

FY 2022

ANNUAL TAX INCREMENT FINANCE REPORT



STATE OF ILLINOIS COMPTROLLER SUSANA A. MENDOZA

Name of Municipality: City of Chicago Reporting Fiscal Year: 2022
County: Cook Fiscal Year End: 12/31/2022
Unit Code: 016/620/30

FY 2022 TIF Administrator Contact Information-Required

First Name: Maurice D. Last Name: Cox
Address: City Hall, 121 N LaSalle Title: Administrator
Telephone: (312) 744-4190 City: Chicago Zip: 60602
E-mail TIFreports@cityofchicago.org

I attest to the best of my knowledge, that this FY 2022 report of the redevelopment project area(s) in the City/Village of: City of Chicago is complete and accurate pursuant to Tax Increment Allocation Redevelopment Act [65 ILCS 5/11-74.4-3 et. seq.] and or Industrial Jobs Recovery Law [65 ILCS 5/11-74.6-10 et. seq.].
Written signature of TIF Administrator Date 6/29/2023

Section 1 (65 ILCS 5/11-74.4-5 (d) (1.5) and 65 ILCS 5/11-74.6-22 (d) (1.5)*)

Table with 3 columns: Name of Redevelopment Project Area, Date Designated MM/DD/YYYY, Date Terminated MM/DD/YYYY. Lists various project areas like 105th/Vincennes, 107th/Halsted, etc.

*All statutory citations refer to one of two sections of the Illinois Municipal Code: The Tax Increment Allocation Redevelopment Act [65 ILCS 5/11-74.4-3 et. seq.] or the Industrial Jobs Recovery Law [65 ILCS 5/11-74.6-10 et. seq.]

47th/State	7/21/2004	12/31/2028
51st/Archer	5/17/2000	12/31/2024
51st/Lake Park	11/15/2012	12/31/2036
53rd Street	1/10/2001	12/31/2025
63rd/Ashland	3/29/2006	12/31/2030
63rd/Pulaski	5/17/2000	12/31/2024
67th/Cicero	10/2/2002	12/31/2026
67th/Wentworth	5/4/2011	12/31/2035
71st/Stony Island	10/7/1998	12/31/2034
73rd/University	9/13/2006	12/31/2030
79th Street Corridor	7/8/1998	12/31/2034
79th/Cicero	6/8/2005	12/31/2029
79th/Southwest Highway	10/3/2001	12/31/2025
79th/Vincennes	9/27/2007	12/31/2031
83rd/Stewart	3/31/2004	12/31/2028
87th/Cottage Grove	11/13/2002	12/31/2026
95th/Western	7/13/1995	12/31/2031
Addison South	5/9/2007	12/31/2031
Archer Courts	5/12/1999	12/31/2022
Archer/Central	5/17/2000	12/31/2024
Archer/Western	2/11/2009	12/31/2033
Armitage/Pulaski	6/13/2007	12/31/2031
Austin Commercial	9/27/2007	12/31/2031
Avalon Park/South Shore	7/31/2002	12/31/2026
Avondale	7/29/2009	12/31/2033
Belmont/Central	1/12/2000	12/31/2024
Belmont/Cicero	1/12/2000	12/31/2024
Bronzeville	11/4/1998	12/31/2034
Bryn Mawr/Broadway	12/11/1996	12/31/2032
Canal/Congress	11/12/1998	12/31/2034
Central West	2/16/2000	12/31/2024
Chicago/Central Park	2/27/2002	12/31/2026
Chicago/Kingsbury	4/12/2000	12/31/2024
Cicero/Archer	5/17/2000	12/31/2024
Cicero/Stevenson	7/20/2022	12/31/2046
Clark/Montrose	7/7/1999	12/31/2023
Clark/Ridge	9/29/1999	12/31/2023
Commercial Avenue	11/13/2002	12/31/2026
Cortland/Chicago River	4/10/2019	12/31/2043
Devon/Sheridan	3/31/2004	12/31/2028
Devon/Western	11/3/1999	12/31/2023
Diversey/Chicago River	10/5/2016	12/31/2040
Diversey/Narragansett	2/5/2003	12/31/2027
Division/Homan	6/27/2001	12/31/2025
Edgewater/Ashland	10/1/2003	12/31/2027
Elston/Armstrong Industrial Corridor	7/19/2007	12/31/2031
Englewood Mall	11/29/1989	12/31/2025
Englewood Neighborhood	6/27/2001	12/31/2025
Ewing Avenue	3/10/2010	12/31/2034
Foster/California	4/2/2014	12/31/2038
Foster/Edens	2/28/2018	12/31/2042
Fullerton/Milwaukee	2/16/2000	12/31/2024
Galewood/Armitage Industrial	7/7/1999	12/31/2023

Goose Island	7/10/1996	12/31/2032
Greater Southwest Industrial (East)	3/10/1999	12/31/2023
Greater Southwest Industrial (West)	4/12/2000	12/31/2024
Harrison/Central	7/26/2006	12/31/2030
Hollywood/Sheridan	11/7/2007	12/31/2031
Homan/Arthington	2/5/1998	12/31/2034
Humboldt Park Commercial	6/27/2001	12/31/2025
Jefferson Park	9/9/1998	12/31/2022
Jefferson/Roosevelt	8/30/2000	12/31/2024
Kennedy/Kimball	3/12/2008	12/31/2032
Kinzie Industrial Corridor	6/10/1998	12/31/2034
Lake Calumet Area Industrial	12/13/2000	12/31/2024
Lakefront	3/27/2002	12/31/2026
LaSalle Central	11/15/2006	12/31/2030
Lawrence/Broadway	6/27/2001	12/31/2025
Lawrence/Kedzie	2/16/2000	12/31/2024
Lawrence/Pulaski	2/27/2002	12/31/2026
Lincoln Avenue	11/3/1999	12/31/2023
Little Village East	4/22/2009	12/31/2033
Little Village Industrial Corridor	6/13/2007	12/31/2031
Madden/Wells	11/6/2002	12/31/2026
Madison/Austin Corridor	9/29/1999	12/31/2023
Michigan/Cermak	9/13/1989	12/31/2025
Midway Industrial Corridor	2/16/2000	12/31/2024
Midwest	5/17/2000	12/31/2036
Montclare	8/30/2000	12/31/2022
Montrose/Clarendon	6/30/2010	12/31/2034
Near North	7/30/1997	12/31/2033
North Branch South	2/5/1998	12/31/2022
North Pullman	6/30/2009	12/31/2033
Northwest Industrial Corridor	12/2/1998	12/31/2034
Ogden/Pulaski	4/9/2008	12/31/2032
Ohio/Wabash	6/7/2000	12/31/2024
Peterson/Cicero	2/16/2000	12/31/2022
Peterson/Pulaski	2/16/2000	12/31/2024
Pilsen Industrial Corridor	6/10/1998	12/31/2034
Portage Park	9/9/1998	12/31/2022
Pratt/Ridge Industrial Park Conservation Area	6/23/2004	12/31/2028
Pulaski Industrial Corridor	6/9/1999	12/31/2035
Randolph/Wells	6/9/2010	12/31/2034
Red Line Extension	12/14/2022	12/31/2058
Red Purple Modernization Phase One (Transit TIF)	11/30/2016	12/31/2052
River West	1/10/2001	12/31/2025
Roosevelt/Cicero Industrial Corridor	2/5/1998	12/31/2034
Roosevelt/Clark	4/10/2019	12/31/2043
Roosevelt/Racine	11/4/1998	12/31/2034
Roosevelt/Union	5/12/1999	12/31/2022
Roseland/Michigan	1/16/2002	12/31/2026
Sanitary and Ship Canal	7/24/1991	12/31/2027
South Chicago	4/12/2000	12/31/2024
Stevenson Brighton	4/11/2007	12/31/2031
Stockyards Southeast Quadrant Industrial	2/26/1992	12/31/2028
Stony Island Commercial/Burnside Industrial	6/10/1998	12/31/2034

X

Touhy/Western	9/13/2006	12/31/2030
Washington Park	10/8/2014	12/31/2038
West Irving Park	1/12/2000	12/31/2024
West Woodlawn	5/12/2010	12/31/2034
Western Avenue North	1/12/2000	12/31/2024
Western Avenue South	1/12/2000	12/31/2024
Western/Ogden	2/5/1998	12/31/2034
Western/Rock Island	2/8/2006	12/31/2030
Wilson Yard	6/27/2001	12/31/2025
Woodlawn	1/20/1999	12/31/2023

SECTION 2 [Sections 2 through 8 must be completed for each redevelopment project area listed in Section 1.]

FY 2022

Name of Redevelopment Project Area:

Red Line Extension

Primary Use of Redevelopment Project Area*: Transit

*Types include: Central Business District, Retail, Other Commercial, Industrial, Residential, and Combination/Mixed.

If 'Combination/Mixed' List Component Types:

Under which section of the Illinois Municipal Code was Redevelopment Project Area designated? (check one):

Tax Increment Allocation Redevelopment Act X

Industrial Jobs Recovery Law _____

Please utilize the information below to properly label the Attachments.

	No	Yes
For redevelopment projects beginning prior to FY2022, were there any amendments, to the redevelopment plan, the redevelopment project area, or the State Sales Tax Boundary? [65 ILCS 5/11-74.4-5 (d) (1) and 5/11-74.6-22 (d) (1)] If yes, please enclose the amendment (labeled Attachment A). For redevelopment projects beginning in or after FY2022, were there any amendments, enactments or extensions to the redevelopment plan, the redevelopment project area, or the State Sales Tax Boundary? [65 ILCS 5/11-74.4-5 (d) (1) and 5/11-74.6-22 (d) (1)] If yes, please enclose the amendment, enactment or extension, and a copy of the redevelopment plan (labeled Attachment A).		X
Certification of the Chief Executive Officer of the municipality that the municipality has complied with all of the requirements of the Act during the preceding fiscal year. [65 ILCS 5/11-74.4-5 (d) (3) and 5/11-74.6-22 (d) (3)] Please enclose the CEO certification (labeled Attachment B).		X
Opinion of legal counsel that municipality is in compliance with the Act. [65 ILCS 5/11-74.4-5 (d) (4) and 5/11-74.6-22 (d) (4)] Please enclose the Legal Counsel Opinion (labeled Attachment C).		X
Statement setting forth all activities undertaken in furtherance of the objectives of the redevelopment plan including any project implemented and a description of the redevelopment activities. [65 ILCS 5/11-74.4-5 (d) (7) (A and B) and 5/11-74.6-22 (d) (7) (A and B)] If yes, please enclose the Activities Statement (labeled Attachment D).	X	
Were any agreements entered into by the municipality with regard to the disposition or redevelopment of any property within the redevelopment project area or the area within the State Sales Tax Boundary? [65 ILCS 5/11-74.4-5 (d) (7) (C) and 5/11-74.6-22 (d) (7) (C)] If yes, please enclose the Agreement(s) (labeled Attachment E).	X	
Is there additional information on the use of all funds received under this Division and steps taken by the municipality to achieve the objectives of the redevelopment plan? [65 ILCS 5/11-74.4-5 (d) (7) (D) and 5/11-74.6-22 (d) (7) (D)] If yes, please enclose the Additional Information (labeled Attachment F).	X	
Did the municipality's TIF advisors or consultants enter into contracts with entities or persons that have received or are receiving payments financed by tax increment revenues produced by the same TIF? [65 ILCS 5/11-74.4-5 (d) (7) (E) and 5/11-74.6-22 (d) (7) (E)] If yes, please enclose the contract(s) or description of the contract(s) (labeled Attachment G).	X	
Were there any reports <u>submitted to</u> the municipality <u>by</u> the joint review board? [65 ILCS 5/11-74.4-5 (d) (7) (F) and 5/11-74.6-22 (d) (7) (F)] If yes, please enclose the Joint Review Board Report (labeled Attachment H).		X
Were any obligations issued by municipality? [65 ILCS 5/11-74.4-5 (d) (8) (A) and 5/11-74.6-22 (d) (8) (A)] If yes, please enclose any Official Statement (labeled Attachment I). If Attachment I is answered yes, then the Analysis must be attached (labeled Attachment J).	X	
An analysis prepared by a financial advisor or underwriter, <u>chosen by the municipality</u> , setting forth the the nature and term of obligation; projected debt service including required reserves and debt coverage; <u>and actual debt service.</u> [65 ILCS 5/11-74.4-5 (d) (8) (B) and 5/11-74.6-22 (d) (8) (B)] If attachment I is yes, the Analysis and an accompanying letter from the municipality outlining the contractual relationship between the municipality and the financial advisor/underwriter <u>MUST</u> be attached (labeled Attachment J).	X	
Has a cumulative of \$100,000 of TIF revenue been deposited into the special tax allocation fund? 65 ILCS 5/11-74.4-5 (d) (2) and 5/11-74.6-22 (d) (2) If yes, please enclose Audited financial statements of the special tax allocation fund (labeled Attachment K).	X	
Cumulatively, have deposits of incremental taxes revenue equal to or greater than \$100,000 been made into the special tax allocation fund? [65 ILCS 5/11-74.4-5 (d) (9) and 5/11-74.6-22 (d) (9)] If yes, the audit report shall contain a letter from the independent certified public accountant indicating compliance or noncompliance with the requirements of subsection (q) of Section 11-74.4-3 (labeled Attachment L).	X	
A list of all intergovernmental agreements in effect to which the municipality is a part, and an accounting of any money transferred or received by the municipality during that fiscal year pursuant to those intergovernmental agreements. [65 ILCS 5/11-74.4-5 (d) (10)] If yes, please enclose the list only, not actual agreements (labeled Attachment M).	X	
For redevelopment projects beginning in or after FY 2022, did the developer identify to the municipality a stated rate of return for each redevelopment project area? Stated rates of return required to be reported shall be independently verified by a third party chosen by the municipality. If yes, please enclose evidence of third party verification, may be in the form of a letter from the third party (labeled Attachment N).		X

SECTION 3.1 [65 ILCS 5/11-74.4-5 (d)(5)(a)(b)(d)) and (65 ILCS 5/11-74.6-22 (d) (5)(a)(b)(d)]

FY 2022

Name of Redevelopment Project Area:
Red Line Extension

Provide an analysis of the special tax allocation fund.

