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Legislation Text

File #: SO2013-9464, Version: 1

SUBSTITUTE ORDINANCE

WHEREAS, the City Council of the City of Chicago on December 23, 1982, passed an ordinance establishing Enterprise Zone 1, appearing in the Journal of the Proceedings of the City Council of the City of Chicago (the "Journal") on pages 14288 to 14291 (the "Zone 1 Designating Ordinance"); and amended and appearing in the March 18, 1987 Journal on pages 40461 to 40464; and amended and appearing in the September 14, 1988 Journal on pages 17233 to 17236; and amended and appearing in the August 4, 1993 Journal on pages 36244 to 36248; and amended and appearing in the January 10, 1996 Journal on pages 14448 to 14453; and amended and appearing in the October 1, 1997 Journal on pages 52808 to 52812; and amended and appearing in the December 10, 1997 Journal on pages 58159 to 58165; and amended and appearing in the November 3, 1999 Journal on pages 13223 to 13228; and amended and appearing in the September 4, 2002 Journal on pages 92162 to 92166; and amended and appearing in the April 10, 2013 Journal on pages 49558 to 49961; and

WHEREAS, the City of Chicago is permitted under the Illinois Enterprise Zone Act, 20 ILCS 655/1 et seq. ("Illinois Enterprise Zone Act") to amend or modify the boundaries of Enterprise Zones subject to the approval of the State of Illinois (the "State") through its Department of Commerce and Economic Opportunity ("DCEO"); and

WHEREAS, the City of Chicago has determined that the expansion of Enterprise Zone 1 will increase the development and rehabilitation of a depressed area of the City; and

WHEREAS, all required procedures have been followed in the modification of the boundaries of Enterprise Zone 1 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:

SECTION 1. That Section 1 of the Designating Ordinance is hereby amended by inserting the language underscored as follows:

"The following area, hereafter referred to as 'Zone 1' is hereby designated a Proposed Enterprise Zone. The area boundaries shall be as follows for Zone 1:

Starting at the Corporate Limits and the Eisenhower Expressway; then running east on the Eisenhower Expressway to Damen Avenue; then Running south on Damen Avenue to Roosevelt Road; THENCE running east on Roosevelt Road to Racine Avenue; then running south on Racine Avenue to Maxwell Street; then running east on Maxwell Street to Halsted Street; then running south on Halsted Street to 16th Street; then running east on 16th Street to the east line of the Dan Ryan Expressway (Interstate 90/94); then north along the east line of the Dan Ryan Expressway (Interstate 90/94) to the south line of Taylor Street (as widened); then east along the south line of Taylor Street (as widened) to the west line of Canal Street; then south along the west line of Canal Street to the north line of 16th Street; then east on the north line of 16th Street to the south branch of the Chicago River; then running southwest along the river to 18th Street; then east on 18th Street to Wentworth Avenue extended; then south on Wentworth Avenue extended to Archer Avenue; then

southwest on Archer Avenue to Cermak Road; then west on Cermak Road to the centerline of the south branch of the Chicago River; then southwesterly along said centerline to its intersection with the east line of South Ashland Avenue; then south along the east line of Ashland Avenue to the intersection with the northerly line of the Illinois Central Gulf Railroad right-of-way; then southwesterly and westerly along said northerly right-of-way to the intersection with the centerline of the Santa Fe slip extended southerly to said north right-of-way line; then northerly along said extended centerline of the Santa Fe slip to the intersection with the centerline of the west fork of the south branch of the Chicago River; then southwesterly along the centerline of said river to Western Avenue; then south along the east line of South Western Avenue to the southerly right-of-way of the Illinois and Michigan Canal, said right-of-way line also being the southerly line of the Adlai E. Stevenson Expressway; then northeasterly along said right-of-way 603.35 feet, more or less; then southeasterly 20 feet; then northeasterly parallel with the southerly right-of-way line aforesaid 160 feet; then southeasterly 20 feet; then northeasterly parallel with the southerly right-of-way line aforesaid 99.5 feet; then continuing northeasterly along the arc of a circle having a radius of 408.02 feet and convex southerly a distance of 25.52 feet; then southeasterly 160.80 feet to the northerly line of West Bross Avenue; then southwesterly along the northerly line of said West Bross Avenue, to its intersection with the northwesterly extension of the westerly line of South Oakley Avenue; then southeasterly along said northwesterly extension of the westerly line of South Oakley Avenue 230 feet, more or less, to the northerly line of the northeasterly/southwesterly 20 foot public alley southerly of West Bross Avenue; THENCE southwesterly along the northerly line of said alley 125 feet; then northwesterly parallel with the westerly line of South Oakley Avenue aforesaid 100 feet; then southwesterly along a line 50 feet southeasterly of and parallel with the southerly line of West Bross Avenue 130.5 feet to the easterly line of South Claremont Avenue; then northwesterly along the northerly extension of the easterly line of South Claremont Avenue to the northerly line of said West Bross Avenue to South Western Avenue; then running south on South Western Avenue to West 35th Street; then running west on 35th Street to California Avenue; then running north on South California Avenue to the south branch of the Chicago River; then running southwest along the river to South Kedzie Avenue; then running north on South Kedzie Avenue to West Cermak Road; then running west on West Cermak Road to the Burlington railroad tracks; then running southwest along the Burlington railroad tracks to the Corporate Limits; then running north along the Corporate Limits to West Roosevelt Road; then running west on West Roosevelt Road to the Corporate Limits; then running north along the Corporate Limits to the Eisenhower Expressway to the point of beginning. The aforementioned area shall exclude Douglas Park (See Attachment A)."

SECTION 2. That Section 2 of the Designating Ordinance is hereby further amended by deleting the language struck through and inserting the underlined language as follows:

"That Zone 1 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 ~~40.55~~ 10.76 square miles, which is within the range allowed by the Illinois Enterprise Zone Act;
3. It is a depressed area as shown by census tract data, and other data; and
4. It satisfies all other additional criteria established to date by regulation of the Illinois Department of Commerce and Economic Opportunity."

SECTION 3. The recitals hereto are expressly incorporated herein and are made a part of this ordinance as

though fully set forth herein.

SECTION 4. That Attachment A of the Designating Ordinance is hereby deleted and replaced with the new Attachment A attached hereto and hereby incorporated herein.

SECTION 5. The modification of the boundaries of Zone 1 provided herein shall not be effective unless the State approves such modification, and unless and until such approval is given none of the tax and regulatory incentives provided in the Chicago Enterprise Zone Ordinance shall apply to this expanded area.

SECTION 6. The tax incentives provided in the Chicago Enterprise Zone Ordinance shall only apply in the expanded area provided herein for transactions occurring on or after the date of the approval of such expanded area by the State.

SECTION 7. The Commissioner of Planning and Development (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 this amendment to Enterprise Zone 1 approved and certified by the State.

SECTION 8. This ordinance shall be effective from and after its passage and approval.

"ATTACHMENT A" See attached page.