available TIF Funds from the proposed RLE RPA to finance the development, expansion or rehabilitation of new or existing Transit Facilities. Accordingly, this Redevelopment Plan will provide a comprehensive strategy to extend transit service to the southern boundary of the City and achieve the objectives outlined below:

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City of Chicago / Red Line Extension (RLE) RPA - Redevelopment Plan and Project

Objectives: Six (6) main objectives support the overall goal of the Redevelopment Plan:

1. Extend CTA rail service to the South Side of the City with 5.6 miles of new track and four new fully accessible stations;
2. Reduce commute times for residents on the South Side of Chicago;
3. Improve mobility and accessibility for transit-dependent residents in the area to be served by the RLE Project;
4. Improve rapid transit rail service to isolated areas and provide viable linkages between affordable housing (e.g., the Altgeld

Gardens neighborhood), jobs, services, and educational opportunities, thereby enhancing livability and neighborhood vitality;

5. Provide a modern, efficient railcar storage yard and shop facility to provide storage and cost-effective preventive maintenance for railcars associated with the RLE Project, railcars currently stored in the existing 98th Street Yard and Shop, and railcars supporting additional Red Line expansion of service; and;
6. Foster economic development in the area to be served by the RLE Project, where new stations may serve as catalysts for neighborhood revitalization and help reverse decades of disinvestment in local business districts.

This Redevelopment Plan supports the goals and objectives of other overlapping plans, studies, and initiatives, including but not limited to, the forthcoming RLE Transit Supportive Development Plan and ON TO 2050 (2018), the long-range comprehensive plan prepared by the Chicago Metropolitan Agency for Planning (CMAP) for the Chicago region. CMAP adopted the RLE Project as a fiscally constrained Regionally Significant Project in ON TO 2050 The RLE Project is also included in the regional Transportation Improvement Program (TIP).

## Proposed Future Land Use

The proposed future land uses within the proposed RLE RPA reflect the objectives of the Redevelopment Plan, which support the construction, reconstruction, rehabilitation, remodeling or repair of Transit Facilities within the proposed RLE TFIA. This Redevelopment Plan does not affect the zoning currently in place within the proposed RLE RPA. The RLE Project, as described in this Redevelopment Plan, is limited to Transit Facilities As such, the current land uses, which contain predominantly residential, commercial, industrial, open space, mixed-use (commercial/residential) and institutional uses, are anticipated to remain substantially the same. The Future Land Use Plan is anticipated to be approved by the City's Plan Commission.

The Future Land Use Plan, shown on Map 4A through 4D, indicates the current and proposed Transit Facilities within the proposed RLE TFIA.

## Housing Impact and Related Matters

As set forth in the Act, if a redevelopment plan is for an RPA within a TFIA established pursuant to Section 11-74.4-3 3, and the applicable project is subject to the process for evaluation of environmental effects under NEPA, then a Housing Impact Study is not required.

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The RLE Project is subject to the process for evaluation of environmental effects under NEPA, as described below and documented by the CTA. The impacts of property displacements were studied as one component of the RLE Draft Environmental Impact Statement (EIS), published in October 2016. This process required disclosure of all potential displacements, study of adverse impacts, incorporation of public comment through public hearings, and identification of mitigation measures. The Final EIS, expected to be published in August 2022, updates the analyses of displacements and relocations to include affected parcels for right-of-way necessary for the implementation of the RLE Preferred Alignment.

CTA's Draft and Final EIS are available at: <<https://www.transitchicago.com/rle/>>.

The CTA is also required to comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 United States Code [USC] § 4601, et seq), which mandates 1) just compensation for tangible personal property loss as a result of relocation or discontinuance of operations; reestablishment expenses; moving costs; and costs incurred in finding a replacement site; and 2) relocation services and just compensation be made available to eligible residents, business owners and tenants, and nonprofit organizations displaced as a direct result of any project undertaken by a federal agency or with federal financial

assistance.

Based on the findings that the RLE Project is subject to and complying with the process for evaluation of environmental effects under NEPA, a Housing Impact Study is not required, and thus has not been prepared for this Redevelopment Plan

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#### **Map 4A: Future Land Use - Madison Street to 26<sup>th</sup> Street**

- RLE TFIA**
- Legend**
- | RLE RPA Boundary
  - | Non-Transit Facility
  - | Land Use
  - Current or Proposed Transit Facility Land Use
  - n
  - CTA RLE Project CTA Red Line Train Station
  - CTA Red Line

Source: City of Chicago, Chicago Transit Authority, Cook County, Esri, SB Friedman

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Map 4B: Future Land Use - 26<sup>th</sup> Street to Pershing Road

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RLE TFIA  
L j  
| [ RLE RPA Boundary  
| q | Non-Transit Facility  
1 1 Land Use

O

■ Current or Proposed Transit Facility Land Use  
CTA RLE Project  
CTA Red Line Train Station  
CTA Red Line

Source City of Chicago, Chicago Transit Authority, Cook County, Esri, SB Friedman

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City of Chicago / Red Line Extension (RLE) RPA - Redevelopment Plan and Project

Map 4C: Future Land Use - Pershing Road to 79<sup>th</sup> Street  
RLE RPA Boundary

Non-Transit Facility Land Use Current or Proposed Transit Facility Land Use  
CTA RLE Project CTA Red Line Train Station  
CTA Red Line

Source: City of Chicago, Chicago Transit Authority, Cook County, Esri, SB Friedman

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RLE RPA Boundary  
Non-Transit Facility Land Use Current or Proposed Transit Facility Land Use  
CTA RLE Project CTA Red Line Train Station  
CTA Red Line

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Source City of Chicago, Chicago Transit Authority, Cook County, Esri, SB Friedman

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## 5. Financial Plan

### Eligible Costs

The Act outlines several categories of expenditures that can be funded using Available TIF Funds. These expenditures, referred to as eligible "redevelopment project costs" under the Act, include, for a general TIF district, all reasonable or necessary costs incurred or estimated to be incurred, and any such costs incidental to a redevelopment plan pursuant to the Act. The City proposes to realize its goals and objectives of redevelopment through public finance techniques, including but not limited to TIF, and by undertaking certain activities and incurring certain costs.

For an RPA within a TFIA established pursuant to Section 11-74 4-3.3 of the Act, redevelopment project costs mean those costs described in subsection 11-74.4-3(q) of the Act that are related to the construction, reconstruction, rehabilitation, remodeling, or repair of any existing or proposed Transit Facility. Eligible redevelopment project costs the RLE Project may generate include the following as identified in the Act:

1. Costs of studies, surveys, development of plans and specifications, and implementation and administration of the Redevelopment Plan, including but not limited to staff and professional service costs for architectural, engineering, legal, financial, planning or other services (excluding lobbying expenses), provided that no charges for professional services are based on a percentage of the tax increment collected;
2. Property assembly costs, including but not limited to: acquisition of land and other property, real or personal, or rights or interests therein, demolition of buildings; site preparation; site improvements that serve as an engineered barrier addressing ground level or below ground environmental contamination, including but not limited to parking lots and other concrete or asphalt barriers; and the clearing and grading of land,
3. Costs of rehabilitation, reconstruction, or repair or remodeling of existing public buildings, fixtures and leasehold improvements; and the cost of replacing an existing public building if pursuant to the implementation of a redevelopment project the existing public building is to be demolished to use the site for private investment or devoted to a different use requiring private investment;
- 4 Costs of the construction of public works or improvements, subject to the limitations in Section 11-74.4-3(q)(4) of the Act;
5. Costs of job training and retraining projects;
6. Financing costs, including but not limited to all necessary and incidental expenses related to the issuance of obligations, which may include payment of interest on any obligations issued thereunder, including interest accruing during the estimated period of construction of any redevelopment project for which such obligations are issued and for a period not exceeding 36 months following completion and including reasonable reserves related thereto;

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- 7 Relocation costs to the extent that the City determines that relocation costs shall be paid or is required to make payment of relocation costs by federal or state law or by Section 74 4-3(n)(7) of the Act;

8. Interest costs incurred by the CTA related to the construction, renovation or rehabilitation of a redevelopment project provided that:
- a Such costs are to be paid directly from the special tax allocation fund established pursuant to the Act;
  - b. Such payments in any one year may not exceed 30 percent of the annual interest costs incurred by the CTA with regard to the redevelopment project during that year;
  - c. If there are not sufficient funds available in the special tax allocation fund to make the payment pursuant to this provision, then the amounts so due shall accrue and be payable when sufficient funds are available in the special tax allocation fund; and
  - d. The total of such interest payments paid pursuant to the Act may not exceed 30 percent of the total: (i) cost paid or incurred by the CTA for such redevelopment project, plus (ii) redevelopment project costs excluding any property assembly costs and any relocation costs incurred by the City pursuant to the Act

Pursuant to the Act, Available TIF funds generated by RLE RPA can be applied to eligible redevelopment project costs incurred anywhere within the RLE TFIA

## Estimated Redevelopment Project Costs

The estimated eligible redevelopment project costs of this Redevelopment Plan are shown in Table 1 on the following page. The "Total Redevelopment Costs" in Table 1 provides an upper limit on expenditures that may be funded using Available TIF Funds, exclusive of any interest or capitalized interest to be paid by the City on the principal amount of any obligation issued by the City, all as described in Table 1. Other sources of funds may also be used to defray RLE Project costs within the proposed RLE TFIA. Additional funding, including but not limited to state and federal grants, sales taxes, land disposition proceeds, and other outside sources, may be pursued and used as a means of financing improvements and facilities within the RLE TFIA. Expenditures paid for by such additional funding may be in addition to the expenses funded from Available TIF Funds and may be in addition to the budget shown in Table 1, which is limited to expenditure of Available TIF Funds only.

Adjustments to the estimated individual line-item costs in Table 1 are expected and may be made by the City without amendment to this Redevelopment Plan. The estimated amount of an individual line item set forth below is not intended to place a limit on the expenditures within that line item; adjustments may be made to such an estimated amount, either increasing or decreasing the estimated line-item costs as a result of changed redevelopment project costs and needs, provided, however, that the total of all such adjustments, when added to the original estimates for the line items, shall not exceed the Total Redevelopment Costs identified in Table 1.

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City of Chicago / Red Line Extension (RLE) RPA - Redevelopment Plan and Project

Table 1: Estimated Redevelopment Project Costs

| Eligible Expense [1]                                                | Estimated Project Costs |
|---------------------------------------------------------------------|-------------------------|
| Costs of Studies, Surveys, Plans, etc.                              | \$1,800,000             |
| Property Assembly and Site Preparation Costs                        | \$67,338,000            |
| Rehabilitation of Existing Public Buildings, Fixtures, Improvements | \$2,754,000             |

|                                                      |                      |
|------------------------------------------------------|----------------------|
| Construction of Public Facilities and Improvements   | \$844,004,000        |
| Job Training                                         | \$5,000,000          |
| Financing Costs                                      | \$250,000            |
| Relocation Costs                                     | \$37,754,000         |
| CTA Interest Costs [2]                               | \$100,000            |
| <b>TOTAL REDEVELOPMENT PROJECT COSTS [3] [4] [5]</b> | <b>\$959,000,000</b> |

[1] Described in more detail in Eligible Costs Section

[2] Only contemplated if CTA incurs interest costs related to interim financing, if any.

[3] Total Redevelopment Project Costs exclude any additional financing costs, including any interest expense, capitalized interest, costs of issuance, and costs associated with optional redemptions. These costs are subject to prevailing market conditions and are in addition to Total Redevelopment Project Costs

[4] The amount of the Total Redevelopment Project Costs that can be incurred in the proposed RLE TFIA will be reduced by the amount of redevelopment project costs incurred in contiguous RPAs, or those separated from the proposed RLE RPA only by a public right-of-way, that are permitted under the Act to be paid, and are paid, from incremental property taxes generated in the proposed RLE RPA, but may not be reduced by the amount of redevelopment project costs incurred in the proposed RLE RPA that are paid from incremental property taxes generated in contiguous RPAs or those separated from the proposed RLE RPA only by a public right-of-way.

[5] Increases in estimated Total Redevelopment Project Costs of more than 5%, after adjustment for inflation from the date of this Redevelopment Plan adoption, are subject to this Redevelopment Plan's amendment procedures, as provided under the Act

In the event that, after the date of the approval of this Redevelopment Plan by the City Council, the Act is amended to: (a) include new eligible redevelopment project costs, or (b) expand the scope or increase the amount of existing eligible redevelopment project costs (such as by increasing the amount of incurred interest costs that may be paid under 65 ILCS 5/1-74.4-3(q)(11)), this Redevelopment Plan shall be deemed to incorporate such additional, expanded or increased eligible costs as eligible costs under the Redevelopment Plan. In the event of such amendment(s) to the Act, the City may add any new eligible redevelopment project costs as a line item in Table 1, or otherwise adjust the line items in Table 1 without amendment to this Redevelopment Plan. In no instance, however, shall such additions or adjustments result in any increase in the Total Redevelopment Costs without a further amendment to this Redevelopment Plan.

## Phasing and Scheduling of RLE Project

Under the Act, the City may enter into a redevelopment agreement with a developer and, pursuant to that agreement, reimburse the developer, from Available TIF Funds, for eligible redevelopment project costs incurred by the developer. That reimbursement may be made through the issuance by the City of notes or other obligations secured by Available TIF Funds. With respect to the RLE Project and the proposed RLE RPA, the CTA will be the sole developer. The City intends to enter into one or more redevelopment agreements with the CTA to reimburse the CTA, from Available TIF Funds, for eligible redevelopment project costs incurred by the CTA in completing the proposed RLE Project.

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As provided in the Act, this Redevelopment Plan shall be completed, and all obligations issued to finance redevelopment project costs shall be retired, no later than December 31 of the year in which the payment to the City Treasurer is to be made with respect to ad valorem taxes levied in the 35<sup>th</sup> calendar year following the year in which the ordinance approving the proposed RLE RPA is adopted (by December 31, 2058, if the ordinances establishing the proposed RLE RPA are adopted in 2022).

## Sources of Funds to Pay Costs

Funds necessary to pay for redevelopment project costs are to be derived from Available TIF Funds or proceeds from municipal obligations, which have Available TIF Funds as a repayment source

Available TIF Funds are derived from the incremental real property tax revenue attributable to the increase of the current EAV of each taxable lot, block, tract or parcel of real property in the proposed RLE RPA over and above the Certified Initial EAV (defined in the Most Recent Equalized Assessed Values of Properties in the Redevelopment Project Area subsection) of each such property.