Special Tax Allocation Fund Balance at Beginning of Reporting Period \$ -

SOURCE of Revenue/Cash Receipts:	Revenue/Cash Receipts for Current Reporting Year	Cumulative Totals of Revenue/Cash Receipts for life of TIF	% of Total
Property Tax Increment	\$ -	\$ -	0%
State Sales Tax Increment	\$ -	\$ -	0%
Local Sales Tax Increment	\$ -	\$ -	0%
State Utility Tax Increment	\$ -	\$ -	0%
Local Utility Tax Increment	\$ -	\$ -	0%
Interest	\$ -	\$ -	0%
Land/Building Sale Proceeds	\$ -	\$ -	0%
Bond Proceeds	\$ -	\$ -	0%
Transfers from Municipal Sources	\$ -	\$ -	0%
Private Sources	\$ -	\$ -	0%
Other (identify source _____; if multiple other sources, attach schedule)	\$ -	\$ -	0%

All Amount Deposited in Special Tax Allocation Fund \$ -

Cumulative Total Revenues/Cash Receipts \$ - 0%

Total Expenditures/Cash Disbursements (Carried forward from Section 3.2) \$ -

Transfers to Municipal Sources \$ -

Distribution of Surplus \$ -

Total Expenditures/Disbursements \$ -

Net/Income/Cash Receipts Over/(Under) Cash Disbursements \$ -

Previous Year Adjustment (Explain Below) \$ -

FUND BALANCE, END OF REPORTING PERIOD* \$ -

*If there is a positive fund balance at the end of the reporting period, you must complete Section 3.3

Previous Year Explanation:

SECTION 3.2 A [65 ILCS 5/11-74.4-5 (d) (5) (c) and 65 ILCS 5/11-74.6-22 (d) (5)(c)]

FY 2022

Name of Redevelopment Project Area:

Red Line Extension

ITEMIZED LIST OF ALL EXPENDITURES FROM THE SPECIAL TAX ALLOCATION FUND

PAGE 1

Category of Permissible Redevelopment Cost [65 ILCS 5/11-74.4-3 (q) and 65 ILCS 5/11-74.6-10 (o)]	Amounts	Reporting Fiscal Year
1. Cost of studies, surveys, development of plans, and specifications. Implementation and administration of the redevelopment plan, staff and professional service cost.		
2. Annual administrative cost.		\$ -
3. Cost of marketing sites.		\$ -
4. Property assembly cost and site preparation costs.		\$ -
5. Costs of renovation, rehabilitation, reconstruction, relocation, repair or remodeling of existing public or private building, leasehold improvements, and fixtures within a redevelopment project area.		\$ -
6. Costs of the construction of public works or improvements.		\$ -
		\$ -

SECTION 3.2 A

PAGE 2

7. Costs of eliminating or removing contaminants and other impediments.		
		\$ -
8. Cost of job training and retraining projects.		
		\$ -
9. Financing costs.		
		\$ -
10. Capital costs.		
		\$ -
11. Cost of reimbursing school districts for their increased costs caused by TIF assisted housing projects.		
		\$ -
12. Cost of reimbursing library districts for their increased costs caused by TIF assisted housing projects.		
		\$ -

SECTION 3.2 A

13. Relocation costs.		
		\$ -
14. Payments in lieu of taxes.		
		\$ -
15. Costs of job training, retraining, advanced vocational or career education.		
		\$ -
16. Interest cost incurred by redeveloper or other nongovernmental persons in connection with a redevelopment project.		
Costs of interest incurred by a developer related to the construction, renovation or rehabilitation of a redevelopment project.		
Costs of construction of new housing units for low income or very low income households.		
		\$ -
17. Cost of day care services.		
		\$ -
18. Other.		
		\$ -
TOTAL ITEMIZED EXPENDITURES		\$ -

SECTION 4 [65 ILCS 5/11-74.4-5 (d) (6) and 65 ILCS 5/11-74.6-22 (d) (6)]

FY 2022

Name of Redevelopment Project Area:

Red Line Extension

Provide a description of all property purchased by the municipality during the reporting fiscal year within the redevelopment project area.

X		Indicate an 'X' if no property was acquired by the Municipality within the redevelopment project area.
Property (1):		
Street address:		
Approximate size or description of property:		
Purchase price:		
Seller of property:		
Property (2):		
Street address:		
Approximate size or description of property:		
Purchase price:		
Seller of property:		
Property (3):		
Street address:		
Approximate size or description of property:		
Purchase price:		
Seller of property:		
Property (4):		
Street address:		
Approximate size or description of property:		
Purchase price:		
Seller of property:		
Property (5):		
Street address:		
Approximate size or description of property:		
Purchase price:		
Seller of property:		
Property (6):		
Street address:		
Approximate size or description of property:		
Purchase price:		
Seller of property:		
Property (7):		
Street address:		
Approximate size or description of property:		
Purchase price:		
Seller of property:		

SECTION 5 [20 ILCS 620/4.7 (7)(F)]

FY 2022

Name of Redevelopment Project Area:

Red Line Extension

PAGE 1

Page 1 must be included with TIF report. Pages 2 and 3 are to be included ONLY if projects are listed.

Select ONE of the following by indicating an 'X':

1. <u>NO</u> projects were undertaken by the Municipality Within the Redevelopment Project Area.	X
2. The Municipality <u>DID</u> undertake projects within the Redevelopment Project Area. (If selecting this option, complete 2a.)	
2a. The total number of <u>ALL</u> activities undertaken in furtherance of the objectives of the redevelopment plan:	0

LIST ALL projects undertaken by the Municipality Within the Redevelopment Project Area:

	11/1/99 to Date	Estimated Investment for Subsequent Fiscal Year	Total Estimated to Complete Project
TOTAL:			
Private Investment Undertaken (See Instructions)	\$	\$ -	\$
Public Investment Undertaken	\$	\$	\$
Ratio of Private/Public Investment	0	-	0

Project 1:

Private Investment Undertaken (See Instructions)		-	\$ -
Public Investment Undertaken		-	\$ -
Ratio of Private/Public Investment	0	-	-

Project 2:

Private Investment Undertaken (See Instructions)		-	\$ -
Public Investment Undertaken		-	\$ -
Ratio of Private/Public Investment	0	-	-

Project 3:

Private Investment Undertaken (See Instructions)		-	\$ -
Public Investment Undertaken		-	\$ -
Ratio of Private/Public Investment	0	-	-

Project 4:

Private Investment Undertaken (See Instructions)		-	\$ -
Public Investment Undertaken		-	\$ -
Ratio of Private/Public Investment	0	-	-

Project 5:

Private Investment Undertaken (See Instructions)		-	\$ -
Public Investment Undertaken		-	\$ -
Ratio of Private/Public Investment	0	-	-

Project 6:

Private Investment Undertaken (See Instructions)		-	\$ -
Public Investment Undertaken		-	\$ -
Ratio of Private/Public Investment	0	-	-

Section 5 Notes

FY 2022

Name of Redevelopment Project Area

Red Line Extension

General Notes

(a) Each actual or estimated Public Investment reported here is, to the extent possible, comprised only of payments financed by tax increment revenue, and may include interest amounts paid to finance the Public Investment amount. In contrast, each actual or estimated Private Investment reported here is, to the extent possible, comprised of payments financed by revenues that are not tax increment revenues and, therefore, may include private equity, private lender financing, private grants, other public monies, or other local, state or federal grants or loans.

(b) Each amount reported here under Public Investment Undertaken, Total Estimated to Complete Project, is the maximum amount of payments financed by tax increment revenue that could be made pursuant to the corresponding Project's operating documents, but not including interest that may later be payable on developer notes, and may not necessarily reflect actual expenditures, if any, as reported in Section 3 herein. The total public investment amount ultimately made under each Project will depend upon the future occurrence of various conditions, including interest that may be payable on developer notes as set forth in the Project's operating documents.

SECTION 6 [Information requested in SECTION 6.1 is not required by law, but may be helpful in evaluating the performance of TIF in Illinois.

SECTIONS 6.2, 6.3, and 6.4 are required by law, if applicable. (65 ILCS 5/11-74.4-5(d))

FY 2022

Name of Redevelopment Project Area:
Red Line Extension

SECTION 6.1-For redevelopment projects beginning before FY 2022, complete the following information about job creation and retention.

Number of Jobs Retained	Number of Jobs Created	Job Description and Type (Temporary or Permanent)	Total Salaries Paid
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -

SECTION 6.2-For redevelopment projects beginning in or after FY 2022, complete the following information about projected job creation and actual job creation.

The number of jobs, if any, projected to be created at the time of approval of the redevelopment agreement	The number of jobs, if any, created as a result of the development to date, for the reporting period, under the same guidelines and assumptions as was used for the projections used at the time of approval of the redevelopment agreement

* see footnote on following page

** see footnote on following page

SECTION 6.3-For redevelopment projects beginning in or after FY 2022, complete the following information about increment projected to be created and actual increment created.

The number increment projected to be created at the time of approval of the redevelopment agreement	The amount of increment created as a result of the development to date, for the reporting period, using the same assumptions as was used for the projections used at the time of approval of the redevelopment agreement

^ see footnote on following page

^ see footnote on following page

SECTION 6.4-For redevelopment projects beginning in or after FY 2022, provide the stated rate of return identified by the developer to the municipality and verified by an independent third party, if any:

N/A

Section 6 Notes

FY 2022

Name of Redevelopment Project Area:

Red Line Extension

General Notes

Section 6.2:

* All RDAs shown were entered into during or after FY 2022. The number of jobs is limited to permanent, full-time or full-time-equivalent, jobs that are either required or indicated as aspirational in the RDA and are anticipated to be created or retained at some time during the term of the RDA. Jobs that are part-time, construction, temporary or seasonal are not shown. RDAs are removed once the job covenant ends or the RDA is terminated. RDAs with no jobs covenant are not shown. TIFWorks and similar job training programs are not shown.

** The number of jobs shown is limited to those created or retained, cumulatively, from the year the RDA was entered into through the end of the reporting year.

Section 6.3:

^ All RDAs shown were entered into during or after FY 2022. The amount of increment increase projected is the cumulative amount that is projected to be created for all PINs in the RDA over the term of the RDA. RDAs are removed once the RDA is terminated. RDAs involving tax-exempt properties and those with no increment increase projected by the City over the term of the respective RDA, are not shown.

^^ The amount shown is the increase in cumulative PIN increment collected from the year the RDA was entered into through the end of the reporting year, to the extent the information is available from tax records.

SECTION 7 [Information in the following sections is not required by law, but may be helpful in evaluating the performance of TIF in Illinois.]

FY 2022

Name of Redevelopment Project Area:

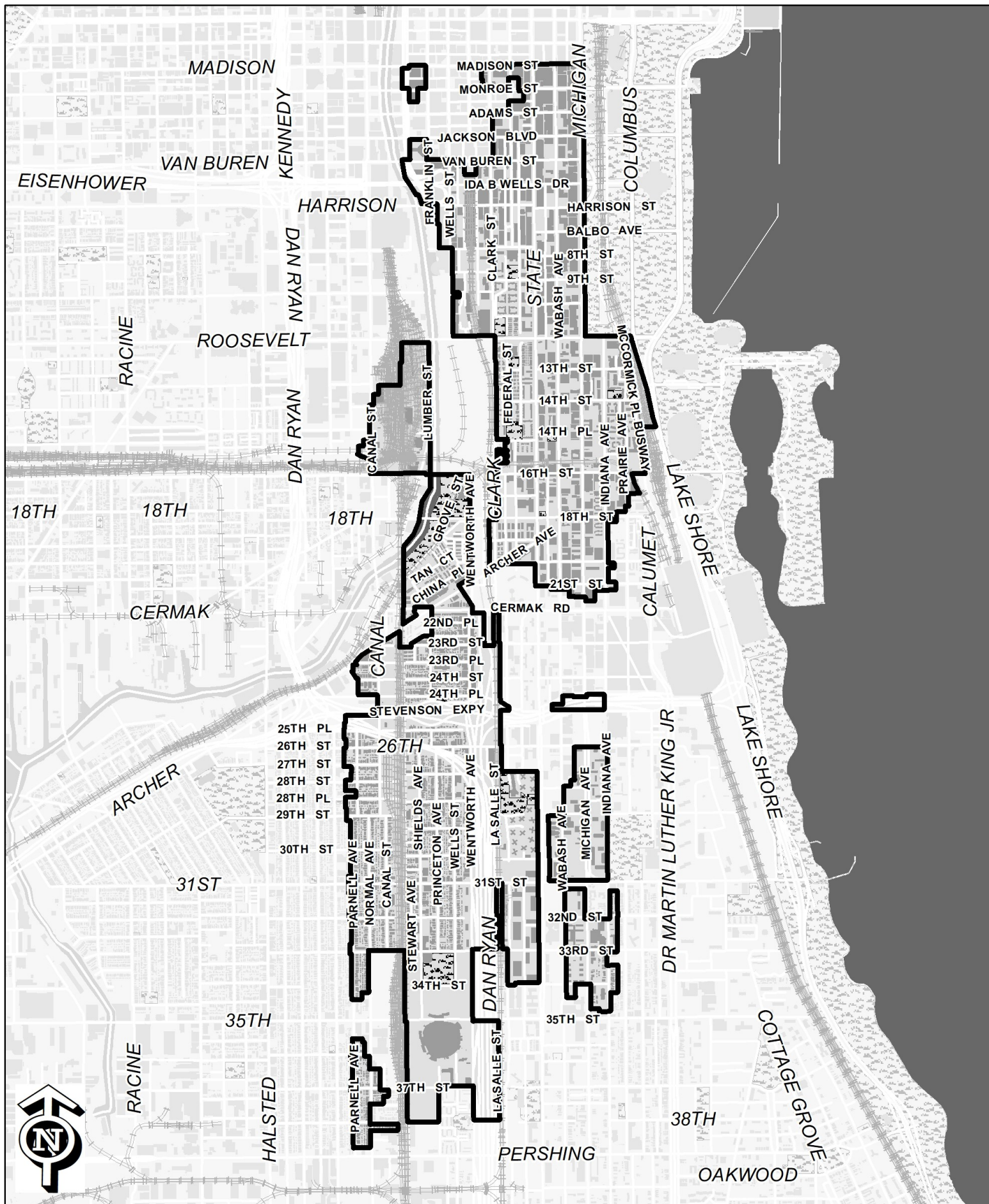
Red Line Extension

Provide a general description of the redevelopment project area using only major boundaries.

Optional Documents	Enclosed
Legal description of redevelopment project area	
Map of District	X

Red Line Extension (RLE) TIF

Annual Report



Substitute
An Ordinance of the City of Chicago, Illinois
Approving a Redevelopment Plan for the
Red Line Extension (RLE) Redevelopment Project Area

WHEREAS, it is desirable and in the best interest of the citizens of the City of Chicago, Illinois (the "City") for the City to implement tax increment allocation financing ("Tax Increment Allocation Financing") pursuant to the Illinois Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1 et. seq., as amended (the "Act"), for a proposed redevelopment project area to be known as the Red Line Extension (RLE) Redevelopment Project Area (the "Area") described in Section 2 of this ordinance, to be redeveloped pursuant to a proposed redevelopment plan and project attached hereto as Exhibit A (the "Plan"); and

WHEREAS, the Area is within a transit facility improvement area that has been established pursuant to Section 5/11-74.4-3.3 of the Act; and

WHEREAS, the purpose of the Plan is to develop new transit facilities and expand or rehabilitate existing transit facilities; and

WHEREAS, by authority of the Mayor and the City Council of the City (the "City Council," referred to herein collectively with the Mayor as the "Corporate Authorities") and pursuant to Section 5/11-74.4-5(a) of the Act, the City's Department of Planning and Development established an interested parties registry and, on June 24, 2022, published in a newspaper of general circulation within the City a notice that interested persons may register in order to receive information on the proposed designation of the Area or the approval of the Plan; and

WHEREAS, notice of a public meeting (the "Public Meeting") was made pursuant to notices from the City's Commissioner of the Department of Planning and Development, given on dates not less than 15 days before the date of the Public Meeting: (i) on or before July 5, 2022, by certified mail to all taxing districts having real property in the proposed Area and to all entities requesting that information that have taken the steps necessary to register to be included on the interested parties registry for the proposed Area in accordance with Section 5/11-74.4-4.2 of the Act, and (ii) with a good faith effort, on July 1, 2022, by regular mail to all residents and the last known persons who paid property taxes on real estate in the proposed Area (which good faith effort was satisfied by such notice being mailed to each residential address and the person or persons in whose name property taxes were paid on real property for the last preceding year located in the proposed Area); and

WHEREAS, the Public Meeting was held in compliance with the requirements of Section 5/11-74.4-6(e) of the Act on July 21, 2022, at 5:30 p.m. both virtually via Zoom and in-person at Harold Washington Library, Cindy Pritzker Auditorium, 400 South State Street Chicago, Illinois 60605; and

WHEREAS, the Plan (including the related eligibility report and the feasibility study) was

made available for public inspection and review pursuant to Section 5/11-74.4-5(a) of the Act since July 27, 2022, being a date not less than 10 days before the meeting of the Community Development Commission of the City ("Commission") at which the Commission adopted Resolution 22-CDC-34 on August 9, 2022 fixing the time and place for a public hearing ("Hearing"), at the offices of the City Clerk and the City's Department of Planning and Development; and

WHEREAS, pursuant to Section 5/11-74.4-5(a) of the Act, notice of the availability of the Plan (including the related eligibility report and the feasibility study) was sent by mail on August 12, 2022 which is within a reasonable time after the adoption by the Commission of Resolution 22-CDC-34 to: (a) all residential addresses that, after a good faith effort, were determined to be (i) located within the Area and (ii) located within 750 feet of the boundaries of the Area (or, if applicable, were determined to be the 750 residential addresses that were closest to the boundaries of the Area); and (b) organizations and residents that were registered interested parties for such Area; and

WHEREAS, due notice of the Hearing was given pursuant to Section 5/11-74.4-6 of the Act, said notice being given to all taxing districts having property within the Area and to the Department of Commerce and Economic Opportunity of the State of Illinois by certified mail on August 12, 2022 and by publication in the Chicago Sun-Times or Chicago Tribune on September 23, 2022 and September 26, 2022; and

WHEREAS, a meeting of the joint review board established pursuant to Section 5/11-74.4-5(b) of the Act (the "Board") was convened, upon the provision of due notice, on September 1, 2022 at 10:00 a.m., to review the matters properly coming before the Board and to allow it to provide its advisory recommendation regarding the approval of the Plan, designation of the Area as a redevelopment project area pursuant to the Act and adoption of Tax Increment Allocation Financing within the Area, and other matters, if any, properly before it; and

WHEREAS, pursuant to Sections 5/11-74.4-4 and 5/11-74.4-5 of the Act, on October 11, 2022, the Commission held the Hearing concerning approval of the Plan, designation of the Area as a redevelopment project area pursuant to the Act and adoption of Tax Increment Allocation Financing within the Area pursuant to the Act; and

WHEREAS, the Commission has forwarded to the City Council a copy of its Resolution 22-CDC-58 attached hereto as Exhibit B, adopted on October 11, 2022 recommending to the City Council approval of the Plan, among other related matters; and

WHEREAS, the Corporate Authorities have reviewed the Plan (including the related eligibility report, the feasibility study, testimony from the Public Meeting and the Hearing, if any, the recommendation of the Board, if any, the recommendation of the Commission, and such other matters or studies as the Corporate Authorities have deemed necessary or appropriate to make the findings set forth herein), and are generally informed of the conditions existing in the Area; now, therefore,

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

Section 1. Recitals. The above recitals are incorporated herein and made a part hereof.

Section 2. The Area. The Area is legally described in Exhibit C attached hereto and incorporated herein. A map of the Area, which also depicts the street location (as near as practicable) for the Area, is attached hereto and incorporated herein as Exhibit D.

Section 3. Findings. The Corporate Authorities hereby make the following findings as required pursuant to Section 5/11-74.4-3(n) of the Act:

a. The Area is within a transit facility improvement area that has been established pursuant to Section 5/11-74.4-3.3 of the Act;

b. The Plan:

(i) conforms to the comprehensive plan for the development of the City as a whole; or

(ii) either (A) conforms to the strategic economic development or redevelopment plan issued by the Chicago Plan Commission or (B) includes land uses that have been approved by the Chicago Plan Commission;

c. The Plan meets all of the requirements of a redevelopment plan as defined in the Act and, as set forth in the Plan, the estimated date of completion of the projects described therein and retirement of all obligations issued to finance redevelopment project costs is not later than December 31 of the year in which the payment to the municipal treasurer as provided in subsection (b) of Section 11-74.4-8 of the Act is to be made with respect to ad valorem taxes levied in the thirty-fifth calendar year after the year in which the ordinance approving the redevelopment project area is adopted, and, as required pursuant to Section 5/11-74.4-7 of the Act, no such obligation shall have a maturity date greater than 20 years;

Section 4. Approval of the Plan. The City hereby approves the Plan pursuant to the Act, including Sections 5/11-74.4-3.3 and 5/11-74.4-4 of the Act.

Section 5. Invalidity of Any Section. If any provision of this ordinance shall be held to be invalid or unenforceable for any reason, the invalidity or unenforceability of such provision shall not affect any of the remaining provisions of this ordinance.

Section 6. Superseder. All ordinances, resolutions, motions, or orders in conflict with this ordinance are hereby repealed to the extent of such conflict.

Section 7. Effective Date. This ordinance shall take effect upon its passage and approval.

List of Attachments

- Exhibit A: The Plan
- Exhibit B: CDC Resolution recommending to City Council approval of a redevelopment plan, designation of a redevelopment project area and adoption of tax increment allocation financing
- Exhibit C: Legal description of the Area
- Exhibit D: Map of the Area, including street location



CITY OF CHICAGO, IL

Red Line Extension (RLE)

Redevelopment Project Area

Tax Increment Financing Redevelopment Plan and Project

July 27, 2022

Revised November 7, 2022 and December 6, 2022

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 99th 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 102nd 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 95th Street Terminal to the new terminal station near 130th 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.

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 134th 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 7,024 parcels of land (associated with 36,615 Property Index Numbers) and encompasses approximately 1,442 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 95th Street to a new terminal station near 130th Street. The extended Red Line tracks will be elevated between 95th Street and 119th Street and street-level from 119th Street to 130th Street
- New Stations – Four new fully accessible stations will be constructed at 103rd Street (near Eggleston Avenue), 111th Street (near Eggleston Avenue), Michigan Avenue (near 116th Street), and 130th 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 120th 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:

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 investment 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 134th 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 were approved by the City's Plan Commission on October 20, 2022.

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/>.

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 non-profit 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.

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.

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 eight 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 119th Street. In 1969, when the South Red Line opened for service with a terminal

station at 95th 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 9th and 34th 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 95th 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 95th Street Terminal. Many residents in the area surrounding the Red Line Extension (generally, an area bounded by 95th Street on the north, Ashland Avenue on the west, Stony Island Avenue on the east, and the Calumet-Sag Channel/Little Calumet River and 134th Street on the south) use connecting bus service to transfer to the Red Line at the 95th Street station. Longer bus trips, with more time spent in traffic, can lead to lengthy travel times.

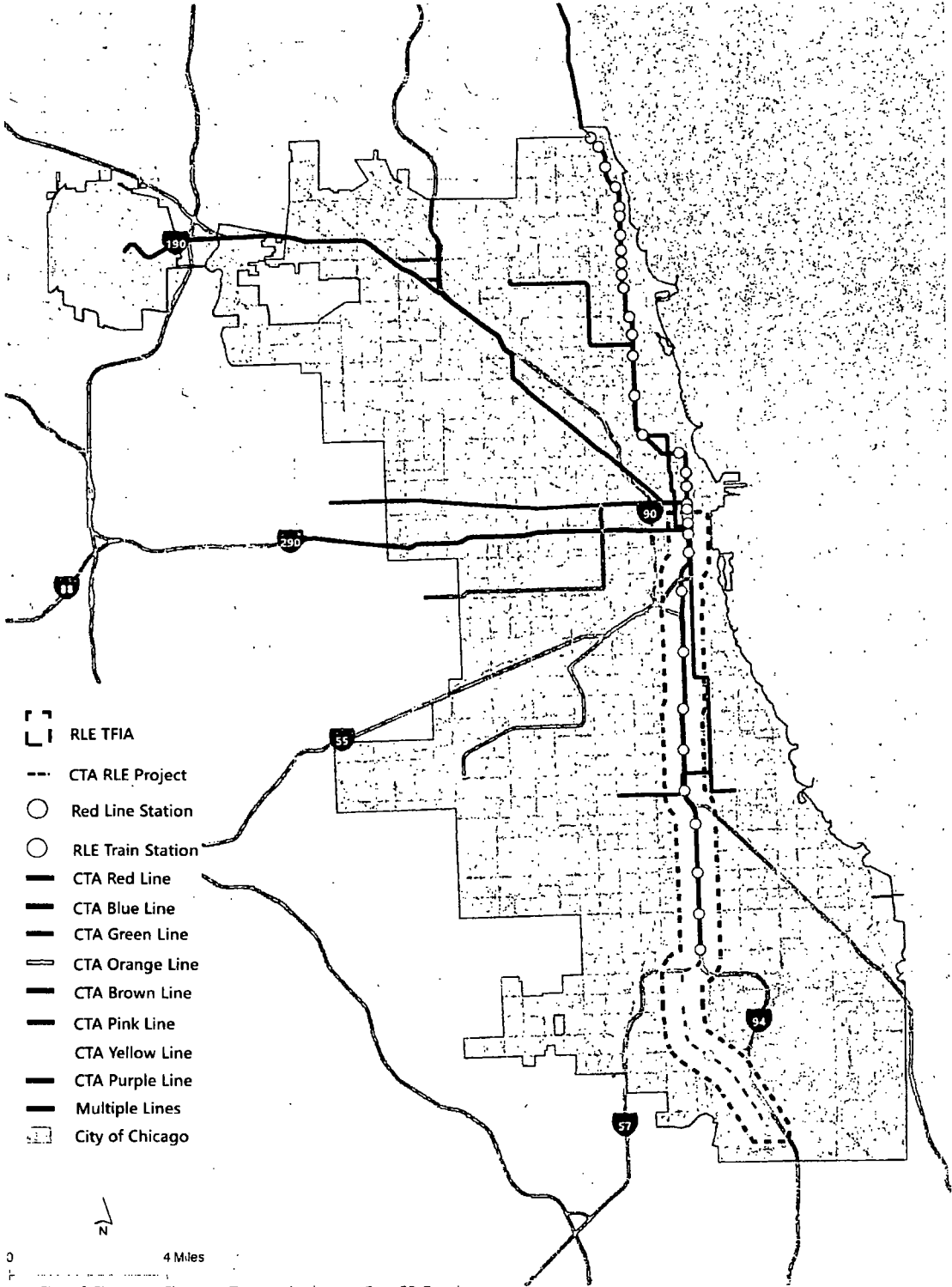
The RLE Project is a major component of CTA's Red Ahead Program, a priority CTA initiative to maintain, modernize, and expand the entire Red Line. The RLE Project will connect predominately Black/African American communities to the broader CTA transit network, including destinations and job centers within 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 investment, 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.

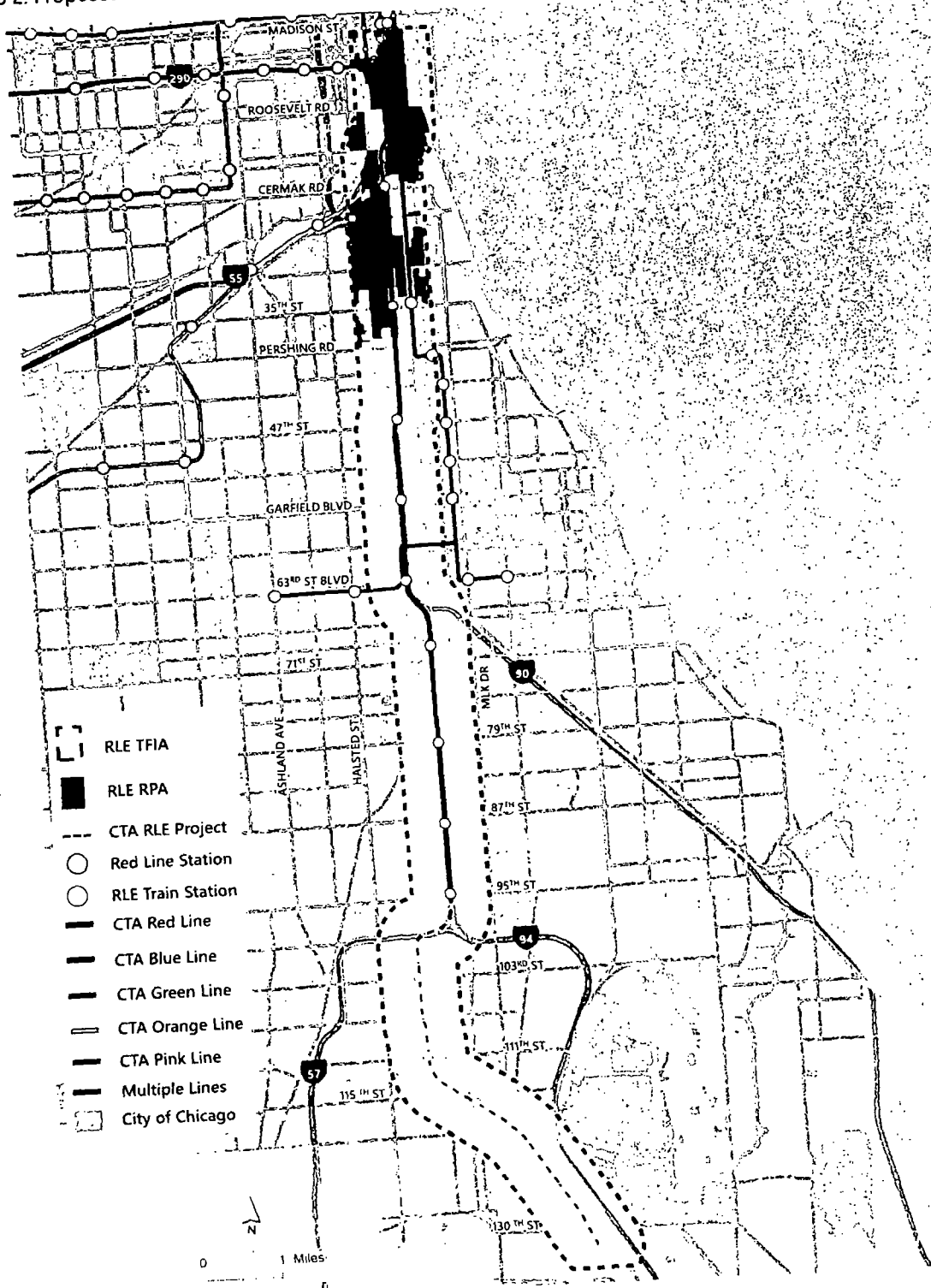
- Up to 30-minute time savings for trips from 130th Street to the Loop;
- Expanded access to frequent Red Line service as well as the entire CTA network,
- Improved access to jobs throughout the City and region; and
- Improved sustainability and mitigation of climate change through growing the City's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

Map 1: Proposed RLE TFIA Boundary



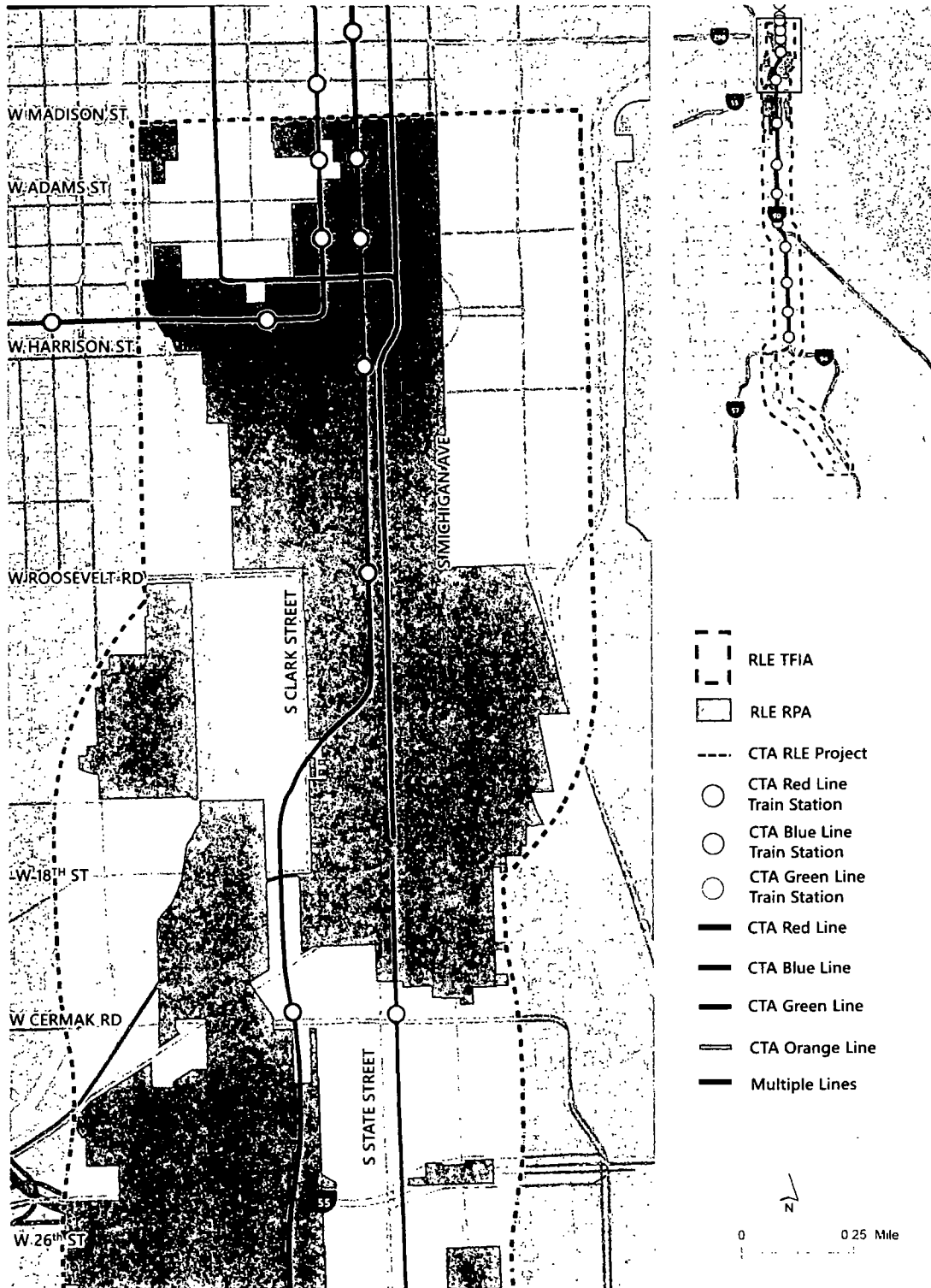
Source City of Chicago, Chicago Transit Authority, Esri, SB Friedman

Map 2: Proposed RLE RPA Boundary



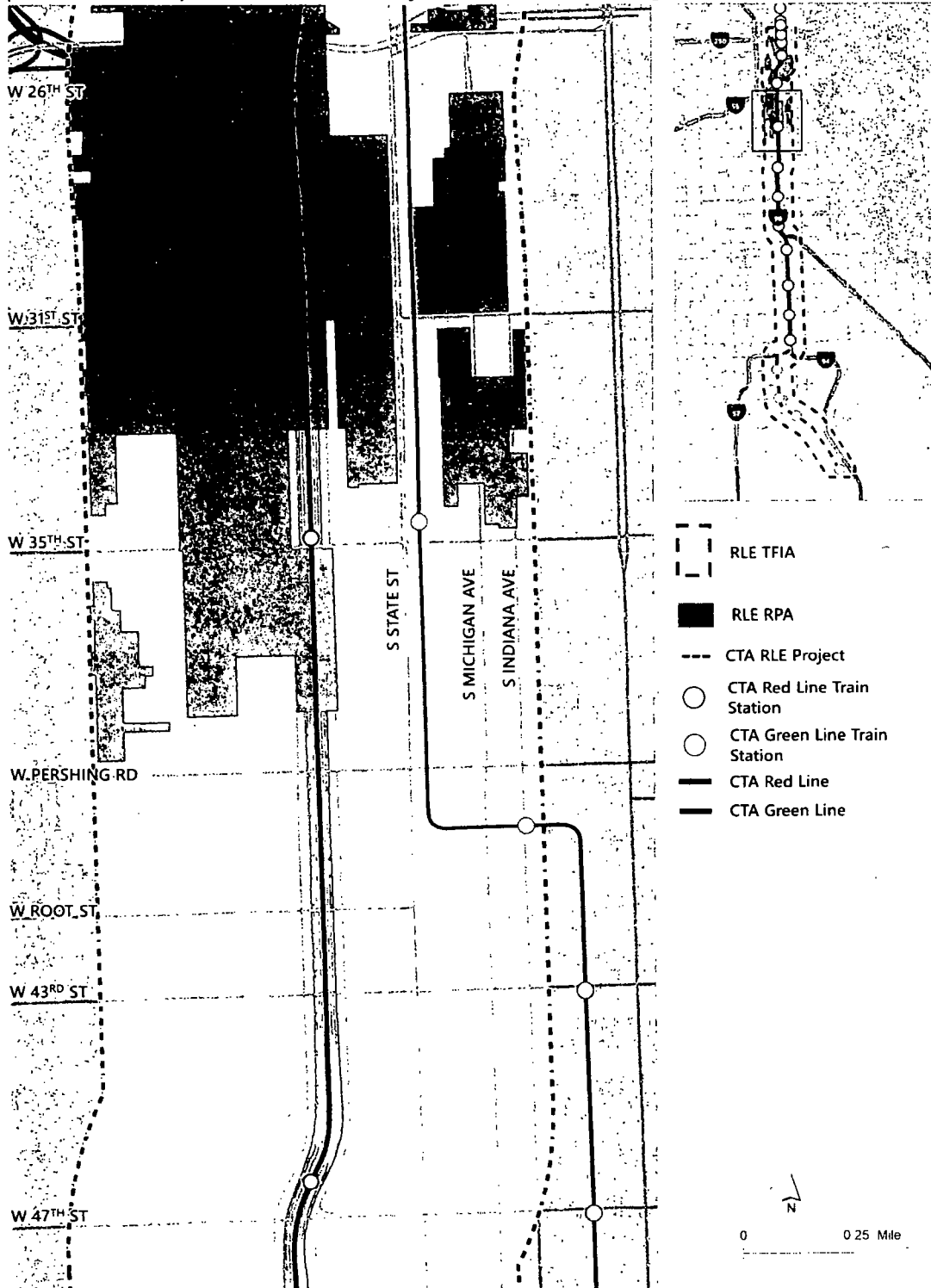
Source City of Chicago, Chicago Transit Authority, Cook County, Esri, SB Friedman

Map 3A: Detailed Proposed RLE RPA Boundary – Madison Street to 26th Street



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

Map 3B: Detailed Proposed RLE RPA Boundary – 26th Street to Pershing Road



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

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; 17 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 134th 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 99th 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 134th Street on the south;
- Delineation of the proposed RLE RPA boundary, which extends no more than 2,640 feet from the centerline 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 134th 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 were approved by the City's Plan Commission on October 20, 2022.

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 were 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 95th Street to a new terminal station near 130th Street. The extended Red Line tracks will be elevated between 95th Street and 119th Street and street-level from 119th Street to 130th Street.
- New Stations – Four new fully accessible stations will be constructed at 103rd Street (near Eggleston Avenue), 111th Street (near Eggleston Avenue), Michigan Avenue (near 116th Street), and 130th 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 120th 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.

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 investment 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 was approved by the City's Plan Commission on October 20, 2022.

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.

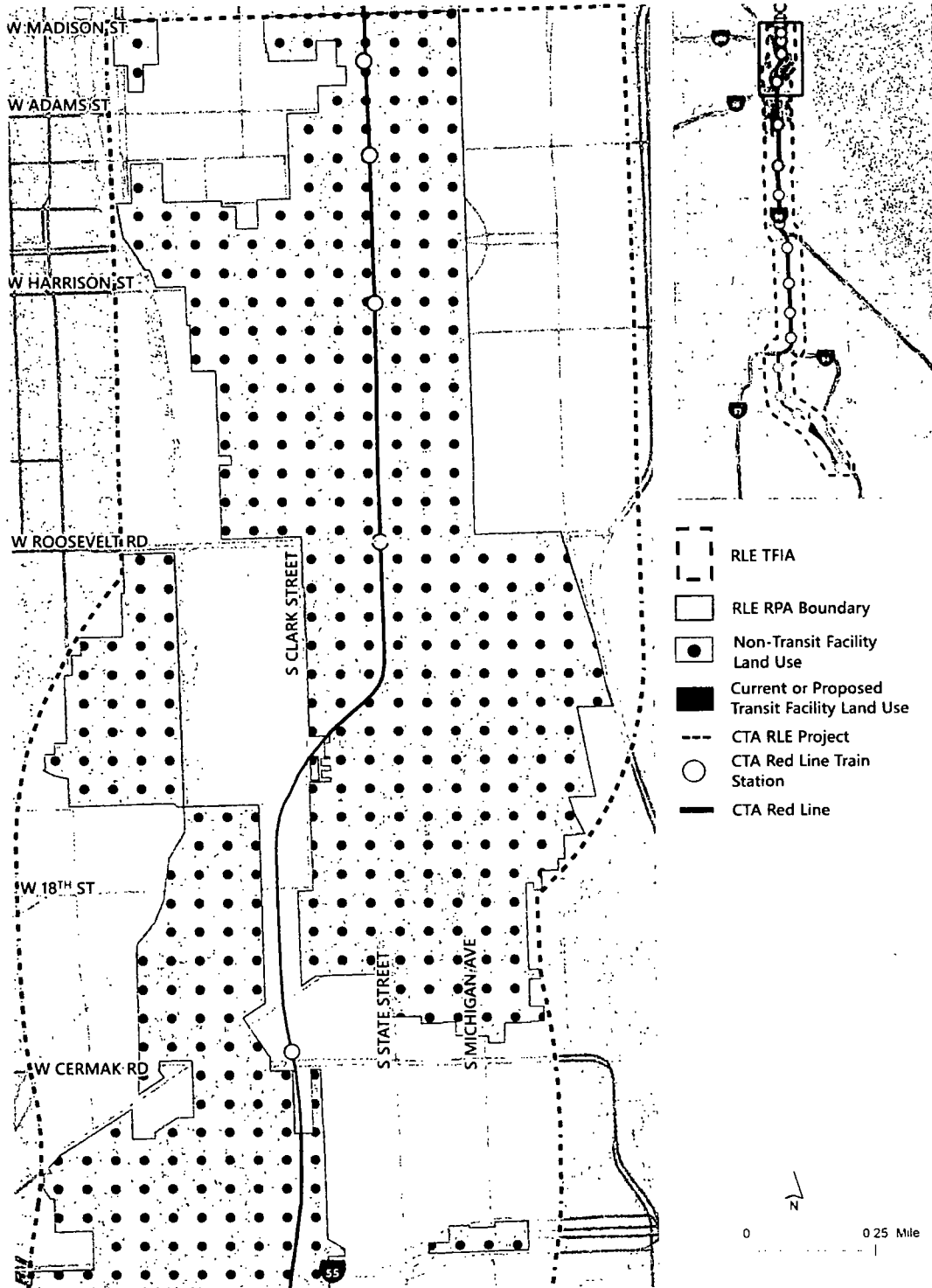
The RLE Project is subject to the process for evaluation of environmental effects under NEPA, as described below and documented by the CTA. The impacts of property displacements were studied as one component of the RLE Draft Environmental Impact Statement (EIS), published in October 2016. This process 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 non-profit organizations displaced as a direct result of any project undertaken by a federal agency or with federal financial assistance.

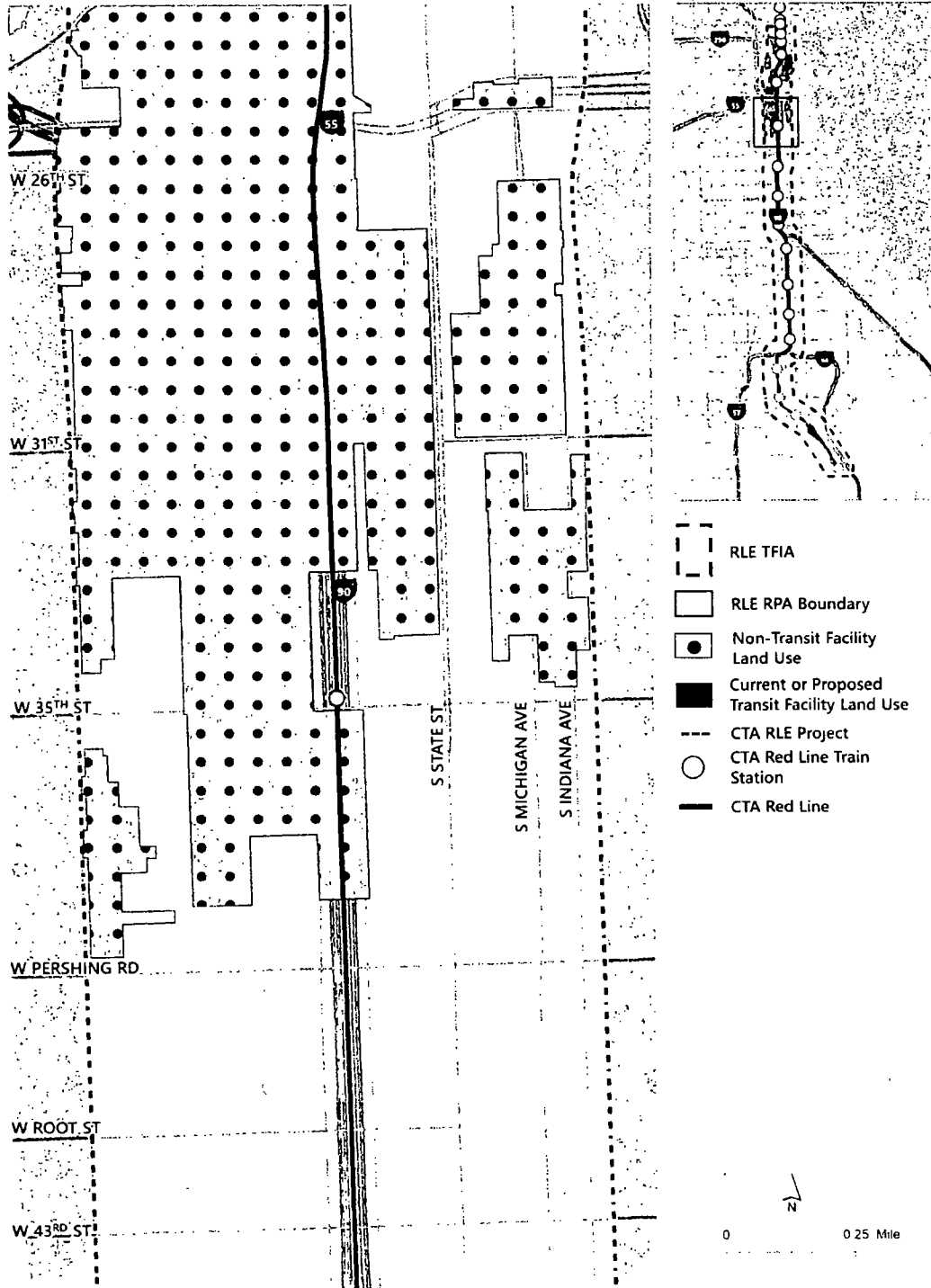
Based on the findings that the RLE Project is subject to and complying with the process for evaluation of environmental effects under NEPA, a Housing Impact Study is not required, and thus has not been prepared for this Redevelopment Plan.

Map 4A: Future Land Use – Madison Street to 26th Street



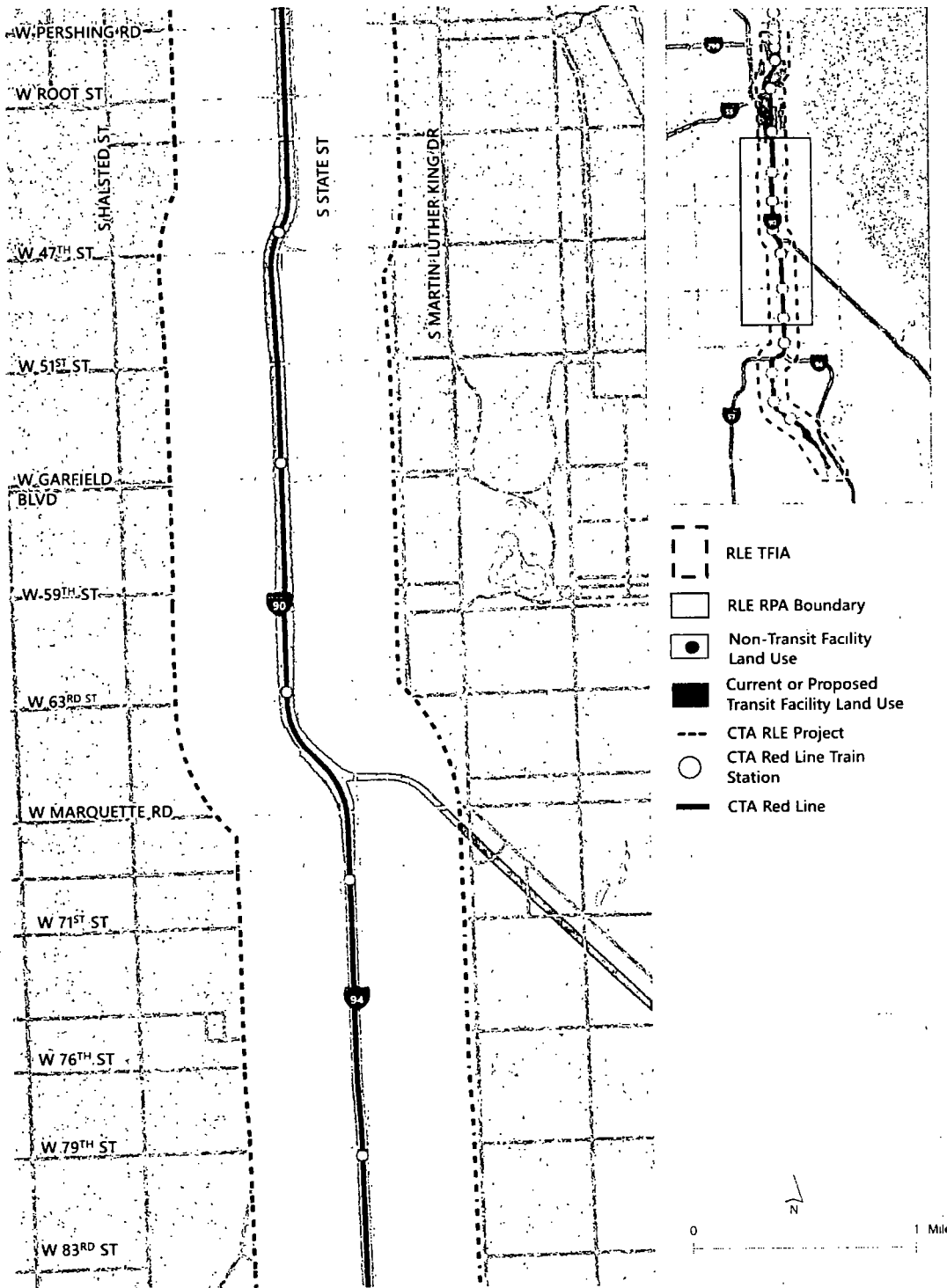
Source City of Chicago, Chicago Transit Authority, Cook County, Esri, SB Friedman

Map 4B: Future Land Use – 26th Street to Pershing Road



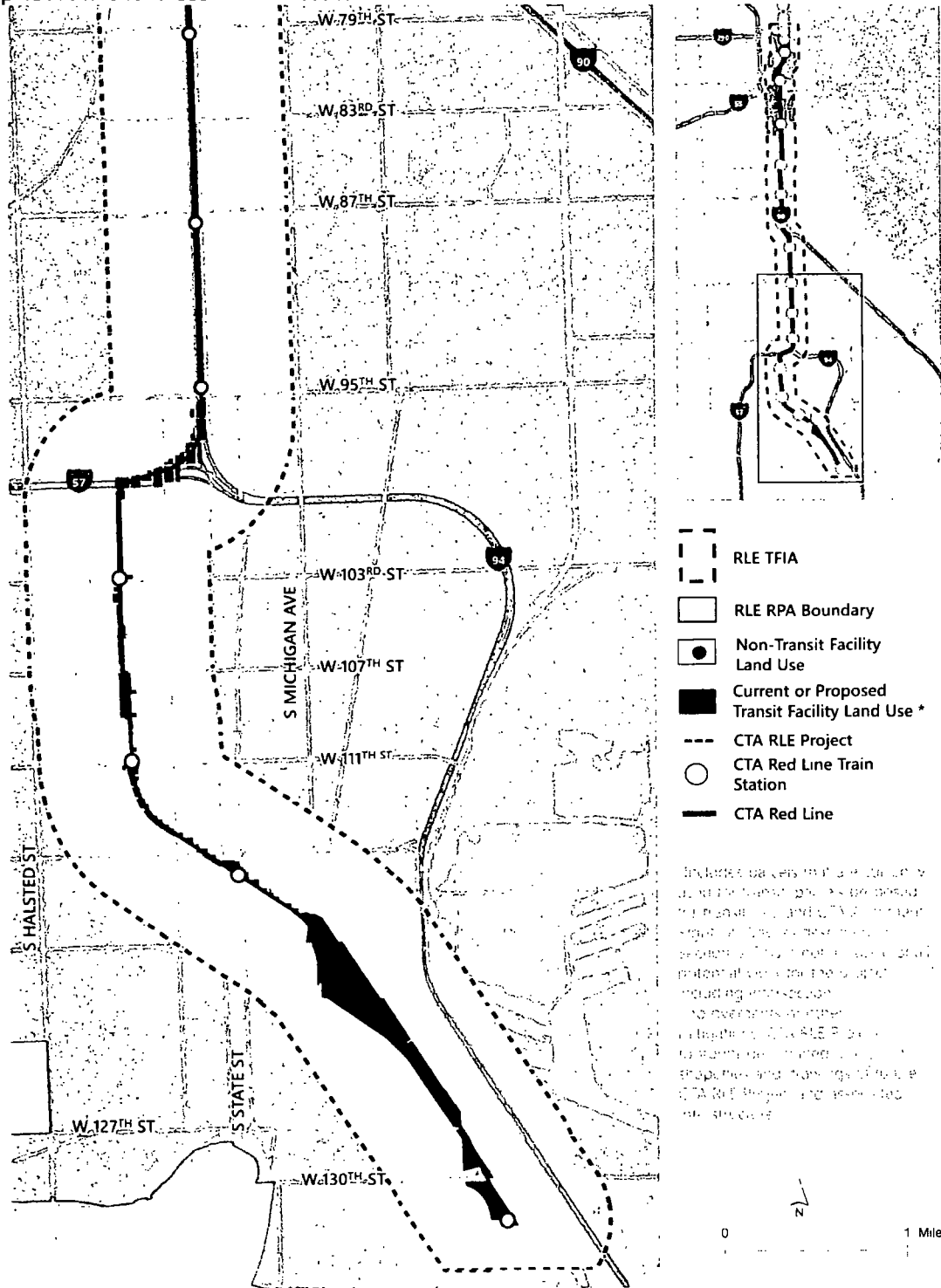
Source: City of Chicago, Chicago Transit Authority, Cook County, Esri, S3 Friedman

Map 4C: Future Land Use – Pershing Road to 79th Street



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

Map 4D: Future Land Use – 79th Street to 134th Street



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

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;

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**.

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
TOTAL REDEVELOPMENT PROJECT COSTS [3] [4] [5]	\$959,000,000

[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.

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 35th 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:

1. *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 EAV or "current EAV as adjusted" or (ii) the initial EAV 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 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 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*

- 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 lien 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.

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 \$7,010,843,190. The total most recently ascertained EAV is subject to verification by the Cook County Clerk. After verification, the final total most recently ascertained 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 \$27.2 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 10 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.

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.

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
7. Chicago Park District

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

8. Provisions for Amending Plan

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

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.

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);

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;

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;

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 14TH STREET AS SAID 14TH 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 INTERSECTION WITH THE EASTERLY EXTENSION OF THE SOUTH RIGHT-OF-WAY LINE OF 16TH STREET;

THENCE WEST ALONG SAID EASTERLY EXTENSION OF THE SOUTH RIGHT-OF-WAY LINE OF 16TH 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 18TH STREET;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 18TH 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 18TH STREET;

THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 18TH 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 21ST STREET;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 21ST 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 22ND STREET;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE CENTERLINE OF THE EAST-WEST 25.8-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF 22ND 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;

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 21ST STREET;

THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 21ST 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 19TH STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 19TH 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 18TH STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 18TH 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 15TH STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 15TH 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 15TH STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 15TH STREET TO A POINT ON SAID 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 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 9TH STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 9TH 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;

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 16TH STREET;

THENCE WESTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE OF 16TH 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 15TH 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 15TH 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;

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,

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 16TH 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 22ND 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 22ND STREET (AKA CERMAK ROAD);

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 22ND 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 23RD STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 23RD 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 22ND STREET (AKA CERMAK ROAD);

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 22ND 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;

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 25TH STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 25TH 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 26TH STREET;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 26TH 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 27TH STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 27TH 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 34TH STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF VACATED 34TH 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 34TH STREET BEARING PIN 17-33-221-003;

THENCE SOUTH ALONG SAID EAST LINE OF THAT PART OF VACATED 34TH STREET BEARING PIN 17-33-221-003 TO A POINT OF INTERSECTION WITH THE CENTERLINE OF SAID VACATED 34TH STREET, SAID CENTERLINE OF VACATED 34TH 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 33RD STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 33RD 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 31ST STREET;

THENCE WEST ALONG SAID CENTERLINE OF 31ST 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 33RD STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 33RD 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 35TH STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 35TH STREET TO A POINT ON THE EAST LINE OF THE 19-FOOT-WIDE PUBLIC ALLEY LYING EAST OF AND ADJOINING LOT 1 IN SAID 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 38TH STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 38TH 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 37TH STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 37TH 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 38TH STREET;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE CENTERLINE OF SAID 38TH 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 35TH STREET;

THENCE WEST ALONG SAID CENTERLINE OF 35TH 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 33RD STREET;

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

THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE OF NORMAL AVENUE 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;

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 35TH 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 33RD STREET;

THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 33RD 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 33RD STREET;

THENCE EAST ALONG SAID NORTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF 33RD 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 32ND STREET;

THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING SOUTH OF 32ND 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 32ND STREET;

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

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 32ND STREET;

THENCE EAST ALONG THE NORTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF 32ND 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 31ST STREET;

THENCE WEST ALONG SAID SOUTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING SOUTH OF 31ST 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 31ST 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 31ST STREET;

THENCE EAST ALONG SAID NORTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF 31ST 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 29TH 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' SUBDIVISION, SAID SOUTHEAST CORNER ALSO BEING A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 29TH 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 28TH PLACE;

THENCE WEST ALONG SAID SOUTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING SOUTH OF 28TH 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 28TH PLACE;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 28TH 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 28TH STREET;

THENCE WEST ALONG SAID SOUTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING SOUTH OF 28TH 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 28TH STREET;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 28TH 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 27TH STREET;

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

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 27TH STREET;

THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 27TH 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 26TH 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 26TH STREET;

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

THENCE EAST ALONG SAID CENTERLINE OF 26TH 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 26TH STREET;

THENCE WEST ALONG SAID NORTH LINE OF THE EAST-WEST 14-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF 26TH 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 25TH PLACE;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 25TH 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;

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 25TH STREET;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 25TH 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 24TH PLACE;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 24TH 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 24TH STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 24TH 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 23RD PLACE;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 23RD PLACE TO A POINT OF INTERSECTION WITH THE FORMER/ORIGINAL SOUTHWESTERLY RIGHT-OF-WAY LINE OF BUSHNELL STREET (AKA 23RD 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 23RD STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 23RD STREET TO A POINT 66.0 FEET SOUTHERLY FROM AT RIGHT ANGLES TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 23RD 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 23RD 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 23RD 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 23RD 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 22ND STREET (AKA CERMAK ROAD) AS WIDENED;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND NORTH RIGHT-OF-WAY LINE OF 22ND 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 22ND 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 22ND 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 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 25TH 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 25TH STREET;

THENCE EAST ALONG SAID SOUTH LINE OF THE PUBLIC ALLEY LYING NORTH OF 25TH 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;

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 25TH STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 25TH 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 37TH STREET;

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

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF SAID 37TH 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 37TH STREET;

THENCE EAST ALONG SAID NORTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF SAID 37TH 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 36TH STREET;

THENCE WEST ALONG SAID SOUTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING SOUTH OF 36TH 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 36TH STREET;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF SAID 36TH 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 36TH STREET;

THENCE EAST ALONG SAID LINE THAT IS 275 FEET NORTH OF AND PARALLEL TO THE NORTH RIGHT-OF-WAY LINE OF 36TH 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;

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 36TH STREET;

THENCE EAST ALONG SAID LINE THAT IS 200 FEET NORTH OF AND PARALLEL TO THE NORTH RIGHT-OF-WAY LINE OF 36TH 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 36TH STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 36TH STREET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF NORMAL AVENUE;

THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE OF NORMAL AVENUE TO A POINT ON A LINE THAT IS 345 FEET NORTH OF AND PARALLEL TO THE NORTH RIGHT-OF-WAY LINE OF SAID 37TH STREET;

THENCE EAST ALONG SAID LINE THAT IS 345 FEET NORTH OF AND PARALLEL TO THE NORTH RIGHT-OF-WAY LINE OF SAID 37TH STREET TO A POINT ON A LINE THAT IS 134 FEET EAST OF AND PARALLEL TO THE EAST LINE OF SAID NORMAL AVENUE, SAID LINE THAT IS 134 FEET EAST OF AND PARALLEL TO THE EAST LINE OF SAID NORMAL AVENUE 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 AVENUE AND THE SOUTHERLY EXTENSION THEREOF TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF SAID 37TH STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF SAID 37TH 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 37TH PLACE;

THENCE WEST ALONG SAID NORTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF 37TH 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 37TH PLACE;

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

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

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 38TH 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 38TH STREET;

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

THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE OF NORMAL AVENUE 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 C.H. 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 32ND STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF SAID 32ND 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;

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 32ND STREET;

THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 32ND 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 33RD STREET;

THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 33RD STREET TO 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 OF INTERSECTION WITH THE WESTERLY EXTENSION OF THE SOUTH LINE OF LOT 1 IN FREDERICK H. BARLETT'S INDIANA AVENUE SUBDIVISION, AS RECORDED APRIL 11, 1914 AS DOCUMENT NUMBER 5393998;

THENCE EAST ALONG SAID WESTERLY EXTENSION AND THE SOUTH LINE OF LOT 1 IN FREDERICK H. BARLETT'S INDIANA AVENUE SUBDIVISION AND THE EASTERLY EXTENSION THEREOF 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;

THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY LINE OF MICHIGAN AVENUE TO A POINT OF INTERSECTION WITH THE CENTERLINE OF 34TH STREET;

THENCE WEST ALONG SAID CENTERLINE OF 34TH 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 32ND STREET;

THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF SAID 32ND 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 26TH STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 26TH 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 28TH PLACE AS DEDICATED BY SAID DOCUMENT NO. 20386541;

THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 28TH 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 28TH 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 28TH 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 31ST STREET;

THENCE WEST ALONG SAID NORTH LINE OF 31ST 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 30TH 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 29TH STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 29TH STREET 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 NORTH RIGHT-OF-WAY LINE OF 28TH STREET;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 28TH 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.

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

CERTIFICATE

I, Robert McKenna, the duly authorized and qualified Assistant Secretary of the **Community Development Commission of the City of Chicago**, and the custodian of the records thereof, do hereby certify that I have compared the attached copy of a Resolution adopted by the **Community Development Commission of the City of Chicago** at a Regular Meeting held on the 11th Day of October 2022 with the original resolution adopted at said meeting, and noted in the minutes of the Commission, and do hereby certify that said copy is a true, correct, and complete transcript of said Resolution.

Dated this 11th Day of October 2022



ASSISTANT SECRETARY

Robert McKenna

**COMMUNITY DEVELOPMENT COMMISSION
OF THE
CITY OF CHICAGO**

RESOLUTION 22-CDC- 58

**RECOMMENDING TO THE CITY COUNCIL OF
THE CITY OF CHICAGO
FOR THE PROPOSED
RED LINE EXTENSION
REDEVELOPMENT PROJECT AREA:**

**APPROVAL OF THE REDEVELOPMENT PLAN,
DESIGNATION AS A REDEVELOPMENT PROJECT AREA
AND ADOPTION OF TAX INCREMENT ALLOCATION FINANCING**

WHEREAS, the Community Development Commission (the "Commission") of the City of Chicago (the "City") has heretofore been appointed by the Mayor of the City with the approval of its City Council ("City Council," referred to herein collectively with the Mayor as the "Corporate Authorities") (as codified in Section 2-124 of the City's Municipal Code) pursuant to Section 5/11-74.4-4(k) of the Illinois Tax Increment Allocation Redevelopment Act, as amended (65 ILCS 5/11-74.4-1 et seq.) (the "Act"); and

WHEREAS, the Commission is empowered by the Corporate Authorities to exercise certain powers set forth in Section 5/11-74.4-4(k) of the Act, including the holding of certain public hearings required by the Act; and

WHEREAS, staff of the City's Department of Planning and Development has conducted or caused to be conducted certain investigations, studies and surveys of the Red Line Extension Redevelopment Project Area, the street boundaries of which are described on Exhibit A hereto (the "Proposed Area"), to determine the eligibility of the Proposed Area as a redevelopment project area as defined in the Act (a "Redevelopment Project Area") and for tax increment allocation financing pursuant to the Act ("Tax Increment Allocation Financing"), and previously has presented the following documents to the Commission for its review:

Red Line Extension Redevelopment Project Area Tax Increment Financing Redevelopment Plan and Project (the "Plan"); and

WHEREAS, the Plan provides for the utilization of certain incremental property tax revenues from the Proposed Area to finance the development, expansion or rehabilitation of new or existing transit passenger stations; transit maintenance, storage or service facilities; rights of way for use in providing transit (collectively, "Transit Facilities") and includes an eligibility study concluding that the Proposed Area qualifies for designation as a Redevelopment Project Area for the financing of Transit Facilities (the "Report"); and

WHEREAS, the Commission has heretofore passed Resolution 22-CDC-34 on August 9, 2022 that contains the information required by Section 5/11-74.4-4.1(a) of the Act to be included therein and that provides for the authorization of a feasibility study on designation of the Proposed Area as a Redevelopment Project Area, which has resulted in the preparation of the Plan being presented to the Commission; and

WHEREAS, a public meeting (the "Public Meeting") was held in accordance and in compliance with the requirements of Section 5/11-74.4-6(e) of the Act on July 21, 2022 at 5:30 p.m. both virtually via Zoom and in-person at Harold Washington Library, Cindy Pritzker Auditorium, 400 South State Street, Chicago, Illinois 60605, being a date not less than 14 business days before the mailing of the notice of the Hearing (hereinafter defined), pursuant to notice from the City's Commissioner of the Department of Planning and Development given on or before July 5, 2022, being a date not less than 15 days before the date of the Public Meeting, by certified mail to all taxing districts having real property in the Proposed Area and to all entities requesting that information that have taken the steps necessary to register to be included on the interested parties registry for the Proposed Area in accordance with Section 5/11-74.4-2 of the Act and, with a good faith effort, by regular mail to all residents and the last known persons who paid property taxes on real estate in the Proposed Area (which good faith effort was satisfied by such notice being mailed to each residential address and the person or persons in whose name property taxes were paid on real property for the last preceding year located in the Proposed Area); and

WHEREAS, prior to the adoption by the Corporate Authorities of ordinances approving a redevelopment plan, designating an area as a Redevelopment Project Area or adopting Tax Increment Allocation Financing for an area, it is necessary that the Commission hold a public hearing (the "Hearing") pursuant to Section 5/11-74.4-5(a) of the Act, convene a meeting of a joint review board (the "Board") pursuant to Section 5/11-74.4-5(b) of the Act, set the dates of such Hearing and Board meeting and give notice thereof pursuant to Section 5/11-74.4-6 of the Act; and

WHEREAS, the Plan was made available for public inspection and review in the office of the City Clerk, Room 107, and in the City Department of Planning and Development, Room 1000, on July 27, 2022, being a date not less than 10 days before the Commission meeting at which the Commission adopted Resolution 22-CDC-34 on August 9, 2022 fixing the time and place for the Hearing, to be held virtually - rules can be found in the link: https://www.chicago.gov/content/dam/city/depts/dcd/cdc_emergency_rules.pdf; and

WHEREAS, notice of the availability of the Report and Plan, including how to obtain this information, were sent by mail on August 12, 2022, which is within a reasonable time after the adoption by the Commission the Resolution 22-CDC-34 on August 9, 2022 to: (a) all residential addresses that, after a good faith effort, were determined to be (i) located within the Proposed Area and (ii) located outside the Proposed Area and within 750 feet of the boundaries of the Proposed Area (or, if applicable, were determined to be the 750 residential addresses that were outside the Proposed Area and closest to the boundaries of the Proposed Area); and (b) organizations and residents that were registered interested parties for such Proposed Area; and

WHEREAS, notice of the Hearing by publication was given at least twice, the first publication being on September 23, 2022 a date which is not more than 30 nor less than 10 days prior to the Hearing, and the second publication being on September 26, 2022, in the Chicago Tribune being a newspaper of general circulation within the taxing districts having property in the Proposed Area; and

WHEREAS, notice of the Hearing was given by mail to the Illinois Department of Commerce and Economic Opportunity ("DCEO") and members of the Board (including notice of the convening of the Board), by depositing such notice in the United States mail by certified mail addressed to DCEO and all Board members, on August 12, 2022, being a date not less than 45 days prior to the date set for the Hearing; and

WHEREAS, notice of the Hearing and copies of the Report and Plan were sent by mail to taxing districts having taxable property in the Proposed Area, by depositing such notice and documents in the United States mail by certified mail addressed to all taxing districts having taxable property within the Proposed Area, on August 12, 2022, being a date not less than 45 days prior to the date set for the Hearing; and

WHEREAS, the Hearing was held on October 11, 2022 at 1:00 p.m. virtually as the official public hearing, and testimony was heard from all interested persons and all representatives of any affected taxing district present at the Hearing and wishing to testify, concerning the Commission's recommendation to City Council regarding approval of the Plan, designation of the Proposed Area as a Redevelopment Project Area, adoption of Tax Increment Allocation Financing within the Proposed Area, and any other relevant matters; and

WHEREAS, the Board meeting was convened on September 1, 2022 (being a date at least 14 days but not more than 28 days after the date of the mailing of the notice to the taxing districts on August 12, 2022 in Room 1003A), City Hall, 121 North LaSalle Street, Chicago, Illinois and virtually, to review the matters properly coming before the Board and the Board made an advisory recommendation to approve the Plan, designate the Proposed Area as a Redevelopment Project Area, and adopt Tax Increment Allocation Financing within the Proposed Area, all in accordance with Section 5/11-74.4-5(b) of the Act; and

WHEREAS, the Commission has reviewed the Report and Plan, considered testimony from the Hearing, if any, the recommendation of the Board, if any, and such other matters or studies as the

Commission deemed necessary or appropriate in making the findings set forth herein and formulating its decision whether to recommend to City Council approval of the Plan, designation of the Proposed Area as a Redevelopment Project Area and adoption of Tax Increment Allocation Financing within the Proposed Area; now, therefore,

BE IT RESOLVED BY THE COMMUNITY DEVELOPMENT COMMISSION OF THE CITY OF CHICAGO:

Section 1. The above recitals are incorporated herein and made a part hereof.

Section 2. The Commission hereby makes the following findings pursuant to Section 5/11-74.4-3(n) of the Act or such other section as is referenced herein:

- a. The Proposed Area on the whole qualifies as a Redevelopment Project Area for the financing of Transit Facilities;
- b. The Plan:
 - (i) conforms to the comprehensive plan for the development of the City as a whole; or
 - (ii) either (A) conforms to the strategic economic development or redevelopment plan issued by the Chicago Plan Commission or (B) includes land uses that will be approved by the Chicago Plan Commission;
- c. The Plan meets all of the requirements of a redevelopment plan as defined in the Act and, as set forth in the Plan, the estimated date of completion of the projects described therein and retirement of all obligations issued to finance redevelopment project costs is not later than December 31 of the year in which the payment to the municipal treasurer as provided in subsection (b) of Section 5/11-74.4-8 of the Act is to be made with respect to ad valorem taxes levied in the thirty-fifth calendar year following the year of the adoption of the ordinance approving the designation of the Proposed Area as a redevelopment project area and, as required pursuant to Section 5/11-74.4-7 of the Act, no such obligation shall have a maturity date greater than 20 years;
- d. To the extent required by Section 5/11-74.4-3(n) (6) of the Act, the Plan incorporates the housing impact study, if such study is required by Section 5/11-74.4-3(n)(5) of the Act;
- e. As required pursuant to Section 5/11-74.4-3(p) of the Act, conditions exist in the Proposed Area that cause the Proposed Area to qualify for designation as a Redevelopment Project Area for the financing of Transit Facilities, which conditions include that the Proposed Area includes areas within the "transit facility improvement area" ("TFIA") pursuant to Section 11-74.4-3.3 of the Act, and, as such, the Proposed Area may be designated as a Redevelopment Project Area for the financing of Transit Facilities, without

a finding that the Proposed Area is an industrial park conservation area, a blighted area, a conservation area, or any combination thereof;

f. The Proposed Area will be established within the Red Line Extension TFIA, 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 134th Street on the south, 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 Proposed Area are adjacent to one another, pursuant to Section 5/11-74.4-3.3 of the Act; and

g. The Proposed Area includes only those parcels of real property and improvements thereon that are to be substantially benefitted by proposed Plan improvements, as required pursuant to Section 5/11-74.4-4(a) of the Act.

Section 3. The Commission recommends that the City Council approve the Plan pursuant to Section 5/11-74.4-4 of the Act.

Section 4. The Commission recommends that the City Council designate the Proposed Area as a Redevelopment Project Area pursuant to Section 5/11-74.4-4 of the Act.

Section 5. The Commission recommends that the City Council adopt Tax Increment Allocation Financing within the Proposed Area.

Section 6. If any provision of this resolution shall be held to be invalid or unenforceable for any reason, the invalidity or unenforceability of such provision shall not affect any of the remaining provisions of this resolution.

Section 7. All resolutions, motions or orders in conflict with this resolution are hereby repealed to the extent of such conflict.

Section 8. This resolution shall be effective as of the date of its adoption.

Section 9. A certified copy of this resolution shall be transmitted to the City Council.

ADOPTED: Oct. 11, 2022

List of Attachments:

Exhibit A: Street Boundary Description of the Proposed Area

EXHIBIT A

Street Boundary Description of the Red Line Extension Redevelopment Project Area

The area being considered for the Proposed Area is generally described as being within the following boundaries (the "Area Boundaries"): an area within one-half mile in any direction from the right of way of the CTA Red Line, south of Madison Street and north of Pershing Road. A map of the Area Boundaries is available at www.cityofchicago.org/TIF. The existing Red Line is visibly apparent within the Dan Ryan I-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 Proposed Area will not include any property that is located within an existing Redevelopment Project Area (collectively, the "Existing Areas") created under the Act, including the Bronzeville Redevelopment Project Area, 24th and Michigan Redevelopment Project Area, Pilsen Industrial Corridor Redevelopment Project Area, 35th and Wallace Redevelopment Project Area, Archer Courts Redevelopment Project Area, Jefferson and Roosevelt Redevelopment Project Area, Michigan and Cermak Redevelopment Project Area, 35th and State Redevelopment Project Area, 26th and King Redevelopment Project Area, LaSalle Central Redevelopment Project Area, or the Roosevelt and Clark Redevelopment Project Area. Maps of the Existing Areas can be viewed at the following links: <http://webapps1.cityofchicago.org/ChicagoTif/> and www.cityofchicago.org/TIF.

Legal Description of the Area

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);

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;

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;

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 14TH STREET AS SAID 14TH 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 INTERSECTION WITH THE EASTERLY EXTENSION OF THE SOUTH RIGHT-OF-WAY LINE OF 16TH STREET;

THENCE WEST ALONG SAID EASTERLY EXTENSION OF THE SOUTH RIGHT-OF-WAY LINE OF 16TH 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 18TH STREET;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 18TH 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 18TH STREET;

THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 18TH 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 21ST STREET;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 21ST 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 22ND STREET;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE CENTERLINE OF THE EAST-WEST 25.8-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF 22ND 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;

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 21ST STREET;

THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 21ST 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 19TH STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 19TH 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 18TH STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 18TH 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 15TH STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 15TH 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 15TH STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 15TH STREET TO A POINT ON SAID 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 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 9TH STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 9TH 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;

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 16TH STREET;

THENCE WESTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE OF 16TH 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 15TH 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 15TH 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;

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,

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 16TH 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 22ND 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 22ND STREET (AKA CERMAK ROAD);

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 22ND 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 23RD STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 23RD 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 22ND STREET (AKA CERMAK ROAD);

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 22ND 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;

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 25TH STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 25TH 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 26TH STREET;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 26TH 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 27TH STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 27TH 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 34TH STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF VACATED 34TH 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 34TH STREET BEARING PIN 17-33-221-003;

THENCE SOUTH ALONG SAID EAST LINE OF THAT PART OF VACATED 34TH STREET BEARING PIN 17-33-221-003 TO A POINT OF INTERSECTION WITH THE CENTERLINE OF SAID VACATED 34TH STREET, SAID CENTERLINE OF VACATED 34TH 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 33RD STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 33RD 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 31ST STREET;

THENCE WEST ALONG SAID CENTERLINE OF 31ST 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 33RD STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 33RD 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 35TH STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 35TH STREET TO A POINT ON THE EAST LINE OF THE 19-FOOT-WIDE PUBLIC ALLEY LYING EAST OF AND ADJOINING LOT 1 IN SAID 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 38TH STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 38TH 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 37TH STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 37TH 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 38TH STREET;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND THE CENTERLINE OF SAID 38TH 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 35TH STREET;

THENCE WEST ALONG SAID CENTERLINE OF 35TH 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 33RD STREET;

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

THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE OF NORMAL AVENUE 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;

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 35TH 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 33RD STREET;

THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 33RD 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 33RD STREET;

THENCE EAST ALONG SAID NORTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF 33RD 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 32ND STREET;

THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING SOUTH OF 32ND 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 32ND STREET;

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

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 32ND STREET;

THENCE EAST ALONG THE NORTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF 32ND 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 31ST STREET;

THENCE WEST ALONG SAID SOUTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING SOUTH OF 31ST 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 31ST 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 31ST STREET;

THENCE EAST ALONG SAID NORTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF 31ST 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 29TH 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' SUBDIVISION, SAID SOUTHEAST CORNER ALSO BEING A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 29TH 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 28TH PLACE;

THENCE WEST ALONG SAID SOUTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING SOUTH OF 28TH 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 28TH PLACE;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 28TH 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 28TH STREET;

THENCE WEST ALONG SAID SOUTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING SOUTH OF 28TH 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 28TH STREET;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 28TH 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 27TH STREET;

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

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 27TH STREET;

THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 27TH 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 26TH 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 26TH STREET;

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

THENCE EAST ALONG SAID CENTERLINE OF 26TH 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 26TH STREET;

THENCE WEST ALONG SAID NORTH LINE OF THE EAST-WEST 14-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF 26TH 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 25TH PLACE;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 25TH 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;

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 25TH STREET;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 25TH 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 24TH PLACE;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 24TH 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 24TH STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 24TH 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 23RD PLACE;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 23RD PLACE TO A POINT OF INTERSECTION WITH THE FORMER/ORIGINAL SOUTHWESTERLY RIGHT-OF-WAY LINE OF BUSHNELL STREET (AKA 23RD 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 23RD STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 23RD STREET TO A POINT 66.0 FEET SOUTHERLY FROM AT RIGHT ANGLES TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 23RD 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 23RD 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 23RD 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 23RD 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 22ND STREET (AKA CERMAK ROAD) AS WIDENED;

THENCE WEST ALONG SAID EASTERLY EXTENSION AND NORTH RIGHT-OF-WAY LINE OF 22ND 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 22ND 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 22ND 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 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 25TH 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 25TH STREET;

THENCE EAST ALONG SAID SOUTH LINE OF THE PUBLIC ALLEY LYING NORTH OF 25TH 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;

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 25TH STREET;

THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 25TH 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 37TH STREET;

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

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF SAID 37TH 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 37TH STREET;

THENCE EAST ALONG SAID NORTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF SAID 37TH 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 36TH STREET;

THENCE WEST ALONG SAID SOUTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING SOUTH OF 36TH 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 36TH STREET;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF SAID 36TH 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 36TH STREET;

THENCE EAST ALONG SAID LINE THAT IS 275 FEET NORTH OF AND PARALLEL TO THE NORTH RIGHT-OF-WAY LINE OF 36TH 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;

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 36TH STREET;

THENCE EAST ALONG SAID LINE THAT IS 200 FEET NORTH OF AND PARALLEL TO THE NORTH RIGHT-OF-WAY LINE OF 36TH 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 36TH STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 36TH STREET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF NORMAL AVENUE;

THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE OF NORMAL AVENUE TO A POINT ON A LINE THAT IS 345 FEET NORTH OF AND PARALLEL TO THE NORTH RIGHT-OF-WAY LINE OF SAID 37TH STREET;

THENCE EAST ALONG SAID LINE THAT IS 345 FEET NORTH OF AND PARALLEL TO THE NORTH RIGHT-OF-WAY LINE OF SAID 37TH STREET TO A POINT ON A LINE THAT IS 134 FEET EAST OF AND PARALLEL TO THE EAST LINE OF SAID NORMAL AVENUE, SAID LINE THAT IS 134 FEET EAST OF AND PARALLEL TO THE EAST LINE OF SAID NORMAL AVENUE 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 AVENUE AND THE SOUTHERLY EXTENSION THEREOF TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF SAID 37TH STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF SAID 37TH 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 37TH PLACE;

THENCE WEST ALONG SAID NORTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING NORTH OF 37TH 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 37TH PLACE;

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

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

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 38TH 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 38TH STREET;
THENCE WEST ALONG SAID NORTH LINE OF THE EAST-WEST 16-FOOT-WIDE PUBLIC ALLEY LYING SOUTH OF 38TH STREET AND THE WESTERLY EXTENSION THEREOF TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF SAID NORMAL AVENUE;
THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE OF NORMAL AVENUE 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 C.H. 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 32ND STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF SAID 32ND 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;

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 32ND STREET;

THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 32ND 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 33RD STREET;

THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 33RD STREET TO 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 OF INTERSECTION WITH THE WESTERLY EXTENSION OF THE SOUTH LINE OF LOT 1 IN FREDERICK H. BARLETT'S INDIANA AVENUE SUBDIVISION, AS RECORDED APRIL 11, 1914 AS DOCUMENT NUMBER 5393998;

THENCE EAST ALONG SAID WESTERLY EXTENSION AND THE SOUTH LINE OF LOT 1 IN FREDERICK H. BARLETT'S INDIANA AVENUE SUBDIVISION AND THE EASTERLY EXTENSION THEREOF 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;

THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY LINE OF MICHIGAN AVENUE TO A POINT OF INTERSECTION WITH THE CENTERLINE OF 34TH STREET;

THENCE WEST ALONG SAID CENTERLINE OF 34TH 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 32ND STREET;

THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF SAID 32ND 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 26TH STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 26TH 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 28TH PLACE AS DEDICATED BY SAID DOCUMENT NO. 20386541;

THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 28TH 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 28TH 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 28TH 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 31ST STREET;

THENCE WEST ALONG SAID NORTH LINE OF 31ST 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 30TH 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 29TH STREET;

THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 29TH STREET 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 NORTH RIGHT-OF-WAY LINE OF 28TH STREET;

THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF 28TH 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;

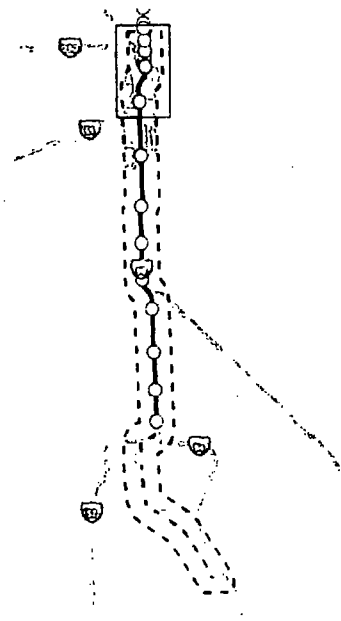
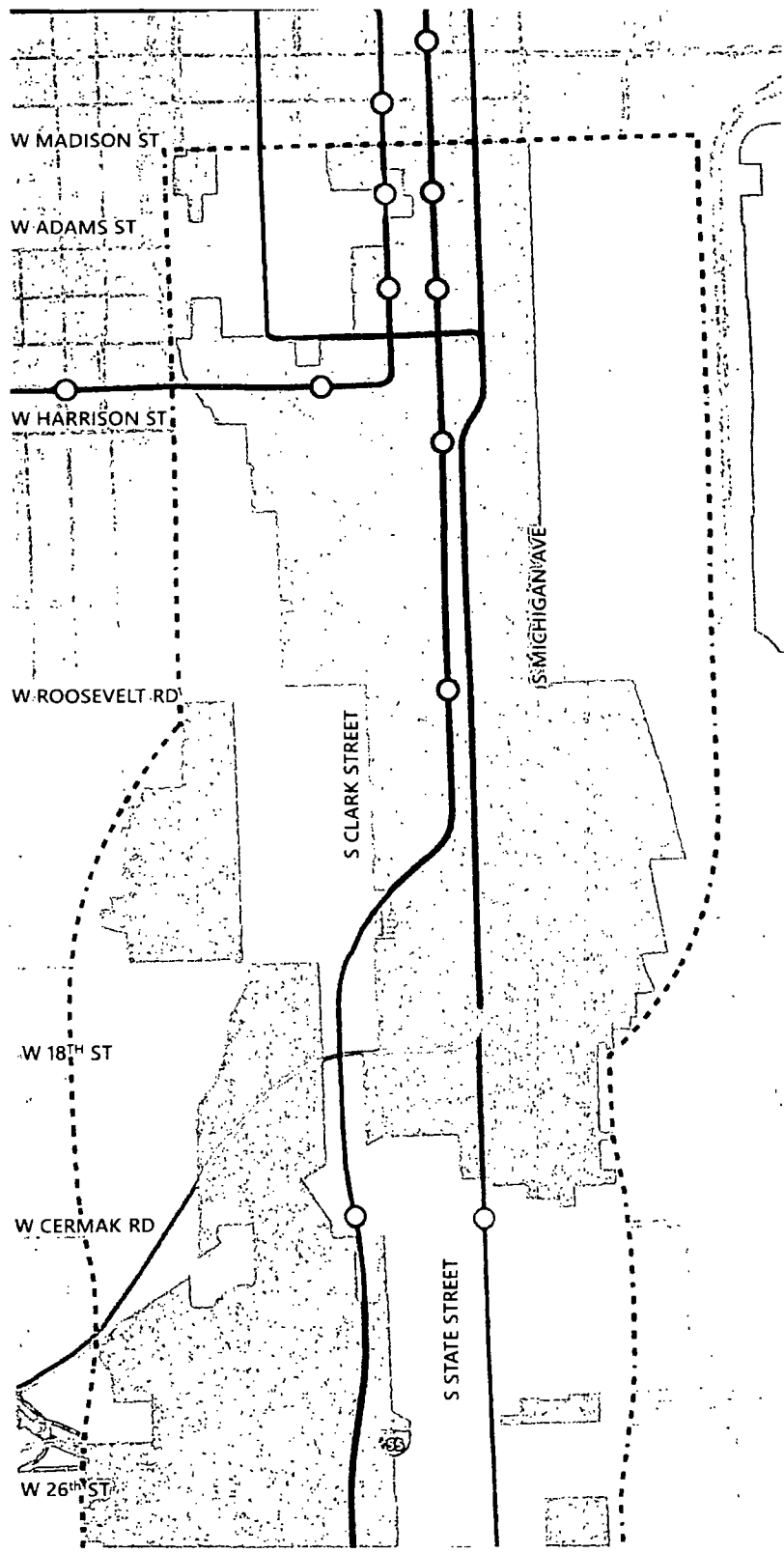
THENCE EAST ALONG THE NORTH LINE OF SAID LOT 5 AND ALONG THE NORTH LINE OF LOTS 4, 3 AND 2 IN SAID COUNTY CLERK'S DIVISION TO A POINT ON THE EAST LINE












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.

Exhibit D

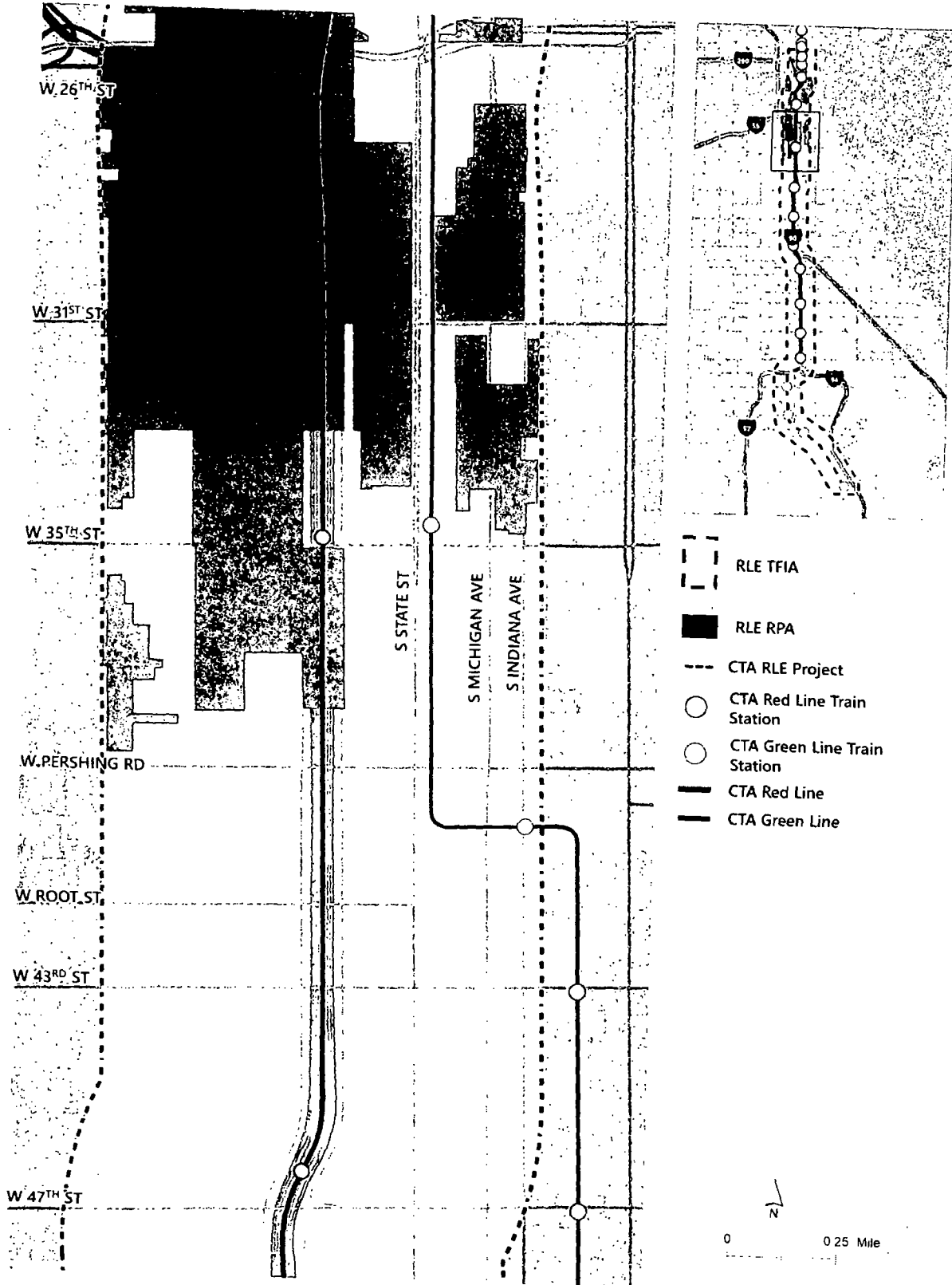
Map of Area, Madison Street to 26th Street



-  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

0 0.25 Mile

Map of Area, 26th Street to Pershing Road



CHICAGO December 14, 2022

To the President and Members of the City Council:

Your Committee on Finance having had under consideration a communication recommending a proposed ordinance regarding the authority to enter into and execute the approval of redevelopment plan for Red Line Extension Redevelopment Project Area.

SO2022-3809

Having had the same under advisement, begs leave to report and recommend that your Honorable Body pass the proposed

This recommendation was concurred in by viva voce vote of members of the committee with _____1_____dissenting vote(s).

No. Dowell


Respectfully submitted,

(signed)

A handwritten signature in black ink, appearing to read "J. C. Guzman", written over a horizontal line.

Chairman

APPROVED



CORPORATION COUNSEL

DATED: 12/20/22

APPROVED



MAYOR

DATED: 12/20/22

Attachment B

STATE OF ILLINOIS)
)
COUNTY OF COOK)

CERTIFICATION

TO:

Susana Mendoza
Comptroller of the State of Illinois
555 W. Monroe Street, 1400S-A
Chicago, Illinois 60661
Attention: Rosanna Barbaro-Flores,
Director of Local Government

Daryl Okrzesik, Treasurer
City Colleges of Chicago
3901 South State Street
Chicago, Illinois 60609

Xochitl Flores, Bureau Chief
Cook County Bureau of Economic Dev.
69 West Washington Street, Suite 2900
Chicago, Illinois 60602

Damon Howell, