

Very truly yours,

ORDINANCE

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

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

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

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

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

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

SECTION 3. That Zone 2 meets the qualification requirements of Section 4 of the Illinois Enterprise Zone Act, in that:

1. It is a contiguous area entirely within the City of Chicago;
2. It comprises 12 square miles, which is within the range allowed by the Illinois Enterprise Zone Act;
3. It meets the following three criteria:
 - i) the designation will result in the development of substantial employment opportunities by creating or retaining a minimum aggregate of 1,000 full-time equivalent jobs due to an aggregate investment of \$100,000,000 or more, and will help alleviate the effects of poverty and unemployment within the local labor market area;
 - ii) all or part of the local labor market area has a poverty rate of at least 20% according to the latest federal decennial census, 50% or more of children in the local labor market area participate in the federal free lunch program according to reported statistics from the State board of education, or 20% or more households in the local

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

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

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

SECTION 4. Zone 2 shall be entitled to all tax and regulatory incentives as provided in the Chicago Enterprise Zone Ordinance, upon its certification as an enterprise zone by the State. Those tax and regulatory incentives are hereby incorporated into this Ordinance for the benefit of this Zone.

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

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

SECTION 7. Zone 2 shall remain a proposed Zone until certified by DCEO in accordance with the Illinois Enterprise Zone Act.

SECTION 8. The duration or term of Zone 2 shall be 15 years commencing on January 1, 2016. After the 13th year, Zone 2 is subject to review by the Enterprise Zone Board, as described in the Illinois Enterprise Zone Act, for an additional 10-year designation beginning on the expiration of Zone 2.

SECTION 9. The Commissioner, as Zone Administrator for the City of Chicago or a designee of the Commissioner, is hereby authorized to make a formal written application to DCEO and to supply other information as needed to have Zone 2 designated, approved and certified by the State.

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

Enterprise Zone 2 Legal Description and Map

Beginning at the intersection of Western Avenue and the north side of Pershing Road; then running east on the north side of Pershing Road to Ashland Avenue; then running north on Ashland Avenue to 30th Street; then running east on 30th Street to Wabash Avenue; then running north on Wabash Avenue to 28th Street; then running east on 28th Street to Michigan Avenue; then running south on Michigan Avenue to 30th Street; then running east on 30th Street to Dr. Martin Luther King, Jr. Drive; then running south on Dr. Martin Luther King, Jr. Drive to 35th Street; then running east on 35th Street to Cottage Grove Avenue; then running south on Cottage Grove Avenue to 51st Street; then running west on 51st Street to the centerline of Shields Avenue; then north on said centerline of Shields Avenue to the centerline of 47th Street; then west along the centerline of 47th Street to the centerline of Wallace Street; then south on the centerline of Wallace Street to 49th Street; then continue south on vacated Wallace Street right-of-way to 51st Street; then west along 51st Street to Ashland Avenue; then running north on Ashland Avenue to the south line of 47th Street; then running west on the south line of 47th Street to the west line of Hoyne Avenue; then running south on the west line of Hoyne Avenue to 49th Street; then west along 49th Street to the east berm of the Conrail Railroad line; then north along the east berm of the Conrail Railroad line to the south line of 47th Street; then running west on the south line of 47th Street to Western Avenue; then running north on Western Avenue to the south line of Pershing Road; then west along the south line of Pershing Road to Kedzie Avenue; then south along Kedzie Avenue a distance of 742.84 feet, more or less; then due west to the east boundary of the Santa Fe Railway property (Homan Avenue extended); then north along the east boundary of the Santa Fe Railway property (Homan Avenue extended) to the south line of Pershing Road; then west along the south line of Pershing Road to Central Park Avenue extended; then south on Central Park Avenue extended to 47th Street; then east on 47th Street to the first alleyway west of Kedzie Avenue; then north along said alleyway to 46th Street; then east along 46th Street to Kedzie Avenue; then south on Kedzie Avenue to 47th Street^{ytwreas}^ along the east line of Whipple Street to a line drawn 583 feet south of and parallel with the south line of 47th Street; then east along said parallel line 157.14 feet; then southeasterly along the arc of a circle, convex to the southeast and having a radius of 279 feet, a distance of 167.43 feet to a said point being 756.52 feet south of the south line of 47th Street and 231.06 feet east of the east line of Whipple Street; then west 28 feet, more or less, to a point of reverse curve; then southeasterly along the arc of a circle, convex to the northeast, tangent to the last described course, having a radius of 261 feet, a distance of 124.45 feet to a point on an arc of a circle; then southwesterly along the arc of a circle, convex to the southeast and having a radius of 241 feet, a distance of 108.3 feet to the point of intersection with a line drawn 984.78 feet south of and parallel with the south line of 47th Street; then west, along said parallel line 209.08 feet, more or less, to the point of intersection with the east line of Whipple Street; then south on the east line of Whipple Street to 48th Place; then east along 48th Place extended to the center line of Richmond Avenue extended south; then north along said center line to the center line of 48th Place; then east along 48^h