If a municipality with a population of 1,000,000 or more has adopted by ordinance tax increment allocation financing for an RPA within a TFIA established pursuant to Section 11-74.4-3 3 of the Act, for each year after the effective date of the establishing ordinances until redevelopment project costs and all municipal obligations financing redevelopment project costs have been paid, the ad valorem taxes, if any, arising from the levies upon the taxable real property in that redevelopment project area by taxing districts and tax rates, determined in the manner provided in paragraph (c) of Section 11-74.4-9, shall be divided as follows:

- 7. That portion of the taxes levied upon each taxable lot, block, tract or parcel of real property which is attributable to the lower of (i) the current EA V or "current EA V as adjusted" or (ii) the initial EA V of each such taxable lot, block, tract or parcel of real property existing at the time tax increment financing was adopted, minus the total current homestead exemptions under Article 15 of the Property Tax Code in the redevelopment project area, shall be allocated to and when collected shall be paid by the county collector to the respective affected taxing districts in the manner required by law in the absence of the adoption of tax increment allocation financing.*
- 2. That portion, if any, of such taxes which is attributable to the increase in the current EAV of each taxable lot, block, tract or parcel of real property in the redevelopment project area, over and above the initial EAV of each property existing at the time tax increment financing was adopted, minus the total current homestead exemptions pertaining to each piece of property provided by Article 75 of the Property Tax Code in the redevelopment project area, shall be allocated to and when collected shall be paid by the county collector as follows.*
  - a First, that portion which would be payable to a school district whose boundaries are coterminous with such municipality in the absence of the adoption of tax increment allocation financing, shall be paid to such school district in the manner required by law in the absence of the adoption of tax increment allocation financing; then*
  - b. 80% of the remaining portion shall be paid to the municipal Treasurer, who shall deposit said taxes into a special fund called the special tax allocation fund of the municipality for the purpose of paying redevelopment project costs and obligations incurred in the payment thereof (this 80% constitutes the Available TIF Funds), and then*

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- c. 20% of the remaining portion shall be paid to the respective affected taxing districts, other than the school district described in clause (a) above, in the manner required by law in the absence of the adoption of tax increment allocation financing*

The Available TIF Funds identified in 2(b) above are only for the proposed RLE Project. The CTA may use other sources of funds to pay for some of the costs of the RLE Project, including state and federal grants, sales taxes, investment income, private investor and financial institution funds, land disposition proceeds, and other sources of funds and revenues as it from time to time may deem appropriate.

The proposed RLE RPA may be contiguous to, or be separated only by a public right-of-way from, other redevelopment project areas created under the Act. The City may utilize Available TIF Funds from the proposed RLE RPA to pay eligible redevelopment project costs for Transit Facilities, or obligations issued to pay such costs, as provided under the Act, including in such redevelopment project areas

that are contiguous to, or separated only by a public right-of-way from, the RLE RPA. The amount of Available TIF Funds from the proposed RLE RPA used to support such contiguous or separated redevelopment project areas, when added to all Available TIF Funds used to pay eligible redevelopment project costs within the proposed RLE RPA, shall not exceed the Total Redevelopment Costs described in Table 1 of this Redevelopment Plan.

## Issuance of Obligations

The City may issue obligations secured by Available TIF Funds pursuant to Section 11-74.4-7 of the Act. All obligations issued by the City pursuant to this Redevelopment Plan and the Act shall be retired within the timeframe described under the Phasing and Scheduling of RLE Project subsection. Also, the final maturity date of any such obligations that are issued may not be later than the term provided in the Act (currently 20 years) from their respective dates of issue. One or more of a series of obligations may be sold at one or more times in order to implement this Redevelopment Plan. The amounts payable in any year as principal and interest on all obligations issued by the City shall not exceed the amounts available from Available TIF Funds, or other sources of funds, if any, as may be provided by ordinance. Obligations may be of parity or senior/junior in nature. Obligations issued may be serial or term maturities, and may or may not be subject to mandatory, sinking fund or optional redemptions.

In addition to paying redevelopment project costs, Available TIF Funds may be used for the scheduled and/or early retirement of obligations, and for reserves and bond sinking funds. To the extent that Available TIF Funds are not required for such purposes or otherwise required, pledged, earmarked or designated for anticipated redevelopment project costs, they shall be declared surplus and become available for distribution annually to applicable taxing districts in the manner provided by the Act.

## Estimated Dates of Completion

The estimated dates of completion of the RLE Project and retirement of obligations are described under the Phasing and Scheduling of RLE subsection above.

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## Most Recent Equalized Assessed Value of Properties in the Redevelopment Project Area

The purpose of identifying the most recent EAV of the proposed RLE RPA is to provide an estimate of the initial EAV, which the Cook County Clerk will certify for the purpose of annually calculating the incremental EAV, incremental property taxes and Available TIF Funds of the proposed RLE RPA. The total 2020 EAV of all taxable parcels in the proposed RLE RPA is approximately \$7,014,464,602. The total 2020 EAV is subject to verification by the Cook County Clerk. After verification, the final total 2020 EAV figure shall become the "Certified Initial EAV" from which all incremental property taxes (and Available TIF Funds) in the proposed RLE RPA will be calculated by Cook County.

## Anticipated Equalized Assessed Value

By 2057 (collection year 2058), the EAV for the proposed RLE RPA is anticipated to be approximately \$27.7 billion. This estimate is based on three key assumptions: (1) projection of 2020 AV to 2021 AV based on anticipated 2021 reassessment results for the City of

Chicago; (2) annual EAV growth of 1.0 percent for all properties within the proposed RLE RPA through 2023, and EAV growth of 2.66-5.27 percent annually from 2024 forward, realized during triennial reassessments; and (3) completion and full assessment of 30 new projects currently under construction or with building permits which would add more than \$400 million in EAV prior to 2023. Depending upon the actual redevelopment and EAV growth that occurs, EAV may be a higher or lower amount than indicated above.

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## 6. Feasibility of RPA Designation

As described in Section 3 of this report, the proposed RLE RPA meets the eligibility criteria required for designation as an RPA within a TFIA pursuant to the Act. The RLE Project will be substantially supported and its implementation facilitated through the use of TIF. Based on the total 2020 EAV of the proposed RLE RPA and projections of anticipated EAV through 2057, it appears that the Available TIF Funds will be sufficient to fund the RLE Project costs identified in Table 1, and the use of TIF is feasible for the proposed RLE RPA. The use of TIF is appropriate for transit-related improvements in the proposed RLE TFIA.

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## 7. Fiscal Impact of the Redevelopment Project

Without the adoption of this Redevelopment Plan and the use of TIF, the CTA would not be able to undertake Transit Facility improvements of the scale and importance outlined in this Redevelopment Plan. If the RLE Project is successful, it will connect residents with jobs and opportunities for decades to come.

This Redevelopment Plan is expected to have short- and long-term financial impacts on the affected taxing districts. Generally speaking (and as more fully described in the Act), during the period when Available TIF Funds are utilized for the RLE Project, for all taxing districts except Chicago Public Schools, 80 percent of the increase in property tax revenue that would otherwise be available to those taxing districts, may instead be used to pay eligible redevelopment project costs for the RLE Project. On the other hand, Chicago Public Schools will receive the tax proceeds from increases in property value, as if the proposed RLE RPA had not been created. At the time when the proposed RLE RPA is no longer in place under the Act, the property tax revenues resulting from redevelopment in the proposed RLE RPA will be distributed to all taxing districts levying taxes against property located in the proposed RLE RPA. These revenues will then be available for use by the affected taxing districts.

### Demand on Taxing District Services and Programs to Address Financial and Service Impact

Due to the nature of the RLE Project, a project dedicated solely to the development, expansion or rehabilitation of new or existing Transit Facilities, it is not anticipated that implementation of the Redevelopment Plan will result in any adverse financial impact on, or place additional demands on services and facilities provided by, affected taxing districts. Thus, at this time, no special programs are proposed for these taxing districts. No Available TIF Funds will be utilized for private development projects.

The City intends to monitor the RLE Project and, with the cooperation of the affected taxing districts, will attempt to ensure that any increased demands on the taxing districts in connection with any particular component of the RLE Project are addressed.

Therefore, while redevelopment activities in the proposed RLE RPA may have an indirect impact on the taxing districts, no significant impacts are currently anticipated. Should service demands increase, the City will work with the affected taxing districts to determine which, if any, programs are necessary to provide adequate services.

The following major taxing districts presently levy taxes on properties within the proposed RLE RPA:

- 1 Cook County
- 2 Chicago Board of Education
- 3 Forest Preserve District of Cook County
- 4 Metropolitan Water Reclamation District of Greater Chicago
- 5 City of Chicago
- 6 City of Chicago - Library Fund
6. 7 Chicago Park District

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8. City Colleges
9. City of Chicago School Building & Improvement Fund



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## 8. Provisions for Amending Plan

This Redevelopment Plan and Project document may be amended pursuant to the provisions of the Act.

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## **9. Commitment to Fair Employment Practices and an Affirmative Action Plan**

The City is committed to and will affirmatively implement the following principles with respect to this Redevelopment Plan.

- A) Assurance of equal opportunity in all personnel and employment actions, with respect to the RLE Project, including but not limited to hiring, training, transfer, promotion, discipline, fringe benefits, salary, employment working conditions, termination, etc, without regard to race, color, sex, age, religion, disability, national origin, ancestry, sexual orientation, marital status, parental status, military discharge status, source of income, or housing status.
- B) CTA will comply with Disadvantaged Business Enterprise (DBE) goals as identified in and required by CTA's DBE program filed with the Federal Transportation Administration.
- C) Commitment to affirmative action and nondiscrimination to ensure that all members of the protected groups are sought out to compete for all job openings and promotional opportunities.
- D) CTA will comply with prevailing wage rates as required by applicable laws.

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## **Appendix 1: Proposed Red Line Extension (RLE) RPA Boundary Legal Description**

THAT PART OF SECTIONS 15,16,21,22,27,28,33 AND 34 IN TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED AND DESCRIBED AS FOLLOWS:

THAT PART OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 16, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF MADISON STREET AND THE WEST RIGHT-OF-WAY LINE OF WACKER DRIVE (AS WIDENED);

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF MADISON STREET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SAID WACKER DRIVE;

THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY LINE OF WACKER DRIVE TO A POINT ON THE NORTH LINE OF SAID SECTION 16, SAID NORTH LINE OF SECTION 16 ALSO BEING THE CENTERLINE OF SAID MADISON STREET;

THENCE EAST ALONG SAID CENTERLINE OF MADISON STREET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF FRANKLIN STREET;

THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE OF FRANKLIN STREET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF MONROE STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF MONROE STREET TO A POINT OF INTERSECTION WITH THE NORTHERLY EXTENSION OF THE WEST LINE OF THE EASTERLY 18 FEET OF LOT 2 IN BLOCK 82 OF SCHOOL SECTION ADDITION TO CHICAGO;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE WEST LINE OF THE EASTERLY 18 FEET OF LOT 2 IN BLOCK 82 TO A POINT ON THE SOUTH LINE OF SAID LOT 2 IN BLOCK 82;

THENCE WEST ALONG SAID SOUTH LINE OF LOT 2 IN BLOCK 82 AND THE WESTERLY EXTENSION THEREOF TO A POINT ON SAID EAST RIGHT-OF-WAY LINE OF WACKER DRIVE;

THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY LINE OF WACKER DRIVE TO A POINT ON SAID NORTH RIGHT-OF-WAY LINE OF MONROE STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF MONROE STREET TO A POINT ON SAID WEST RIGHT-OF-WAY LINE OF WACKER DRIVE (AS WIDENED);

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THENCE NORTH ALONG SAID WEST RIGHT-OF-WAY LINE OF WACKER DRIVE (AS WIDENED) TO THE POINT OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS.

ALSO INCLUDING,

THAT PART OF SECTIONS 15,16, THE EAST HALF OF SECTION 21 AND THE WEST HALF OF SECTION 22 IN TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE EAST LINE OF THE SOUTH BRANCH OF THE CHICAGO RIVER AND THE NORTH RIGHT-OF-WAY LINE OF VAN BUREN STREET;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF VAN BUREN STREET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF WACKER DRIVE;

THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY LINE OF WACKER DRIVE TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF JACKSON BOULEVARD;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF JACKSON BOULEVARD TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF FRANKLIN STREET;

THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE OF FRANKLIN STREET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF VAN BUREN STREET;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF VAN BUREN STREET TO A POINT OF INTERSECTION WITH THE NORTHERLY EXTENSION OF THE EAST LINE OF THE 12-FOOT-WIDE ALLEY EAST OF WELLS STREET;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION OF THE EAST LINE OF THE 12-FOOT-WIDE ALLEY EAST OF WELLS STREET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF VAN BUREN STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF VAN BUREN STREET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF FINANCIAL PLACE (AKA SHERMAN STREET);

THENCE SOUTH ALONG SAID EAST RIGHT-OF-WAY LINE OF FINANCIAL PLACE (AKA SHERMAN STREET) TO A POINT 232.32 FEET SOUTH OF SAID SOUTH RIGHT-OF-WAY LINE OF VAN BUREN STREET;

THENCE EAST ALONG A LINE THAT IS 232.32 FEET SOUTH OF AND PARALLEL TO SAID SOUTH RIGHT-OF-WAY LINE OF VAN BUREN STREET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF LASALLE STREET;

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THENCE NORTH ALONG SAID WEST RIGHT-OF-WAY LINE OF LASALLE STREET AND THE NORTHERLY EXTENSION THEREOF TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF SAID VAN BUREN STREET;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF VAN BUREN STREET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF CLARK STREET;

THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY LINE OF CLARK STREET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF ADAMS STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF ADAMS STREET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF DEARBORN STREET;

THENCE NORTH ALONG SAID WEST RIGHT-OF-WAY LINE OF DEARBORN STREET TO A POINT OF INTERSECTION WITH THE WESTERLY EXTENSION OF THE NORTH LINE OF THE 18-FOOT-WIDE ALLEY SOUTH OF MONROE STREET;

THENCE EAST ALONG SAID WESTERLY EXTENSION AND THE NORTH LINE OF THE 18-FOOT-WIDE ALLEY SOUTH OF MONROE STREET THEREOF TO A POINT ON THE EAST LINE OF THE WEST HALF OF LOT 3 IN BLOCK 141 IN SCHOOL SECTION ADDITION TO CHICAGO;

THENCE NORTH ALONG SAID EAST LINE OF THE WEST HALF OF LOT 3 IN BLOCK 141 TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF MONROE STREET;

THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF MONROE STREET TO A POINT OF INTERSECTION WITH THE SOUTHERLY EXTENSION OF THE WEST LINE OF THE MOST WESTERLY 15-FOOT-WIDE ALLEY EAST OF DEARBORN STREET;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE WEST LINE OF THE MOST WESTERLY 15-FOOT-WIDE ALLEY EAST OF DEARBORN STREET TO A POINT ON THE SOUTH LINE OF THE 15-FOOT-WIDE ALLEY NORTH OF SAID MONROE STREET;

THENCE WEST ALONG SAID SOUTH LINE OF THE 15-FOOT-WIDE ALLEY NORTH OF MONROE STREET AND THE WESTERLY EXTENSION THEREOF TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF SAID DEARBORN STREET;

THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE OF DEARBORN STREET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF MONROE STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF MONROE STREET TO A POINT ON THE EAST LINE OF LOT 21 IN ASSESSOR'S DIVISION OF BLOCK 118 OF SCHOOL SECTION ADDITION TO CHICAGO;

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THENCE NORTH ALONG SAID EAST LINE OF LOT 21 AND THE NORTHERLY EXTENSION THEREOF TO A POINT ON THE SOUTH LINE OF LOT 33 IN SAID ASSESSOR'S DIVISION OF BLOCK 118 OF SCHOOL SECTION ADDITION TO CHICAGO;

THENCE WEST ALONG SAID SOUTH LINE OF LOT 33 TO THE SOUTHWEST CORNER THEREOF;

THENCE NORTH ALONG THE WEST LINE OF SAID LOT 33 TO A POINT ON THE SOUTH LINE OF LOT 14 IN ASSESSOR'S DIVISION OF BLOCK 118 OF SCHOOL SECTION ADDITION TO CHICAGO;

THENCE WEST ALONG SAID SOUTH LINE OF LOT 14 TO THE SOUTHWEST CORNER THEREOF, SAID SOUTHWEST CORNER ALSO BEING A POINT ON THE EAST LINE OF THE 10-FOOT-WIDE ALLEY WEST OF CLARK STREET;

THENCE NORTH ALONG SAID EAST LINE OF THE 10-FOOT-WIDE ALLEY WEST OF CLARK STREET AND THE NORTHERLY EXTENSION THEREOF TO A POINT ON THE CENTERLINE OF MADISON STREET, SAID CENTERLINE OF MADISON STREET ALSO BEING THE NORTH LINE OF SAID SECTION 16;

THENCE EAST ALONG SAID CENTERLINE OF MADISON STREET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF MICHIGAN AVENUE;

THENCE SOUTH ALONG SAID EAST RIGHT-OF-WAY LINE OF MICHIGAN AVENUE TO A POINT ON THE CENTERLINE OF ROOSEVELT ROAD;

THENCE EAST ALONG SAID CENTERLINE OF ROOSEVELT ROAD TO A POINT OF INTERSECTION WITH THE NORTHWESTERLY EXTENSION OF THE WESTERLY RIGHT-OF-WAY LINE OF SOUTH LAKE SHORE DRIVE (AKA COLUMBUS DRIVE) AS DEDICATED BY DOCUMENT NO. 0320419120, RECORDED JULY 23, 2003;

THENCE SOUTHEASTERLY ALONG SAID NORTHWESTERLY EXTENSION AND THE WESTERLY RIGHT-OF-WAY LINE OF SOUTH LAKE SHORE DRIVE TO A POINT OF INTERSECTION WITH A LINE 500 FEET SOUTH OF AND PARALLEL WITH THE EASTERLY EXTENSION OF THE SOUTH RIGHT-OF-WAY LINE OF 14<sup>th</sup> STREET AS SAID 14<sup>th</sup> STREET WAS OPENED BY ORDINANCE OF THE CITY OF CHICAGO PASSED AUGUST 11, 1864;

THENCE WESTERLY ALONG SAID PARALLEL LINE TO A POINT ON THE EASTERLY LINE OF LOT 2 IN PRAIRIE PLACE TOWNHOMES SUBDIVISION, RECORDED MARCH 3, 1995 AS DOCUMENT NO. 95150205, SAID EASTERLY LINE OF LOT 2 ALSO BEING THE WESTERLY LINE OF THE FORMER ILLINOIS CENTRAL GULF RAILROAD;

THENCE SOUTHERLY ALONG SAID EASTERLY LINE OF LOT 2 IN PRAIRIE PLACE TOWNHOMES SUBDIVISION AND SAID WESTERLY LINE OF THE FORMER ILLINOIS CENTRAL GULF RAILROAD, SAID WESTERLY LINE ALSO BEING THE WESTERLY LINE OF PARCELS 1036, 1041, 1042 AND 1043 AS DESCRIBED IN DEED DOCUMENT NO. 0324127112, RECORDED AUGUST 29, 2003 TO A POINT OF

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INTERSECTION WITH THE EASTERLY EXTENSION OF THE SOUTH RIGHT-OF-WAY LINE OF 16<sup>TH</sup> STREET;

THENCE WEST ALONG SAID EASTERLY EXTENSION OF THE SOUTH RIGHT-OF-WAY LINE OF 16<sup>TH</sup> STREET TO A POINT ON THE EASTERLY LINE OF LOT 1 IN THE ASSESSOR'S DIVISION OF LOTS 1, 2 AND 3 IN BLOCK 1 OF CLARKE'S ADDITION TO CHICAGO, RECORDED SEPTEMBER 19, 1866;

THENCE SOUTHEASTERLY ALONG SAID EASTERLY LINE AND ALONG THE EASTERLY LINE OF LOTS 6, 7 AND 12 IN SAID ASSESSOR'S DIVISION TO THE NORTHEASTERLY CORNER OF LOT 2 IN EMERSON'S SUBDIVISION, RECORDED JANUARY 18, 2006 AS DOCUMENT NO. 0601819057;

THENCE SOUTHEASTERLY ALONG THE EASTERLY LINE OF SAID LOT 2 TO THE SOUTHEASTERLY CORNER OF SAID LOT 2;

THENCE WEST ALONG THE SOUTH LINE OF SAID LOT 2 TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF PRAIRIE AVENUE;

THENCE SOUTH ALONG SAID EAST RIGHT-OF-WAY LINE OF PRAIRIE AVENUE TO THE SOUTHWEST CORNER OF LOT 3 IN PRAIRIE DISTRICT TOWNHOMES RESUBDIVISION PHASE ONE A, RECORDED APRIL 11, 2003 AS DOCUMENT NO. 0030491211;

THENCE WEST ALONG THE WESTERLY EXTENSION OF THE SOUTH LINE OF SAID LOT 3 TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF SAID PRAIRIE AVENUE;

THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE OF PRAIRIE AVENUE TO A POINT 57.17 FEET NORTH OF THE SOUTHEAST CORNER OF LOT 9 IN THE SUBDIVISION OF THE EAST HALF OF BLOCK 2 OF THE ASSESSOR'S DIVISION OF THE SOUTHWEST FRACTIONAL QUARTER OF SAID SECTION 22 (AKA SHORTALL & OTHERS SUBDIVISION), RECORDED MAY 5, 1871, AS MEASURED ALONG SAID WEST RIGHT-OF-WAY LINE OF PRAIRIE AVENUE;

THENCE WEST ALONG A LINE THAT INTERSECTS THE WEST LINE OF LOT 7 IN SAID SUBDIVISION OF THE EAST HALF OF BLOCK 2 OF THE ASSESSOR'S DIVISION, AT A POINT 57.40 FEET NORTH OF THE SOUTHWEST CORNER OF SAID LOT 9, SAID WEST LINE OF LOT 7 ALSO BEING THE EAST LINE OF A NORTH-SOUTH 20-FOOT-WIDE PUBLIC ALLEY LYING WEST OF SAID PRAIRIE AVENUE;

THENCE SOUTH ALONG SAID EAST LINE OF THE NORTH-SOUTH 20-FOOT-WIDE PUBLIC ALLEY TO SAID SOUTHWEST CORNER OF LOT 9, SAID SOUTHWEST CORNER ALSO BEING A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 18<sup>TH</sup> STREET;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 18<sup>TH</sup> STREET TO A POINT OF INTERSECTION WITH THE NORTHERLY EXTENSION OF THE EAST LINE OF A NORTH-SOUTH 24-FOOT-WIDE ALLEY LYING WEST OF SAID PRAIRIE AVENUE;

THENCE SOUTHERLY ALONG SAID NORTHERLY EXTENSION AND THE EAST LINE OF THE NORTH-SOUTH 24-FOOT-WIDE ALLEY LYING WEST OF SAID PRAIRIE AVENUE TO A POINT OF

INTERSECTION WITH THE EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 7 IN CHARLES BUSBY'S SUBDIVISION OF LOTS 31, 32 AND 33 IN SAID BLOCK 9 OF THE ASSESSOR'S DIVISION;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND SOUTH LINE OF LOT 7 AND CONTINUING ALONG THE SOUTH LINE OF LOTS 6 AND 5 IN SAID CHARLES BUSBY'S SUBDIVISION TO THE SOUTHWEST CORNER OF SAID LOT 5;

THENCE NORTH ALONG THE WEST LINE OF SAID LOT 5 TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF SAID 18<sup>TH</sup> STREET;

THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 18<sup>TH</sup> STREET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF INDIANA AVENUE;

THENCE SOUTH ALONG SAID EAST RIGHT-OF-WAY LINE OF INDIANA AVENUE TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF CULLERTON STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF CULLERTON STREET TO THE NORTHEAST CORNER OF LOT 6 IN CHARLES BUSBY'S SUBDIVISION OF LOTS 6 AND 7 IN BLOCK 4 IN GEO SMITH'S ADDITION TO CHICAGO;

THENCE SOUTH ALONG THE EAST LINE OF SAID LOT 6 IN CHARLES BUSBY'S SUBDIVISION AND SOUTHERLY EXTENSION THEREOF TO A POINT ON THE NORTH LINE OF LOT 10 IN SAID BLOCK 4 OF GEO SMITH'S ADDITION TO CHICAGO, RECORDED MAY 4, 1861;

THENCE WEST ALONG SAID NORTH LINE OF LOT 10 TO A POINT ON SAID EAST RIGHT-OF-WAY LINE OF INDIANA AVENUE;

THENCE SOUTH ALONG SAID EAST RIGHT-OF-WAY LINE OF INDIANA AVENUE TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 21<sup>ST</sup> STREET;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 21<sup>ST</sup> STREET TO A POINT OF INTERSECTION WITH THE NORTHERLY EXTENSION OF THE WEST LINE OF THE NORTH-SOUTH 18-FOOT-WIDE PUBLIC ALLEY LYING EAST OF SAID INDIANA AVENUE, SAID PUBLIC ALLEY IN BLOCK 25 IN GURLEY'S SUBDIVISION OF BLOCK 24 TO 28 OF ASSESSOR'S DIVISION, AS RECORDED APRIL 11, 1856;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE WEST LINE OF THE NORTH-SOUTH 18-FOOT-WIDE PUBLIC ALLEY LYING EAST OF SAID INDIANA AVENUE TO A POINT ON THE NORTH LINE OF THE SOUTH 10 FEET OF LOT 17 IN BLOCK 25 IN SAID GURLEY'S SUBDIVISION;

THENCE WEST ALONG SAID NORTH LINE OF THE SOUTH 10 FEET OF LOT 17 IN BLOCK 25 TO A POINT ON SAID EAST RIGHT-OF-WAY LINE OF INDIANA AVENUE;

THENCE SOUTH ALONG SAID EAST RIGHT-OF-WAY LINE OF INDIANA AVENUE TO A POINT OF INTERSECTION WITH THE EASTERLY EXTENSION OF THE NORTH LINE OF LOT 3 IN BLOCK 26 IN SAID GURLEY'S SUBDIVISION;



THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE NORTH LINE OF LOT 3 IN BLOCK 26 IN SAID GURLEY'S SUBDIVISION TO THE NORTHWEST CORNER THEREOF, SAID NORTHWEST CORNER ALSO BEING A POINT ON THE EAST LINE OF A NORTH-SOUTH 18-FOOT-WIDE PUBLIC ALLEY LYING EAST OF MICHIGAN AVENUE;

THENCE SOUTH ALONG SAID EAST LINE OF THE NORTH-SOUTH 18-FOOT-WIDE PUBLIC ALLEY LYING EAST OF MICHIGAN AVENUE TO A POINT OF INTERSECTION WITH THE EASTERLY EXTENSION OF THE NORTH LINE OF THE SOUTH 25 FEET OF LOT 12 IN SAID BLOCK 26 IN GURLEY'S SUBDIVISION;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE NORTH LINE OF THE SOUTH 25 FEET OF LOT 12 IN SAID BLOCK 26 IN GURLEY'S SUBDIVISION TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SAID MICHIGAN AVENUE;

THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY LINE OF MICHIGAN AVENUE TO A POINT OF INTERSECTION WITH THE EASTERLY EXTENSION OF THE NORTH LINE OF LOT 6 IN BLOCK 27 IN SAID GURLEY'S SUBDIVISION;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE NORTH LINE OF LOT 6 IN BLOCK 27 IN GURLEY'S SUBDIVISION TO THE NORTHWEST CORNER THEREOF, SAID NORTHWEST CORNER ALSO BEING A POINT ON THE EAST LINE OF A NORTH-SOUTH 12-FOOT-WIDE PUBLIC ALLEY LYING WEST OF MICHIGAN AVENUE;

THENCE NORTH ALONG SAID EAST LINE OF THE NORTH-SOUTH 12-FOOT-WIDE PUBLIC ALLEY LYING WEST OF MICHIGAN AVENUE TO A POINT OF INTERSECTION WITH THE EASTERLY EXTENSION OF THE CENTERLINE OF THE EAST-WEST 25.8-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF 22<sup>nd</sup> STREET;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE CENTERLINE OF THE EAST-WEST 25.8-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF 22<sup>nd</sup> STREET AND THE WESTERLY EXTENSION THEREOF TO A POINT ON THE CENTERLINE OF THE NORTH-SOUTH 12-FOOT-WIDE PUBLIC ALLEY LYING EAST OF WABASH AVENUE;

THENCE NORTH ALONG SAID CENTERLINE OF THE NORTH-SOUTH 12-FOOT-WIDE PUBLIC ALLEY LYING EAST OF WABASH AVENUE TO A POINT OF INTERSECTION WITH THE EASTERLY EXTENSION OF THE NORTH LINE OF THE SOUTH 30 FEET OF LOT 19 IN SAID BLOCK 27 IN GURLEY'S SUBDIVISION;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE NORTH LINE OF SAID SOUTH 30 FEET OF LOT 19 TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SAID WABASH AVENUE;

THENCE SOUTH ALONG SAID EAST RIGHT-OF-WAY LINE OF WABASH AVENUE TO A POINT OF INTERSECTION WITH THE EASTERLY EXTENSION OF THE NORTH LINE OF THE SOUTH 25 FEET OF LOT 2 IN BLOCK 28 IN SAID GURLEY'S SUBDIVISION;

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THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE NORTH LINE OF THE SOUTH 25 FEET OF LOT 2 IN BLOCK 28 IN SAID GURLEY'S SUBDIVISION TO A POINT ON THE EAST LINE OF A NORTH-SOUTH 12-FOOT-WIDE PUBLIC ALLEY LYING WEST OF WABASH AVENUE;

THENCE NORTH ALONG SAID EAST LINE OF THE NORTH-SOUTH 12-FOOT-WIDE PUBLIC ALLEY LYING WEST OF WABASH AVENUE TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF 21<sup>st</sup> STREET;

THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 21<sup>st</sup> STREET AND THE WESTERLY EXTENSION THEREOF TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF STATE STREET;

THENCE NORTH ALONG SAID WEST RIGHT-OF-WAY LINE OF STATE STREET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF CULLERTON STREET;

THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF CULLERTON STREET TO A POINT OF INTERSECTION WITH THE NORTHWESTERLY RIGHT-OF-WAY LINE OF ARCHER AVENUE;

THENCE SOUTHWESTERLY ALONG SAID NORTHWESTERLY RIGHT-OF-WAY LINE OF ARCHER AVENUE TO A POINT ON THE WEST LINE OF THE EAST HALF OF BLOCK 36 IN CANAL TRUSTEE'S NEW SUBDIVISION;

THENCE NORTH ALONG SAID WEST LINE OF THE EAST HALF OF BLOCK 36 AND THE WEST LINE OF THE EAST HALF OF BLOCK 28 IN CANAL TRUSTEE'S NEW SUBDIVISION TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF 19<sup>th</sup> STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 19<sup>th</sup> STREET TO A POINT ON A LINE LYING 78 FEET WEST OF AND PARALLEL WITH THE WEST RIGHT-OF-WAY LINE OF CLARK STREET;

THENCE NORTH ALONG SAID LINE LYING 78 FEET WEST OF AND PARALLEL WITH THE WEST RIGHT-OF-WAY LINE OF CLARK STREET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF 18<sup>th</sup> STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 18<sup>th</sup> STREET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SAID CLARK STREET;

THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY LINE OF CLARK STREET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF 15<sup>th</sup> STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 15<sup>th</sup> STREET TO A POINT ON THE WEST LINE OF WILDER'S SOUTH ADDITION TO CHICAGO;

THENCE NORTH ALONG THE NORTHERLY EXTENSION OF SAID WEST LINE OF WILDER'S SOUTH ADDITION TO CHICAGO TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 15<sup>th</sup> STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 15<sup>th</sup> STREET TO A POINT ON SAID EAST RIGHT-OF-WAY LINE OF CLARK STREET;

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THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY LINE OF CLARK STREET TO A POINT ON THE NORTH RIGHT

-OF-WAY LINE OF SAID ROOSEVELT ROAD;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF ROOSEVELT ROAD TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF WELLS STREET;

THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY LINE OF WELLS STREET TO A POINT 91.24 FEET SOUTH OF THE NORTHWEST CORNER OF LOT 1 IN ROOSEVELT COLLECTION SUBDIVISION, AS RECORDED ON DECEMBER 11, 2007 AS DOCUMENT NUMBER 0734503151;

THENCE EAST ALONG A LINE HAVING AN ANGLE TO THE LEFT OF 89 DEGREES 57 MINUTES 36 SECONDS FROM THE LAST DESCRIBED COURSE, 125.44 FEET;

THENCE NORTH ALONG A LINE HAVING AN ANGLE TO THE RIGHT OF 90 DEGREES 00 MINUTES 00 SECONDS FROM THE LAST DESCRIBED COURSE, 91.03 FEET TO A POINT ON THE NORTH LINE OF SAID LOT 1, SAID POINT BEING 125.50 FEET EAST OF SAID NORTHWEST CORNER OF LOT 1 IN ROOSEVELT COLLECTION SUBDIVISION AS MEASURED ON SAID NORTH LINE;

THENCE WEST ALONG SAID NORTH LINE OF LOT 1 IN ROOSEVELT COLLECTION SUBDIVISION TO THE NORTHWEST CORNER THEREOF, SAID NORTHWEST CORNER ALSO BEING A POINT ON SAID EAST RIGHT-OF-WAY LINE OF WELLS STREET;

THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY LINE OF WELLS STREET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 9<sup>TH</sup> STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 9<sup>TH</sup> STREET TO A POINT ON SAID EAST RIGHT-OF-WAY LINE OF WELLS STREET;

THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY LINE OF WELLS STREET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF POLK STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF POLK STREET TO A POINT ON A LINE THAT IS 185.78 FEET WEST OF AND PARALLEL WITH THE WEST RIGHT-OF-WAY LINE OF THE 60-FOOT-WIDE WELLS STREET;

THENCE NORTH ALONG SAID PARALLEL LINE TO A POINT ON A LINE THAT IS 325 FEET SOUTH OF AND PARALLEL TO THE NORTH LINE OF BLOCK 88 IN THE SCHOOL SECTION ADDITION TO CHICAGO;

THENCE WEST ALONG SAID PARALLEL LINE TO A POINT ON A LINE THAT IS 220 FEET WEST OF AND PARALLEL WITH SAID WEST RIGHT-OF-WAY LINE OF THE 60-FOOT-WIDE WELLS STREET;

THENCE NORTH ALONG SAID PARALLEL LINE AND THE NORTHERLY EXTENSION THEREOF TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF HARRISON STREET;

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THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF HARRISON STREET TO A POINT ON AFORESAID

EAST LINE OF THE SOUTH BRANCH OF THE CHICAGO RIVER;

THENCE NORTHWESTERLY ALONG SAID EAST LINE OF THE SOUTH BRANCH OF THE CHICAGO RIVER TO THE POINT OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS.

EXCEPTING THEREFROM PARCEL IDENTIFICATION NUMBER (PIN) 17-21-210-137

ALSO INCLUDING,

THAT PART OF THE NORTH HALF OF SECTION 21, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE WEST LINE OF THE SOUTH BRANCH OF THE CHICAGO RIVER AND THE SOUTH LINE OF SAID NORTH HALF OF SECTION 21;

THENCE WEST ALONG SAID SOUTH LINE OF THE NORTH HALF OF SECTION 21 TO A POINT ON THE EASTERLY TERMINUS OF THE NORTH RIGHT-OF-WAY LINE OF 16<sup>TH</sup> STREET;

THENCE WESTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE OF 16<sup>TH</sup> STREET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF CANAL STREET;

THENCE NORTH ALONG SAID WEST RIGHT-OF-WAY LINE OF CANAL STREET TO A POINT LYING 92.10 FEET SOUTH OF THE NORTHEAST CORNER OF LOT 1 IN THE SUBDIVISION OF LOT 1 OF BLOCK 49 OF CANAL TRUSTEES' NEW SUBDIVISION, AS RECORDED JANUARY 14, 1853, SAID POINT ALSO BEING THE BEGINNING OF A CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 538 FEET;

THENCE NORTHWESTERLY ALONG SAID CURVE, 102.21 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF VACATED 15<sup>TH</sup> PLACE, SAID POINT BEING 125.72 FEET WEST OF THE NORTHEAST CORNER OF LOT 2 IN SAID BLOCK 49 OF CANAL TRUSTEES' NEW SUBDIVISION, AS RECORDED MAY 17, 1852;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF VACATED 15<sup>TH</sup> PLACE TO A POINT OF INTERSECTION WITH THE SOUTHERLY EXTENSION OF THE WEST LINE OF LOT 12 IN SAMUEL B. CHASE'S SUBDIVISION;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE WEST LINE OF SAID LOT 12 IN SAMUEL B. CHASE'S SUBDIVISION TO THE NORTHWEST CORNER OF SAID LOT 12;

THENCE EAST ALONG THE NORTH LINE OF SAID LOT 12 AND THE NORTH LINE OF LOTS 13 THRU 15, INCLUSIVE, IN SAID SAMUEL B. CHASE'S SUBDIVISION, TO THE NORTHEAST CORNER OF SAID LOT 15, SAID NORTHEAST CORNER ALSO BEING A POINT ON THE WEST LINE OF A NORTH-SOUTH 15-FOOT-WIDE ALLEY LYING WEST OF CANAL STREET;

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THENCE NORTH ALONG SAID WEST LINE OF THE NORTH-SOUTH 15-FOOT-WIDE ALLEY TO A POINT ON THE NORTH LINE OF A PUBLIC ALLEY DEDICATED DECEMBER 10, 1913 AS DOCUMENT NUMBER 5320410, SAID

NORTH LINE OF THE PUBLIC ALLEY ALSO BEING THE NORTH RIGHT-OF-WAY LINE OF VACATED 15TH STREET;  
THENCE EAST ALONG SAID NORTH LINE OF THE PUBLIC ALLEY TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF SAID CANAL STREET;  
THENCE NORTH ALONG SAID WEST RIGHT-OF-WAY LINE OF CANAL STREET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 14TH STREET;  
THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 14TH STREET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SAID CANAL STREET;  
THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY LINE OF CANAL STREET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF LIBERTY STREET;  
THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF LIBERTY STREET TO THE SOUTHEAST CORNER OF CIRCUIT COURT PARTITION OF LOT 5 OF BLOCK 61 OF CANAL TRUSTEES' NEW SUBDIVISION;  
THENCE NORTH ALONG THE EAST LINE OF SAID CIRCUIT COURT PARTITION OF LOT 5 OF BLOCK 61 OF CANAL TRUSTEES' NEW SUBDIVISION TO THE NORTHEAST CORNER THEREOF, SAID NORTHEAST CORNER ALSO BEING A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF MAXWELL STREET;  
THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF MAXWELL STREET TO A POINT ON THE CENTERLINE OF STEWART AVENUE;  
THENCE NORTH ALONG SAID CENTERLINE OF STEWART AVENUE TO A POINT OF INTERSECTION WITH THE WESTERLY EXTENSION OF THE SOUTH RIGHT-OF-WAY LINE OF VACATED 12TH PLACE;  
THENCE EAST ALONG SAID WESTERLY EXTENSION OF THE SOUTH RIGHT-OF-WAY LINE OF VACATED 12TH PLACE TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SAID STEWART AVENUE;  
THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY LINE OF STEWART AVENUE TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT ROAD;  
THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF ROOSEVELT ROAD TO THE WEST LINE OF THE SOUTH BRANCH OF THE CHICAGO RIVER;  
THENCE SOUTH ALONG SAID WEST LINE OF THE SOUTH BRANCH OF THE CHICAGO RIVER TO THE POINT OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS.

ALSO INCLUDING,

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THAT PART OF SECTION 28, 33 AND THE SOUTH HALF OF SECTION 21 IN TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE WEST LINE OF THE SOUTH BRANCH OF THE CHICAGO

RIVER (AKA WEST DOCK LINE OF THE CHICAGO RIVER) AND THE NORTH LINE OF SAID SOUTH HALF OF SECTION 21 (AKA THE ORIGINAL CENTERLINE OF 16<sup>TH</sup> STREET);

THENCE EAST ALONG SAID NORTH LINE OF THE SOUTH HALF OF SECTION 21 TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF WENTWORTH AVENUE;

THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE OF WENTWORTH AVENUE TO A POINT OF INTERSECTION WITH THE NORTHEASTERLY EXTENSION OF THE NORTHWESTERLY RIGHT-OF-WAY LINE OF ARCHER AVENUE;

THENCE SOUTHWESTERLY ALONG SAID NORTHEASTERLY EXTENSION AND THE NORTHWESTERLY RIGHT-OF-WAY LINE OF ARCHER AVENUE TO A POINT OF INTERSECTION WITH THE NORTHWESTERLY EXTENSION OF THE NORTHEASTERLY LINE OF A NORTHWEST-SOUTHEAST PUBLIC ALLEY LYING WEST OF SAID WENTWORTH AVENUE AND NORTH OF 22<sup>ND</sup> STREET (AKA CERMAK ROAD);

THENCE SOUTHEASTERLY ALONG SAID NORTHWESTERLY EXTENSION, THE NORTHEASTERLY LINE OF THE NORTHWEST-SOUTHEAST PUBLIC ALLEY AND THE SOUTHEASTERLY EXTENSION THEREOF TO THE A POINT ON THE CENTERLINE OF SAID WENTWORTH AVENUE;

THENCE SOUTH ALONG SAID CENTERLINE OF WENTWORTH AVENUE AND THE SOUTHERLY EXTENSION THEREOF TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF SAID 22<sup>ND</sup> STREET (AKA CERMAK ROAD);

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 22<sup>ND</sup> STREET (AKA CERMAK ROAD) TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF LASALLE STREET;

THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE OF LASALLE STREET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF 23<sup>RD</sup> STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 23<sup>RD</sup> STREET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF THE NEW YORK CENTRAL RAILROAD;

THENCE NORTH ALONG SAID WEST RIGHT-OF-WAY LINE OF THE NEW YORK CENTRAL RAILROAD TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF SAID 22<sup>ND</sup> STREET (AKA CERMAK ROAD);

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 22<sup>ND</sup> STREET (AKA CERMAK ROAD) TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SAID NEW YORK CENTRAL RAILROAD;

THENCE SOUTH ALONG SAID EAST RIGHT-OF-WAY LINE OF THE NEW YORK CENTRAL RAILROAD TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF THE ADLAI E. STEVENSON EXPRESSWAY;

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THENCE SOUTHEAST ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF THE ADLAI E. STEVENSON EXPRESSWAY TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF FEDERAL STREET;

THENCE SOUTH ALONG SAID EAST RIGHT-OF-WAY LINE OF FEDERAL STREET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 25<sup>TH</sup> STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 25<sup>TM</sup> STREET TO A POINT OF INTERSECTION WITH THE NORTHERLY EXTENSION OF THE CENTERLINE OF A VACATED 10-FOOT-WIDE PUBLIC ALLEY LYING WEST OF AND ADJOINING LOTS 1 THROUGH 24 IN BLOCK 3 OF G.W. GERRISH'S SUBDIVISION;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE CENTERLINE OF THE VACATED 10-FOOT-WIDE PUBLIC ALLEY TO A POINT OF INTERSECTION WITH THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 19 IN SAID BLOCK 3;

THENCE WEST ALONG SAID WESTERLY EXTENSION OF THE NORTH LINE OF LOT 19 IN SAID BLOCK 3 TO A POINT ON THE WEST LINE OF SAID 10-FOOT-WIDE PUBLIC ALLEY LYING WEST OF AND ADJOINING LOTS 1 THROUGH 24 IN BLOCK 3 OF G.W. GERRISH'S SUBDIVISION;

THENCE SOUTH ALONG SAID WEST LINE OF THE 10-FOOT-WIDE PUBLIC ALLEY LYING WEST OF AND ADJOINING LOTS 1 THROUGH 24 IN BLOCK 3 OF G.W. GERRISH'S SUBDIVISION TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 26<sup>TM</sup> STREET;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 26<sup>TM</sup> STREET TO A POINT OF INTERSECTION WITH THE NORTHERLY EXTENSION OF THE WEST LINE OF LOT 9 IN W.H. ADAMS SUBDIVISION;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE WEST LINE OF LOTS 9 AND LOTS 40 AND LOT 75 IN SAID W.H. ADAMS SUBDIVISION AND THE SOUTHERLY EXTENSION THEREOF TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF 27<sup>TM</sup> STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 27<sup>TM</sup> STREET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF STATE STREET;

THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE OF STATE STREET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF VACATED 34<sup>TM</sup> STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF VACATED 34<sup>TM</sup> STREET TO A POINT OF INTERSECTION WITH THE NORTHERLY EXTENSION OF THE EAST LINE OF LOT 26 IN HANNA BUSBY'S SUBDIVISION, SAID NORTHERLY EXTENSION BEING ALSO THE EAST LINE OF THAT PART OF VACATED 34<sup>TM</sup> STREET BEARING PIN 17-33-221-003;

THENCE SOUTH ALONG SAID EAST LINE OF THAT PART OF VACATED 34<sup>TM</sup> STREET BEARING PIN 17-33-221-003 TO A POINT OF INTERSECTION WITH THE CENTERLINE OF SAID VACATED 34<sup>TM</sup>

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STREET, SAID CENTERLINE OF VACATED 34<sup>TM</sup> STREET BEING ALSO THE SOUTH LINE OF THE PARCEL OF PROPERTY BEARING PIN 17-33-221-003;

THENCE WEST ALONG SAID SOUTH LINE OF THE PARCEL OF PROPERTY BEARING PIN 17-33-221-003 TO A POINT ON THE WEST LINE OF THE EAST 22.50 FEET OF VACATED FEDERAL STREET (FORMERLY BUTTERFIELD STREET), SAID WEST LINE BEING ALSO THE WEST LINE OF THE PARCEL OF PROPERTY

BEARING PIN 17-33-221-003;

THENCE NORTH ALONG SAID WEST LINE OF THE PARCEL OF PROPERTY BEARING PIN 17-33-221-003 AND ALONG THE NORTHERLY EXTENSION THEREOF TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 33<sup>rd</sup> STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 33<sup>rd</sup> STREET TO A POINT ON THE WEST LINE OF THE VACATED 10-FOOT-WIDE PUBLIC ALLEY LYING WEST OF AND ADJOINING LOT 182 IN BOONE, JONES AND KIEFER'S SUBDIVISION OF THE NORTH THREE QUARTERS OF BLOCK 1 AND THE EAST 75 FEET OF BLOCK 2 AND LOT 49 IN BEECHER'S SUBDIVISION OF THE SOUTH HALF OF THE SOUTH HALF OF BLOCK 1 OF THE CANAL TRUSTEE'S SUBDIVISION, SAID WEST LINE OF THE VACATED PUBLIC ALLEY BEING ALSO THE EAST RIGHT-OF-WAY LINE OF THE JOINT RAILROAD OF THE NEW YORK CENTRAL SYSTEM AND THE CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY;

THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY LINE OF SAID JOINT RAILROAD TO A POINT ON THE NORTH LINE OF SAID SECTION 33, SAID NORTH LINE BEING ALSO THE CENTERLINE OF 31<sup>st</sup> STREET;

THENCE WEST ALONG SAID CENTERLINE OF 31<sup>st</sup> STREET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF THE SAID JOINT RAILROAD;

THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE OF THE JOINT RAILROAD TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 33<sup>rd</sup> STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 33<sup>rd</sup> STREET AND ALONG THE WESTERLY EXTENSION THEREOF TO A POINT ON THE WEST LINE OF THE EAST HALF OF THE NORTHEAST QUARTER OF SAID SECTION 33, SAID WEST LINE ALSO BEING THE CENTERLINE OF WENTWORTH AVENUE;

THENCE SOUTH ALONG SAID WEST LINE OF THE EAST HALF OF THE NORTHEAST QUARTER OF SECTION 33 AND ALONG THE WEST LINE OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SAID SECTION 33 TO A POINT ON THE WESTERLY EXTENSION OF THE NORTH LINE OF LOTS 57 THROUGH 61, BOTH INCLUSIVE, IN ENOS AYRES' SUBDIVISION OF LOT 2 IN THE SUBDIVISION OF LOT 18 OF THE CANAL TRUSTEE'S SUBDIVISION, SAID NORTH LINE OF LOTS 57 THROUGH 61, BOTH INCLUSIVE, BEING ALSO THE SOUTH RIGHT-OF-WAY LINE OF 35<sup>th</sup> STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 35<sup>th</sup> STREET TO A POINT ON THE EAST LINE OF THE 19-FOOT-WIDE PUBLIC ALLEY LYING EAST OF AND ADJOINING LOT 1 IN SAID

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ENOS AYRES' SUBDIVISION, SAID EAST LINE BEING ALSO THE WEST RIGHT-OF-WAY LINE OF THE JOINT RAILROAD OF THE NEW YORK CENTRAL SYSTEM AND THE CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY;

THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE OF THE JOINT RAILROAD OF THE NEW YORK CENTRAL SYSTEM AND THE CHICAGO ROCK ISLAND AND PACIFIC RAILWAY TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 38<sup>th</sup> STREET;



THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 38<sup>TH</sup> STREET AND ALONG THE WESTERLY EXTENSION THEREOF TO A POINT ON THE WEST LINE OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SAID SECTION 33, SAID WEST LINE ALSO BEING THE CENTERLINE OF WENTWORTH AVENUE;

THENCE NORTH ALONG SAID WEST LINE OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 33 AND CENTERLINE OF WENTWORTH AVENUE TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 37<sup>TH</sup> STREET; ■

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 37<sup>TH</sup> STREET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF PRINCETON AVENUE;

THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE OF PRINCETON AVENUE TO A POINT ON THE CENTERLINE OF 38<sup>TH</sup> STREET;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE CENTERLINE OF SAID 38<sup>TH</sup> STREET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF THE PENNSYLVANIA RAILROAD;

THENCE NORTH ALONG SAID EASTERLY RAILROAD RIGHT-OF-WAY LINE TO A POINT ON THE CENTERLINE OF 35<sup>TH</sup> STREET;

THENCE WEST ALONG SAID CENTERLINE OF 35<sup>TH</sup> STREET TO A POINT ON THE WEST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 33, SAID WEST LINE ALSO BEING THE WEST LINE OF A STRIP OF LAND OWNED BY THE PENNSYLVANIA RAILROAD;

THENCE NORTH ALONG SAID WEST LINE OF THE STRIP OF LAND TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 33<sup>RD</sup> STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 33<sup>RD</sup> STREET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF NORMAL STREET;

THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE OF NORMAL STREET TO THE SOUTHEAST CORNER OF LOT 30 IN MARVIN'S GARDENS, A RESUBDIVISION OF LOTS 1 TO 5 IN P.D. ARMOUR'S SUBDIVISION AND LOTS 1 TO 5, 12 TO 14, 16 AND 17 IN ASSESSOR'S DIVISION OF BLOCK 11 OF CANAL TRUSTEE'S SUBDIVISION, AS RECORDED JANUARY 13, 1987 AS DOCUMENT NUMBER 87022852;

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THENCE WEST ALONG THE SOUTH LINE OF SAID LOT 30 IN SAID MARVIN'S GARDENS AND THE WESTERLY EXTENSION THEREOF TO A POINT ON THE WEST LINE OF A NORTH-SOUTH 14-FOOT-WIDE PUBLIC ALLEY LYING EAST OF PARNELL AVENUE IN ASSESSOR'S DIVISION OF BLOCK 11;

THENCE SOUTH ALONG SAID WEST LINE OF THE NORTH-SOUTH 14-FOOT-WIDE PUBLIC ALLEY LYING EAST OF PARNELL AVENUE TO A POINT OF INTERSECTION WITH A LINE THAT IS 377.52 FEET NORTH OF AND PARALLEL WITH THE NORTH RIGHT-OF-WAY LINE OF 35<sup>TH</sup> STREET;

THENCE WEST ALONG SAID PARALLEL LINE AND THE WESTERLY EXTENSION THEREOF TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF PARNELL AVENUE;

THENCE NORTH ALONG SAID WEST RIGHT-OF-WAY LINE OF PARNELL AVENUE TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF 33<sup>rd</sup> STREET;

THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 33<sup>rd</sup> STREET TO A POINT OF INTERSECTION WITH THE SOUTHERLY EXTENSION OF THE WEST LINE OF LOT 34 IN SUB-BLOCK 3 OF THE SUBDIVISION OF SUB-BLOCKS 1 AND 3 IN BLOCK 6 IN CANAL TRUSTEE'S SUBDIVISION;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE WEST LINE OF LOT 34 AND THE NORTHERLY EXTENSION THEREOF TO A POINT ON THE NORTH LINE OF AN EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF 33<sup>RD</sup> STREET;

THENCE EAST ALONG SAID NORTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF 33<sup>rd</sup> STREET TO THE SOUTHEAST CORNER OF LOT 35 IN THE SUBDIVISION OF SUB-BLOCKS 1 AND 3 IN BLOCK 6 OF CANAL TRUSTEE'S SUBDIVISION, SAID SOUTHEAST CORNER BEING A POINT ON THE WEST RIGHT-OF-WAY LINE OF PARNELL AVENUE;

THENCE NORTH ALONG SAID WEST RIGHT-OF-WAY LINE OF PARNELL AVENUE TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF AN EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING SOUTH 32<sup>nd</sup> STREET;

THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING SOUTH OF 32<sup>nd</sup> STREET TO A POINT OF INTERSECTION WITH THE SOUTHERLY EXTENSION OF THE WEST LINE OF LOT 1 IN SAID SUB-BLOCK 3 OF THE SUBDIVISION OF SUB-BLOCKS 1 & 3 IN BLOCK 6 OF CANAL TRUSTEE'S SUBDIVISION;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION, THE WEST LINE OF LOT 1 AND THE NORTHERLY EXTENSION THEREOF TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 32<sup>nd</sup> STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 32<sup>nd</sup> STREET TO THE SOUTHWEST CORNER OF LOT 34 IN FISHER'S SUBDIVISION OF SUB-BLOCK 2 OF JUDD & WILSON'S SUBDIVISION;

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THENCE NORTH ALONG THE WEST LINE OF SAID LOT 34 AND THE NORTHERLY EXTENSION THEREOF TO A POINT ON THE NORTH LINE OF AN EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF 32<sup>nd</sup> STREET;

THENCE EAST ALONG THE NORTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF 32<sup>nd</sup> STREET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF SAID PARNELL AVENUE;

THENCE NORTH ALONG SAID WEST RIGHT-OF-WAY LINE OF PARNELL AVENUE TO THE NORTHEAST CORNER OF LOT 48 IN FISHER'S SUBDIVISION, SAID NORTHEAST CORNER ALSO BEING A POINT ON THE SOUTH LINE OF AN EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING SOUTH OF 31<sup>st</sup> STREET;

THENCE WEST ALONG SAID SOUTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING SOUTH OF 31<sup>st</sup> STREET TO A POINT OF INTERSECTION WITH THE SOUTHERLY EXTENSION OF THE WEST LINE OF LOT 2 IN FISHER'S SUBDIVISION;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE WEST LINE OF LOT 2 TO THE NORTHWEST CORNER OF SAID LOT 2, SAID NORTHWEST CORNER ALSO BEING A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF 31<sup>st</sup> STREET;

THENCE NORTH ALONG A LINE TO THE SOUTHWEST CORNER OF LOT 29 IN BLOCK 8 OF DAVID DAVIS' SOUTH ADDITION;

THENCE NORTH ALONG THE WEST LINE OF SAID LOT 29 AND THE NORTHERLY EXTENSION THEREOF TO A POINT ON THE NORTH LINE OF AN EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF 31<sup>st</sup> STREET;

THENCE EAST ALONG SAID NORTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF 31<sup>st</sup> STREET TO THE SOUTHEAST CORNER OF LOT 31 IN DAVID DAVIS' SOUTH ADDITION, SAID SOUTHEAST CORNER ALSO BEING A POINT ON THE WEST RIGHT-OF-WAY LINE OF SAID PARNELL AVENUE;

THENCE NORTH ALONG SAID WEST RIGHT-OF-WAY LINE OF PARNELL AVENUE TO THE NORTHEAST CORNER OF LOT 46 IN BLOCK 1 OF DAVID DAVIS' SOUTH ADDITION;

THENCE WEST ALONG THE NORTH LINE OF SAID LOT 46 TO ITS POINT OF INTERSECTION WITH A LINE 76.8 FEET WEST OF AND PARALLEL WITH THE WEST RIGHT-OF-WAY LINE OF SAID PARNELL AVENUE;

THENCE NORTH ALONG SAID PARALLEL LINE TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF 29<sup>th</sup> STREET;

THENCE NORTH ALONG A LINE TO THE SOUTHEAST CORNER OF LOT 8 IN THE SUBDIVISION OF LOTS 16 TO 22, BOTH INCLUSIVE, AND THE WEST 15 FEET OF LOT 23 OF BLOCK 10 IN D. DAVIS'

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SUBDIVISION, SAID SOUTHEAST CORNER ALSO BEING A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 29<sup>th</sup> STREET;

THENCE NORTH ALONG THE EAST LINE OF SAID LOT 8 TO THE NORTHEAST CORNER THEREOF, SAID NORTHEAST CORNER ALSO BEING A POINT ON THE SOUTH LINE OF AN EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING SOUTH OF 28<sup>th</sup> PLACE;

THENCE WEST ALONG SAID SOUTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING SOUTH OF 28<sup>th</sup> PLACE TO A POINT OF INTERSECTION WITH THE SOUTHERLY EXTENSION OF THE WEST LINE OF LOT 8 IN D. DAVIS' SUBDIVISION;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION, SAID WEST LINE OF LOT 8 AND THE NORTHERLY EXTENSION THEREOF TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 28<sup>th</sup> PLACE;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 28<sup>th</sup> PLACE TO A POINT ON THE WEST RIGHT-OF-

WAY LINE OF NORMAL AVENUE;

THENCE NORTH ALONG SAID WEST RIGHT-OF-WAY LINE OF NORMAL AVENUE TO THE NORTHEAST CORNER OF LOT 30 IN BLOCK 9 IN D. DAVIS' SUBDIVISION, SAID NORTHEAST CORNER ALSO BEING A POINT ON THE SOUTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING SOUTH OF 28<sup>TH</sup> STREET;

THENCE WEST ALONG SAID SOUTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING SOUTH OF 28<sup>TH</sup> STREET TO A POINT OF INTERSECTION WITH THE SOUTHERLY EXTENSION OF THE WEST LINE OF LOT 8 IN SAID BLOCK 9 OF D. DAVIS' SUBDIVISION;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION, THE WEST LINE OF LOT 8 AND THE NORTHERLY EXTENSION THEREOF TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 28<sup>TH</sup> STREET;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 28<sup>TH</sup> STREET TO A POINT OF INTERSECTION WITH THE EAST LINE OF THE WEST 9 FEET OF LOT 27 IN BLOCK 4 IN D. DAVIS' SUBDIVISION;

THENCE NORTH ALONG SAID EAST LINE OF THE WEST 9 FEET OF SAID LOT 27 AND THE NORTHERLY EXTENSION THEREOF TO A POINT ON THE NORTH LINE OF AN EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING SOUTH OF 27<sup>TH</sup> STREET;

THENCE EAST ALONG SAID NORTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING SOUTH OF 27<sup>TH</sup> STREET TO THE SOUTHWEST CORNER OF LOT 3 IN BLOCK 4 OF D. DAVIS' SUBDIVISION;

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THENCE NORTH ALONG THE WEST LINE OF SAID LOT 3 TO THE NORTHWEST CORNER THEREOF, SAID NORTHWEST CORNER ALSO BEING A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF 27<sup>TH</sup> STREET;

THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 27<sup>TH</sup> STREET TO A POINT OF INTERSECTION WITH THE SOUTHERLY EXTENSION OF THE WEST LINE OF LOT 22 IN BLOCK 3 OF D. DAVIS' SUBDIVISION;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE WEST LINE OF SAID LOT 22 TO THE NORTHWEST CORNER THEREOF, SAID NORTHWEST CORNER ALSO BEING A POINT ON THE SOUTH LINE OF AN EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING SOUTH OF 26<sup>TH</sup> STREET;

THENCE NORTH ALONG A LINE TO THE SOUTHWEST CORNER OF LOT 9 IN SAID BLOCK 3, SAID SOUTHWEST CORNER ALSO BEING A POINT ON THE NORTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING SOUTH OF 26<sup>TH</sup> STREET;

THENCE NORTH ALONG THE WEST LINE OF SAID LOT 9 AND THE NORTHERLY EXTENSION THEREOF TO A POINT ON THE CENTERLINE OF 26<sup>TH</sup> STREET;

THENCE EAST ALONG SAID CENTERLINE OF 26<sup>TH</sup> STREET TO A POINT OF INTERSECTION WITH THE SOUTHERLY EXTENSION OF THE WEST LINE OF LOT 9 IN ASSESSOR'S DIVISION OF PART OF THE EAST HALF

OF BLOCK 16 OF SOUTH BRANCH ADDITION TO CHICAGO;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE WEST LINE OF SAID LOT 9 IN ASSESSOR'S DIVISION AND THE NORTHERLY EXTENSION THEREOF TO A POINT ON THE NORTH LINE OF AN EAST-WEST 14-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF SAID 26<sup>TH</sup> STREET;

THENCE WEST ALONG SAID NORTH LINE OF THE EAST-WEST 14-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF 26<sup>TH</sup> STREET TO A POINT ON THE WEST LINE OF THE EAST 36.75 FEET OF LOT 1 OF BRIARD AND LANCASTER'S SUBDIVISION;

THENCE NORTH ALONG SAID WEST LINE OF THE EAST 36.75 FEET OF SAID\*LOT 1 OF BRIARD AND LANCASTER'S SUBDIVISION AND THE NORTHERLY EXTENSION THEREOF TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 25<sup>TH</sup> PLACE;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 25<sup>TH</sup> PLACE TO THE SOUTHWEST CORNER OF LOT 17 OF THE SUBDIVISION OF THE WEST HALF OF BLOCK 17 IN SOUTH BRANCH ADDITION TO CHICAGO;

THENCE NORTH ALONG THE WEST LINE OF SAID LOT 17 TO THE SOUTH LINE OF AN EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY;

THENCE EAST ALONG SAID SOUTH LINE OF AN EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY TO A POINT OF INTERSECTION WITH THE SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 1 IN SAID SUBDIVISION OF THE WEST HALF OF BLOCK 17 IN SOUTH BRANCH ADDITION TO CHICAGO;

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THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE EAST LINE OF LOT 1 IN SAID SUBDIVISION OF THE WEST HALF OF BLOCK 17 IN SOUTH BRANCH ADDITION TO CHICAGO AND THE NORTHERLY EXTENSION THEREOF TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 25<sup>TH</sup> STREET;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 25<sup>TH</sup> STREET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF CANAL STREET;

THENCE NORTH ALONG SAID WEST RIGHT-OF-WAY LINE OF CANAL STREET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 24<sup>TH</sup> PLACE;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 24<sup>TH</sup> PLACE TO THE EAST RIGHT-OF-WAY LINE OF NORMAL AVENUE;

THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY LINE OF NORMAL AVENUE AND THE NORTHERLY EXTENSION THEREOF TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 24<sup>TH</sup> STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 24<sup>TH</sup> STREET TO A POINT ON THE NORTHEASTERLY RIGHT-OF-WAY LINE OF NORMAL AVENUE;

THENCE NORTHWESTERLY ALONG SAID NORTHEASTERLY RIGHT-OF-WAY LINE OF NORMAL AVENUE TO A POINT ON THE NORTH LINE OF AN EAST-WEST 14-FOOT-WIDE PUBLIC ALLEY;

THENCE EAST ALONG THE SAID NORTH LINE OF THE EAST-WEST 14-FOOT-WIDE PUBLIC ALLEY TO THE WEST LINE OF LOT 12 IN RICHLAND SUBDIVISION;

THENCE NORTH ALONG SAID WEST LINE OF LOT 12 IN RICHLAND SUBDIVISION TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF 23<sup>rd</sup> PLACE;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 23<sup>RD</sup> PLACE TO A POINT OF INTERSECTION WITH THE FORMER/ORIGINAL SOUTHWESTERLY RIGHT-OF-WAY LINE OF BUSHNELL STREET (AKA 23<sup>rd</sup> PLACE) SAID POINT OF INTERSECTION BEING A BEND POINT IN THE NORTHEASTERLY AND NORTHERLY LINE OF BLOCK 8 IN SOUTH BRANCH ADDITION TO CHICAGO;

THENCE NORTHWESTERLY ALONG SAID NORTHEASTERLY LINE OF BLOCK 8 TO A POINT ON THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF ARCHER AVENUE;

THENCE NORTHEASTERLY ALONG SAID SOUTHEASTERLY RIGHT-OF-WAY LINE OF ARCHER AVENUE TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF STEWART AVENUE;

THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE OF STEWART AVENUE TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF 23<sup>rd</sup> STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 23<sup>rd</sup> STREET TO A POINT 66.0 FEET SOUTHERLY FROM AT RIGHT ANGLES TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 23<sup>rd</sup>

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STREET, SAID POINT BEING 348.66 FEET WEST OF THE WEST RIGHT-OF-WAY LINE OF PRINCETON AVENUE;

THENCE NORTH 66.0 FEET, NORMALLY DISTANT TO SAID SOUTH RIGHT-OF-WAY LINE TO SAID POINT ON THE NORTH RIGHT-OF-WAY LINE OF 23<sup>rd</sup> STREET BEING 348.66 FEET WESTERLY FROM THE WEST RIGHT-OF-WAY LINE OF PRINCETON AVENUE;

THENCE NORTHEASTERLY TO A POINT OF INTERSECTION OF A LINE 156.00 FEET NORTH OF THE NORTH RIGHT-OF-WAY LINE OF SAID 23<sup>rd</sup> STREET AND A LINE 147.20 FEET WEST OF THE EAST RIGHT-OF-WAY LINE OF SAID PRINCETON AVENUE;

THENCE EAST 147.20 FEET ALONG SAID LINE BEING 156.00 FEET NORTH OF THE NORTH RIGHT-OF-WAY LINE OF SAID 23<sup>rd</sup> STREET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SAID PRINCETON AVENUE;

THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY LINE OF PRINCETON AVENUE AND THE NORTHERLY EXTENSION THEREOF TO A POINT ON THE EASTERLY EXTENSION OF THE NORTH RIGHT-OF-WAY LINE OF SAID 22<sup>nd</sup> STREET (AKA CERMAK ROAD) AS WIDENED;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND NORTH RIGHT-OF-WAY LINE OF 22<sup>nd</sup> STREET (AKA CERMAK ROAD) AS WIDENED TO A POINT OPPOSITE AND ADJACENT TO THE NORTHEAST CORNER OF LOT 248 IN WALLERS SUBDIVISION, AS RECORDED SEPTEMBER 6, 1854, SAID POINT ALSO BEING THE POINT OF INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF SAID 22<sup>nd</sup> STREET AND THE NORTHWESTERLY LINE

OF A NORTHEASTERLY-SOUTHWESTERLY PUBLIC ALLEY LYING NORTH OF SAID ARCHER AVENUE;  
THENCE SOUTHERLY AT RIGHT ANGLES TO SAID POINT OF INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF SAID 22<sup>nd</sup> STREET AND THE NORTHWESTERLY LINE OF A NORTHEASTERLY-SOUTHWESTERLY PUBLIC ALLEY LYING NORTH OF SAID ARCHER AVENUE;  
THENCE SOUTHWESTERLY ALONG SAID NORTHWESTERLY LINE OF THE NORTHEASTERLY-SOUTHWESTERLY PUBLIC ALLEY LYING NORTH OF SAID ARCHER AVENUE TO A POINT OF INTERSECTION WITH THE NORTHWESTERLY EXTENSION OF THE SOUTHWESTERLY LINE OF LOT 3 IN JOHN RABER'S SUBDIVISION AS RECORDED DECEMBER 15, 1884 AS DOCUMENT NUMBER 593904;  
THENCE SOUTHEASTERLY ALONG SAID NORTHWESTERLY EXTENSION AND THE SOUTHWESTERLY LINE OF LOT 3 IN JOHN RABER'S SUBDIVISION TO A POINT ON THE NORTHWESTERLY RIGHT-OF-WAY LINE OF SAID ARCHER AVENUE;  
THENCE SOUTHWESTERLY ALONG SAID NORTHWESTERLY RIGHT-OF-WAY LINE OF ARCHER AVENUE TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF STEWART AVENUE;  
THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY LINE OF STEWART AVENUE AND THE NORTHERLY EXTENSION OF LOT 2 IN CANAL TRUSTEES' SUBDIVISION TO A POINT ON THE WEST

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LINE OF THE SOUTH BRANCH OF THE CHICAGO RIVER (AKA WEST DOCK LINE OF THE CHICAGO RIVER);  
THENCE NORTHEASTERLY ALONG SAID WEST LINE OF THE SOUTH BRANCH OF THE CHICAGO RIVER (AKA WEST DOCK LINE OF THE CHICAGO RIVER) TO THE POINT OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS.

ALSO INCLUDING,

THAT PART OF THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 27, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF LOT 55 IN ALEX WHITE'S SUBDIVISION OF BLOCKS 46, 47 & 58 IN CANAL TRUSTEES SUBDIVISION, SAID SOUTHWEST CORNER OF LOT 55 ALSO BEING A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 25<sup>th</sup> STREET;

THENCE NORTH ALONG THE WEST LINE OF SAID LOT 55 IN ALEX WHITE'S SUBDIVISION TO THE NORTHWEST CORNER THEREOF, SAID NORTHWEST CORNER ALSO BEING A POINT ON THE SOUTH LINE OF AN EAST-WEST PUBLIC ALLEY LYING NORTH OF SAID 25<sup>th</sup> STREET;

THENCE EAST ALONG SAID SOUTH LINE OF THE PUBLIC ALLEY LYING NORTH OF 25<sup>th</sup> STREET AND THE EASTERLY EXTENSION THEREOF TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF WABASH AVENUE;

THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY LINE OF WABASH AVENUE TO THE NORTHWEST CORNER OF LOT 6 IN THE SUBDIVISION OF BLOCK 48 IN CANAL TRUSTEES SUBDIVISION;

THENCE EAST ALONG THE NORTH LINE OF SAID LOT 6 IN THE SUBDIVISION OF BLOCK 48 IN CANAL TRUSTEES SUBDIVISION AND THE EASTERLY EXTENSION THEREOF TO A POINT ON THE EAST LINE OF A NORTH-SOUTH PUBLIC ALLEY LYING EAST OF SAID WABASH AVENUE;

THENCE SOUTH ALONG SAID EAST LINE OF THE NORTH-SOUTH PUBLIC ALLEY LYING EAST OF WABASH AVENUE TO THE SOUTHWEST CORNER OF LOT 11 IN SAID SUBDIVISION OF BLOCK 48 IN CANAL TRUSTEES SUBDIVISION THEREOF;

THENCE EAST ALONG THE SOUTH LINE OF SAID LOT 11 IN THE SUBDIVISION OF BLOCK 48 IN CANAL TRUSTEES SUBDIVISION AND THE EASTERLY EXTENSION THEREOF TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF MICHIGAN AVENUE;

THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY LINE OF MICHIGAN AVENUE TO THE NORTHWEST CORNER OF LOT 11 IN THE SUBDIVISION OF BLOCK 49 IN CANAL TRUSTEES SUBDIVISION;

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THENCE EAST ALONG THE NORTH LINE OF SAID LOT 11 IN THE SUBDIVISION OF BLOCK 49 IN CANAL TRUSTEES SUBDIVISION AND THE EASTERLY EXTENSION THEREOF TO A POINT ON THE EAST LINE OF A NORTH-SOUTH PUBLIC ALLEY LYING EAST OF SAID MICHIGAN AVENUE;

THENCE SOUTH ALONG SAID EAST LINE OF THE NORTH-SOUTH PUBLIC ALLEY LYING EAST OF MICHIGAN AVENUE TO THE NORTHWEST CORNER OF LOT 4 IN SAID SUBDIVISION OF BLOCK 49 IN CANAL TRUSTEES SUBDIVISION;

THENCE EAST ALONG THE NORTH LINE OF SAID LOT 4 IN THE SUBDIVISION OF BLOCK 49 IN CANAL TRUSTEES SUBDIVISION TO THE NORTHEAST CORNER THEREOF, SAID NORTHEAST CORNER ALSO BEING A POINT ON THE WEST RIGHT-OF-WAY LINE OF INDIANA AVENUE;

THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE OF INDIANA AVENUE TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF SAID 25<sup>th</sup> STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 25<sup>th</sup> STREET TO THE POINT OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS.

ALSO INCLUDING,

THAT PART OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF LOT 19 IN BLOCK 1 IN THE SUBDIVISION OF THE SOUTH HALF OF BLOCK 27 OF CANAL TRUSTEE'S SUBDIVISION, AS RECORDED MAY 31, 1875 AS DOCUMENT NUMBER 31365, SAID SOUTHEAST CORNER ALSO BEING A POINT ON THE NORTH LINE OF AN EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF PERSHING ROAD;



THENCE WEST ALONG SAID NORTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF PERSHING ROAD AND THE WESTERLY EXTENSION THEREOF TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF PARNELL AVENUE;

THENCE NORTH ALONG SAID WEST RIGHT-OF-WAY LINE OF PARNELL AVENUE TO THE NORTHEAST CORNER OF LOT 51 IN THE NORTHWEST QUARTER OF BLOCK 27 OF CANAL TRUSTEE'S SUBDIVISION, AS RECORDED NOVEMBER 5, 1881 AS DOCUMENT NUMBER 357472, SAID NORTHEAST CORNER ALSO BEING A POINT ON THE SOUTH LINE OF AN EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING SOUTH OF 37<sup>TH</sup> STREET;

THENCE WEST ALONG SAID SOUTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING SOUTH OF 37<sup>TH</sup> STREET TO A POINT OF INTERSECTION WITH THE SOUTHERLY

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EXTENSION OF THE WEST LINE OF LOT 10 IN SAID NORTHWEST QUARTER OF BLOCK 27 OF CANAL TRUSTEE'S SUBDIVISION;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE WEST LINE OF LOT 10 TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF SAID 37<sup>TH</sup> STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF SAID 37<sup>TH</sup> STREET TO A POINT OF INTERSECTION WITH THE SOUTHERLY EXTENSION OF THE WEST LINE OF LOT 35 IN BENJAMIN SHURTLEFF'S SUBDIVISION OF THE SOUTHWEST QUARTER OF BLOCK 22 OF CANAL TRUSTEE'S SUBDIVISION AS RECORDED DECEMBER 2, 1878 AS DOCUMENT NUMBER 203216;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION, THE WEST LINE OF LOT 35 IN BENJAMIN SHURTLEFF'S SUBDIVISION AND THE NORTHERLY EXTENSION THEREOF TO A POINT ON THE NORTH LINE OF AN EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF SAID 37<sup>TH</sup> STREET;

THENCE EAST ALONG SAID NORTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF SAID 37<sup>TH</sup> STREET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF SAID PARNELL AVENUE;

THENCE NORTH ALONG SAID WEST RIGHT-OF-WAY LINE OF PARNELL AVENUE TO THE NORTHEAST CORNER OF LOT 50 IN SAID BENJAMIN SHURTLEFF'S SUBDIVISION, SAID NORTHEAST CORNER ALSO BEING A POINT ON THE SOUTH LINE OF AN EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING SOUTH OF 36<sup>TH</sup> STREET;

THENCE WEST ALONG SAID SOUTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING SOUTH OF 36<sup>TH</sup> STREET TO A POINT OF INTERSECTION WITH THE SOUTHERLY EXTENSION OF THE WEST LINE OF LOT 1 IN SAID BENJAMIN SHURTLEFF'S SUBDIVISION;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION, THE WEST LINE OF LOT 1 IN BENJAMIN SHURTLEFF'S SUBDIVISION AND THE NORTHERLY EXTENSION THEREOF TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF SAID 36<sup>TH</sup> STREET;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF SAID 36<sup>TH</sup> STREET TO A POINT ON THE WEST

RIGHT-OF-WAY LINE OF SAID PARNELL AVENUE;

THENCE NORTH ALONG SAID WEST RIGHT-OF-WAY LINE OF PARNELL AVENUE TO A POINT ON A LINE THAT IS 275 FEET NORTH OF AND PARALLEL TO THE NORTH RIGHT-OF-WAY LINE OF 36<sup>TM</sup> STREET;

THENCE EAST ALONG SAID LINE THAT IS 275 FEET NORTH OF AND PARALLEL TO THE NORTH RIGHT-OF-WAY LINE OF 36<sup>TM</sup> STREET TO A POINT ON A LINE THAT IS 125 FEET EAST OF AND PARALLEL TO THE EAST RIGHT-OF-WAY LINE OF PARNELL AVENUE;

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THENCE SOUTH ALONG SAID LINE THAT IS 125 FEET EAST OF AND PARALLEL TO THE EAST RIGHT-OF-WAY LINE OF PARNELL AVENUE TO A POINT ON A LINE THAT IS 200 FEET NORTH OF AND PARALLEL TO THE NORTH RIGHT-OF-WAY LINE OF 36<sup>TM</sup> STREET;

THENCE EAST ALONG SAID LINE THAT IS 200 FEET NORTH OF AND PARALLEL TO THE NORTH RIGHT-OF-WAY LINE OF 36<sup>TM</sup> STREET TO A POINT ON A LINE THAT IS 165.83 FEET EAST OF AND PARALLEL TO THE EAST RIGHT-OF-WAY LINE OF PARNELL AVENUE;

THENCE SOUTH ALONG SAID LINE THAT IS 165.83 FEET EAST OF AND PARALLEL TO THE EAST RIGHT-OF-WAY LINE OF PARNELL AVENUE AND THE SOUTHERLY EXTENSION THEREOF TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF SAID 36<sup>TM</sup> STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 36<sup>TM</sup> STREET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF NORMAL STREET;

THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE OF NORMAL STREET TO A POINT ON A LINE THAT IS 345 FEET NORTH OF AND PARALLEL TO THE NORTH RIGHT-OF-WAY LINE OF SAID 37<sup>TM</sup> STREET;

THENCE EAST ALONG SAID LINE THAT IS 345 FEET NORTH OF AND PARALLEL TO THE NORTH RIGHT-OF-WAY LINE OF SAID 37<sup>TM</sup> STREET TO A POINT ON A LINE THAT IS 134 FEET EAST OF AND PARALLEL TO THE EAST LINE OF SAID NORMAL STREET, SAID LINE THAT IS 134 FEET EAST OF AND PARALLEL TO THE EAST LINE OF SAID NORMAL STREET ALSO BEING THE WEST LINE OF BRIDGEPORT COMMONS SUBDIVISION, AS RECORDED JUNE 15, 2005 AS DOCUMENT NUMBER 0516645098;

THENCE SOUTH ALONG SAID LINE THAT IS 134 FEET EAST OF AND PARALLEL TO THE EAST LINE OF SAID NORMAL STREET AND THE SOUTHERLY EXTENSION THEREOF TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF SAID 37<sup>TM</sup> STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF SAID 37<sup>TM</sup> STREET TO THE NORTHEAST CORNER OF LOT 13 IN BLOCK 1 IN SUTTON'S SUBDIVISION OF BLOCK 28 OF CANAL TRUSTEE'S SUBDIVISION;

THENCE SOUTH ALONG THE EAST LINE OF SAID LOT.13 IN BLOCK 1 TO THE SOUTHEAST CORNER THEREOF, SAID SOUTHEAST CORNER ALSO BEING A POINT ON THE NORTH LINE OF AN EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF 37<sup>TM</sup> PLACE;

THENCE WEST ALONG SAID NORTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF 37<sup>TH</sup> PLACE TO A POINT OF INTERSECTION WITH THE NORTHERLY EXTENSION OF THE EAST LINE OF LOT 32 IN SAID BLOCK 1;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE EAST LINE OF LOT 32 IN BLOCK 1 TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF SAID 37<sup>TH</sup> PLACE;

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THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 37<sup>TH</sup> PLACE AND THE WESTERLY EXTENSION THEREOF TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF SAID NORMAL STREET;

THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE OF NORMAL STREET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF 38<sup>TH</sup> STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 38<sup>TH</sup> STREET TO THE NORTHEAST CORNER OF LOT 6 IN BLOCK 3 IN SAID SUTTON'S SUBDIVISION OF BLOCK 28 OF CANAL TRUSTEE'S SUBDIVISION;

THENCE SOUTH ALONG THE EAST LINE OF SAID LOT 6 IN BLOCK 3 TO THE SOUTHEAST CORNER THEREOF, SAID SOUTHEAST CORNER ALSO BEING A POINT ON THE NORTH LINE OF AN EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING SOUTH OF 38<sup>TH</sup> STREET;

THENCE WEST ALONG SAID NORTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING SOUTH OF 38<sup>TH</sup> STREET AND THE WESTERLY EXTENSION THEREOF TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF SAID NORMAL STREET;

THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE OF NORMAL STREET TO THE POINT OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS.

ALSO INCLUDING,

THAT PART OF THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF LOT 7 IN BLOCK 2 CH. WALKER'S SUBDIVISION;

THENCE EAST ALONG THE SOUTH LINE OF SAID LOT 7 AND CONTINUING EAST ALONG THE SOUTH LINE OF LOT 8 IN SAID BLOCK 2 TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF MICHIGAN AVENUE;

THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE OF MICHIGAN AVENUE TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF 32<sup>ND</sup> STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF SAID 32<sup>ND</sup> STREET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF INDIANA AVENUE;

THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY LINE OF INDIANA AVENUE TO THE NORTHWEST CORNER OF LOT 17 IN HAYWOOD'S SUBDIVISION;

THENCE EAST ALONG THE NORTH LINE OF SAID LOT 17 IN HAYWOOD'S SUBDIVISION AND THE EASTERLY EXTENSION THEREOF TO A POINT ON THE EAST LINE OF A NORTH-SOUTH 14-FOOT-WIDE PUBLIC ALLEY LYING WEST OF PRAIRIE AVENUE;

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THENCE SOUTH ALONG SAID EAST LINE OF THE NORTH-SOUTH 14-FOOT-WIDE PUBLIC ALLEY LYING WEST OF PRAIRIE AVENUE AND THE SOUTHERLY EXTENSION THEREOF TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF 32<sup>nd</sup> STREET;

THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 32<sup>ND</sup> STREET TO A POINT ON THE EAST LINE OF A NORTH-SOUTH 14-FOOT-WIDE PUBLIC ALLEY LYING WEST OF SAID PRAIRIE AVENUE;

THENCE SOUTH ALONG SAID EAST LINE OF THE NORTH-SOUTH 14-FOOT-WIDE PUBLIC ALLEY LYING WEST OF PRAIRIE AVENUE AND THE SOUTHERLY EXTENSION THEREOF TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF 33<sup>rd</sup> STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 33<sup>rd</sup> STREET TO A POINT ON THE EAST LINE OF A NORTH-SOUTH VARIABLE WIDTH PUBLIC ALLEY LYING WEST OF SAID PRAIRIE AVENUE;'

THENCE SOUTH ALONG SAID EAST LINE OF THE NORTH-SOUTH VARIABLE WIDTH PUBLIC ALLEY LYING WEST OF PRAIRIE AVENUE TO A POINT OF INTERSECTION WITH THE EASTERLY EXTENSION OF THE NORTH LINE OF LOT 39 IN BLOCK 1 IN HARRIET FARLIN'S SUBDIVISION, AS RECORDED DECEMBER 18, 1879 AS DOCUMENT NUMBER 249430;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE NORTH LINE OF LOT 39 IN BLOCK 1 IN HARRIET FARLIN'S SUBDIVISION TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SAID INDIANA AVENUE;

THENCE SOUTH ALONG SAID EAST RIGHT-OF-WAY LINE OF INDIANA AVENUE TO A POINT OF INTERSECTION WITH THE EASTERLY EXTENSION OF THE NORTH LINE OF LOT 21 IN BLOCK 7 IN J. WENTWORTH'S SUBDIVISION, AS RECORDED DECEMBER 12, 1871 AS DOCUMENT NUMBER 5547;

THENCE WEST ALONG SAID EASTERLY EXTENSION-AND THE NORTH LINE OF LOT 21 IN BLOCK 7 IN J. WENTWORTH'S SUBDIVISION TO THE NORTHWEST CORNER THEREOF, SAID NORTHWEST CORNER ALSO BEING A POINT ON THE EAST LINE OF A NORTH-SOUTH 20-FOOT-WIDE PUBLIC ALLEY LYING WEST OF SAID INDIANA AVENUE;

THENCE NORTH ALONG SAID EAST LINE OF THE NORTH-SOUTH 20-FOOT-WIDE PUBLIC ALLEY LYING WEST OF SAID INDIANA AVENUE TO A POINT OF INTERSECTION WITH THE EASTERLY EXTENSION OF THE NORTH LINE OF LOT 30 IN SAID BLOCK 7 IN J. WENTWORTH'S SUBDIVISION;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE NORTH LINE OF LOT 30 IN BLOCK 7 IN J. WENTWORTH'S SUBDIVISION TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SAID MICHIGAN AVENUE;

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THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY LINE OF MICHIGAN AVENUE TO A POINT OF INTERSECTION WITH THE CENTERLINE OF 34<sup>th</sup> STREET;

THENCE WEST ALONG SAID CENTERLINE OF 34<sup>th</sup> STREET TO A POINT OF INTERSECTION WITH THE NORTHERLY EXTENSION OF THE WEST LINE OF A NORTH-SOUTH 20-FOOT-WIDE PUBLIC ALLEY LYING WEST OF SAID MICHIGAN AVENUE;

THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND THE WEST LINE OF A NORTH-SOUTH 20-FOOT-WIDE PUBLIC ALLEY LYING WEST OF SAID MICHIGAN AVENUE TO A POINT OF INTERSECTION WITH THE EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 1 IN J.S. BARNES' SUBDIVISION, AS RECORDED SEPTEMBER 27, 1875 AS DOCUMENT NUMBER 50847;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE SOUTH LINE OF LOT 1 IN J.S. BARNES' SUBDIVISION TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF WABASH AVENUE;

THENCE NORTH ALONG SAID EAST RIGHT OF WAY LINE OF WABASH AVENUE TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF SAID 32<sup>ND</sup> STREET;

THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF SAID 32<sup>ND</sup> STREET TO A POINT OF INTERSECTION WITH THE SOUTHERLY EXTENSION OF THE EAST RIGHT-OF-WAY LINE OF VACATED WABASH AVENUE;

THENCE NORTH ALONG SAID SOUTHERLY EXTENSION AND THE EAST RIGHT-OF-WAY LINE OF VACATED WABASH AVENUE TO THE POINT OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS.

ALSO INCLUDING,

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 27, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT 28 IN ASSESSOR'S DIVISION OF BLOCKS 81 & 82 OF CANAL TRUSTEE'S SUBDIVISION, AS RECORDED OCTOBER 6, 1869 AS DOCUMENT NUMBER 20877, SAID NORTHWEST CORNER ALSO BEING A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF 26<sup>th</sup> STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 26<sup>th</sup> STREET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF INDIANA AVENUE AS DEDICATED BY DOCUMENT NO. 20386541, RECORDED JANUARY 23, 1968;

THENCE SOUTH ALONG SAID EAST RIGHT-OF-WAY LINE OF INDIANA AVENUE TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF 28<sup>th</sup> PLACE AS DEDICATED BY SAID DOCUMENT NO. 20386541;

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THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 28<sup>TH</sup> PLACE TO A POINT 247 FEET EAST OF THE EAST RIGHT-OF-WAY LINE OF MICHIGAN AVENUE AS MEASURED ON SAID SOUTH RIGHT-OF-WAY LINE OF 28<sup>TH</sup> PLACE;

THENCE SOUTH 110 FEET ALONG A LINE PARALLEL WITH SAID EAST RIGHT-OF-WAY LINE OF INDIANA AVENUE;

THENCE EAST 68 FEET ALONG A LINE PARALLEL WITH SAID SOUTH RIGHT-OF-WAY LINE OF 28<sup>TH</sup> PLACE TO A POINT ON THE CENTERLINE OF THE ORIGINAL 66-FOOT-WIDE RIGHT-OF-WAY OF INDIANA AVENUE VACATED BY ORDINANCE PASSED JUNE 23, 1966 AND RECORDED AS DOCUMENT NO. 19897165, JULY 26, 1966;

THENCE SOUTH ALONG SAID CENTERLINE OF VACATED INDIANA AVENUE TO A POINT ON THE NORTH LINE OF 31<sup>ST</sup> STREET;

THENCE WEST ALONG SAID NORTH LINE OF 31<sup>ST</sup> STREET TO A POINT ON A LINE 4 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF LOT 70 IN R.S. THOMAS SUBDIVISION OF BLOCK 99 IN SAID CANAL TRUSTEE'S SUBDIVISION;

THENCE NORTH 70 FEET ALONG SAID PARALLEL LINE 4 FEET WEST OF THE EAST LINE OF LOT 70; THENCE EAST 4 FEET TO A POINT ON THE EAST LINE OF SAID LOT 70;

THENCE NORTH ALONG SAID EAST LINE OF LOT 70 TO THE NORTHEAST CORNER THEREOF;

THENCE NORTH ALONG A LINE TO THE SOUTHEAST CORNER OF LOT 65 IN SAID R.S. THOMAS SUBDIVISION OF BLOCK 99;

THENCE NORTH ALONG THE EAST LINE OF SAID LOT 65 TO THE NORTHEAST CORNER THEREOF;

THENCE NORTH ALONG A LINE TO A POINT ON THE NORTH LINE OF VACATED 30<sup>TH</sup> STREET, SAID POINT BEING 4 FEET EAST OF THE WEST LINE OF LOT 4 IN THE ASSESSOR'S DIVISION OF LOTS 5, 6, 7 AND 8 IN WESTON AND GIBB'S SUBDIVISION OF BLOCK 94 IN SAID CANAL TRUSTEE'S SUBDIVISION RECORDED OCTOBER 6, 1869 AS DOCUMENT NUMBER 20074;

THENCE NORTH ALONG SAID PARALLEL LINE 4 FEET EAST OF THE WEST LINE OF LOT 4 TO A POINT ON THE SOUTH LINE OF LOT 9 IN WESTON'S SUBDIVISION OF THE SOUTH HALF OF BLOCK 94 SAID CANAL TRUSTEE'S SUBDIVISION;

THENCE WEST ALONG SAID SOUTH LINE OF LOT 9 TO A POINT ON A LINE 25 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF SAID LOT 9;

THENCE NORTH ALONG SAID PARALLEL LINE 25 FEET WEST OF THE EAST LINE OF LOT 9 TO A POINT ON THE SOUTH LINE OF LOT 10 IN SAID WESTON'S SUBDIVISION;

THENCE WEST ALONG SAID SOUTH LINE OF LOT 10 TO A POINT ON A LINE 26 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF SAID LOT 10;

THENCE NORTH ALONG SAID PARALLEL LINE 26 FEET WEST OF THE EAST LINE OF LOT 10 TO A POINT ON THE SOUTH LINE OF LOT 11 IN SAID WESTON'S SUBDIVISION;

THENCE WEST ALONG SAID SOUTH LINE OF LOT 11 TO A POINT ON A LINE 27 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF SAID LOT 11;

THENCE NORTH ALONG SAID PARALLEL LINE 27 FEET WEST OF THE EAST LINE OF LOT 11 TO A POINT ON THE SOUTH LINE OF LOT 12 IN SAID WESTON'S SUBDIVISION;

THENCE WEST ALONG SAID SOUTH LINE OF LOT 12 TO A POINT ON A LINE 28 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF SAID LOT 12;

THENCE NORTH ALONG SAID PARALLEL LINE 28 FEET WEST OF THE EAST LINE OF LOT 12 TO A POINT ON THE SOUTH LINE OF LOT 25 IN AARON GIBB'S SUBDIVISION OF THE NORTH HALF OF ALL THAT PART NORTH OF THE SOUTH 33 FEET OF LOT 94 OF CANAL TRUSTEE'S SUBDIVISION RECORDED APRIL 13, 1874 AS DOCUMENT NO. 161584;

THENCE WEST ALONG SAID SOUTH LINE OF LOT 25 TO A POINT ON A LINE 29 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF SAID LOT 25;

THENCE NORTH ALONG SAID PARALLEL LINE 29 FEET WEST OF THE EAST LINE OF LOT 25 TO A POINT ON THE SOUTH LINE OF LOT 26 IN SAID AARON GIBB'S SUBDIVISION;

THENCE WEST ALONG SAID SOUTH LINE OF LOT 26 TO A POINT ON A LINE 30 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF SAID LOT 26;

THENCE NORTH ALONG SAID PARALLEL LINE 30 FEET WEST OF THE EAST LINE OF LOT 26 TO A POINT ON THE SOUTH LINE OF LOT 27 IN SAID AARON GIBB'S SUBDIVISION;

THENCE WEST ALONG SAID SOUTH LINE OF LOT 27 TO A POINT ON A LINE 31 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF SAID LOT 27;

THENCE NORTH ALONG SAID PARALLEL LINE 31 FEET WEST OF THE EAST LINE OF LOT 27 TO A POINT ON THE SOUTH LINE OF LOT 28 IN SAID AARON GIBB'S SUBDIVISION;

THENCE WEST ALONG SAID SOUTH LINE OF LOT 28 TO A POINT ON A LINE 32 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF SAID LOT 28;

THENCE NORTH ALONG SAID PARALLEL LINE 32 FEET WEST OF THE EAST LINE OF LOT 28 TO A POINT ON THE SOUTH LINE OF LOT 29 IN SAID AARON GIBB'S SUBDIVISION;

THENCE WEST ALONG SAID SOUTH LINE OF LOT 29 TO A POINT ON A LINE 33 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF SAID LOT 29;

THENCE NORTH ALONG SAID PARALLEL LINE 33 FEET WEST OF THE EAST LINE OF LOT 29 TO A POINT ON THE SOUTH LINE OF LOT 30 IN SAID AARON GIBB'S SUBDIVISION;

THENCE WEST ALONG SAID SOUTH LINE OF LOT 30 TO A POINT ON A LINE 34 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF SAID LOT 30;

THENCE NORTH ALONG SAID PARALLEL LINE 34 FEET WEST OF THE EAST LINE OF LOT 30 TO A POINT ON THE SOUTH LINE OF LOT 31 IN SAID AARON GIBB'S SUBDIVISION;

THENCE WEST ALONG SAID SOUTH LINE OF LOT 31 TO A POINT ON A LINE 35 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF SAID LOT 31;

THENCE NORTH ALONG SAID PARALLEL LINE 35 FEET WEST OF THE EAST LINE OF LOT 31 TO A POINT ON THE SOUTH LINE OF LOT 32 IN SAID AARON GIBB'S SUBDIVISION;

THENCE WEST ALONG SAID SOUTH LINE OF LOT 32 TO A POINT ON A LINE 36 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF SAID LOT 32;

THENCE NORTH ALONG SAID PARALLEL LINE 36 FEET WEST OF THE EAST LINE OF LOT 32 TO A POINT ON THE SOUTH LINE OF LOT 30 IN BLOCK 1 OF THE ASSESSOR'S DIVISION OF BLOCK 93 IN SAID CANAL TRUSTEE'S SUBDIVISION;

THENCE WEST ALONG SAID SOUTH LINE OF LOT 30 TO A POINT ON A LINE 36 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF SAID LOT 30 IN THE ASSESSOR'S DIVISION;

THENCE NORTH ALONG SAID PARALLEL LINE 36 FEET WEST OF THE EAST LINE OF LOT 30 AND ALONG A LINE 36 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF LOTS 31 THRU 35 IN BLOCK 1 OF SAID ASSESSOR'S DIVISION TO A POINT ON THE SOUTH LINE OF LOT 36 IN SAID BLOCK 1 OF THE ASSESSOR'S DIVISION;

THENCE EAST ALONG SAID SOUTH LINE OF LOT 36 TO A POINT ON A LINE 35 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF SAID LOT 36 IN THE ASSESSOR'S DIVISION;

THENCE NORTH ALONG SAID PARALLEL LINE 35 FEET WEST OF THE EAST LINE OF LOT 36 AND ALONG A LINE 35 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF LOTS 37 THRU 42 IN BLOCK 1 OF SAID ASSESSOR'S DIVISION TO A POINT ON THE CENTERLINE OF THE EAST-WEST 16-FOOT-WIDE VACATED PUBLIC ALLEY IN SAID BLOCK 1 OF THE ASSESSOR'S DIVISION;

THENCE WEST ALONG SAID CENTERLINE OF THE EAST-WEST 16-FOOT-WIDE VACATED PUBLIC ALLEY TO A POINT ON A LINE 22 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF LOT 6 IN SAID BLOCK 1 OF THE ASSESSOR'S DIVISION;

THENCE NORTH ALONG SAID PARALLEL LINE 22 FEET EAST OF THE WEST LINE OF LOT 6 TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF 29<sup>TH</sup> STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 29<sup>TH</sup> STREET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF WABASH AVENUE;



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THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY LINE OF WABASH AVENUE TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 28<sup>TH</sup> STREET;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 28<sup>TH</sup> STREET TO THE SOUTHWEST CORNER OF LOT 5 IN THE COUNTY CLERK'S DIVISION OF SUB-LOTS 1 TO 9 OF LOTS 5 TO 12 OF J.B. THOMAS' SUBDIVISION OF BLOCK 87 IN SAID CANAL TRUSTEE'S SUBDIVISION RECORDED APRIL 17, 1878 AS DOCUMENT NO. 176695;

THENCE NORTH AND NORTHEAST ALONG THE WEST LINE OF SAID LOT 5 IN THE COUNTY CLERK'S DIVISION TO THE NORTHWEST CORNER OF SAID LOT 5;

THENCE EAST ALONG THE NORTH LINE OF SAID LOT 5 AND ALONG THE NORTH LINE OF LOTS 4, 3 AND 2 IN SAID COUNTY CLERK'S DIVISION TO A POINT ON THE EAST LINE OF THE NORTH-SOUTH 24-FOOT-WIDE PUBLIC ALLEY LYING WEST OF MICHIGAN AVENUE;

THENCE NORTH ALONG SAID EAST LINE OF THE NORTH-SOUTH 24-FOOT-WIDE PUBLIC ALLEY LYING WEST OF MICHIGAN AVENUE TO THE POINT OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS.

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