Enterprise Zone 2 Legal Description

Place to California Avenue; then south on California Avenue to 49th Street extended; then west on 49th Street extended to Spaulding Avenue extended; then south on Spaulding Avenue extended to 51st Street; then west along 51st Street to a line which is 155 feet west of and parallel to the center line of St. Louis Avenue; then north along said line to 49th Street extended; then west along 49th Street extended to Central Park Avenue; then north on Central Park Avenue to 48th Street extended; then west on 48th Street extended to the east line of Pulaski Road; then south along the east line of Pulaski Road to a line 1.5 feet north of the centerline of 51st Street; then east along said line to the south boundary line of the Chicago Union Transfer Railroad (Belt); then northeast along the south boundary line of the Chicago Union Transfer Railroad (Belt) to the east side of Hamlin Avenue extended; then south along the east-side of Hamlin Avenue extended to the centerline of 51st Street; then west along said centerline of 51st Street to the south boundary line of the Chicago Union Transfer Railroad (Belt); then southwest along said boundary line to the east side of Keeler Avenue; then north along the east side of Keeler Avenue to the centerline of 51st Street; then east along 51st Street to the centerline of Pulaski Road; then north along the centerline of Pulaski Road to -48th Street; then west along 48th Street to its intersection with a line 3 feet east of and parallel with the centerline of Kilbourn Avenue, said centerline also being the east line of

the west half of the east half of the northwest quarter of Section 10, Township 38 North, Range 13 East of the Third Principal Meridian; then south along said parallel line to its intersection with a line 650 feet north of the south line of the northwest quarter of said Section 10, said south line of the northwest quarter also being the westerly extension of the centerline of 51st Street; then west parallel with the south line of the northwest quarter of said Section 10 to the east line of the west 333 feet to the west half of the east half of the northwest quarter of said Section 10; then north along the east line of the west 333 feet to its intersection with a line 850 feet north of the south line of the northwest quarter of said Section 10; then east parallel with the south line of the northwest quarter of said Section 10 to the centerline of said Kilbourn Avenue as occupied; then north along the centerline of Kilbourn Avenue to 48th Street; then west along 48th Street to the east line of Cicero Avenue; then south on the east line of Cicero Avenue to the south boundary of the Chicago Belt Line Railroad property to a point on the boundary 65 feet more or less north of the centerline of 71st Street extended; then southeasterly along the south boundary of the Chicago Belt Railroad property to a point in the northeast quarter of Section 27, Township 38 North, Range 13 East of the Third Principal Meridian, said point being a concrete monument with a bronze rod located at an approximate distance of 3,536 feet east of the west line of Section 27; then continuing southeasterly to its intersection with the west line of the east half of the northeast quarter of Section 27, Township 38 North, Range 13 East of the Third Principal Meridian; then north along the west line of the east half of the northeast quarter of Section 27 aforesaid and its northerly extension to its intersection with the south line of Hannibal Heights; then east along the westerly extension of the centerline of 70th Street, 318.94 feet, more or less; then south along a said line, 577.97 feet to its intersection with a line 93.95 feet northeasterly of and parallel with the northeasterly line of the Chicago Belt Railway property; then southeasterly along said parallel line 891.13 feet more or less; then east 212.13 feet more or less to the west line of Pulaski Road as widened; then south along the west line of Pulaski Road aforesaid 242.20 feet more or less to the northeasterly line of the

Enterprise Zone 2 Legal Description

Chicago Belt Railway property; then northwesterly along said northeasterly line of the Chicago Belt Railway property 1,525 feet more or less to its intersection with a line 3 feet east of and parallel with the northerly extension of the west line of the east half of the northeast quarter of Section 27 aforesaid; then southerly along said parallel line to its intersection with the southwesterly line of the Chicago Belt Railway property; then southeasterly along the southwesterly line of the Chicago Belt Railway property 295 feet more or less; then south a distance of 840.06 feet; then southeasterly a distance of 56.57 feet; then east along a line a distance of 110 feet; south to 76th Street extended; then west along 76th Street extended a distance of 1,903 feet to the east line of Kostner Avenue extended; then north along the east line of Kostner Avenue extended to a point which is approximately 196.07 feet south of the southern boundary of the Ford City Shopping Center; then west a distance of approximately 370 feet; then north to the southern boundary of the Ford City Shopping Center; then west along the southern boundary of the Ford City Shopping Center to a point which is approximately 190.30 feet east of Cicero Avenue; then north a distance of 420.18 feet; then west to the centerline of Cicero Avenue; then north along Cicero Avenue to the north line of 72nd Street; then east along 72nd Street a distance of approximately 1,697.04 feet; then north a distance of approximately 529.83 feet more or less to a point which is 3 feet southwesterly of the south boundary of the Chicago Belt Line Railroad property; then running parallel to the south boundary of the Chicago Belt Line Railroad property on a northwesterly direction to the median of Cicero Avenue; then running north along Cicero Avenue to 63rd Street; then west on 63rd Street to Central Avenue; then north on Central Avenue to 55th Street; then east on 55th Street to the west line of Cicero Avenue; then north on the west line of Cicero Avenue to the Sanitary and Ship Canal of Chicago; then northeasterly along the Sanitary and Ship Canal of Chicago to the west line of the Belt Railroad line; then north along the Belt Railroad line and the City boundary to 35th Street extended to Kolin Avenue extended; then south along Kolin Avenue extended to the center line of Stevenson Expressway; then northeast along the Stevenson Expressway to the north line of Pershing Road; then east along the north line of Pershing Road extended to its intersection with a line 3 feet west of and parallel with the southerly extension of the north line of Lot 9 in Bartley's 38th Street Addition in Blocks 14 & 15 in J. H. Rees' Subdivision; then west along said parallel line to the east line of Homan Avenue; then north along the east line of Homan Avenue

121.90 feet, more or less, to the centerline of vacated 37th Street, said centerline also being a line 20 feet south of the south right-of-way line of the Gulf, Mobile and Ohio Railroad; then east along the centerline of vacated 37th Street to the west line of Kedzie Avenue; then south along the west line of Kedzie Avenue to the north line of 37th Place; then west along the north line of 37th Place to its intersection with a line 300.63 feet, more or less, east of and parallel with the east line of Spaulding Avenue; then south along said parallel line 49 feet, more or less, to its intersection with a line 283 feet, more or less, north of and parallel with the north line of 38th Street; then west along said parallel line, 300.63 feet, more or less, to the east line of Spaulding Avenue; then south along the east line of Spaulding Avenue to the north line of Pershing Road; then east along the north line of Pershing Road to Western Avenue and the place of beginning.

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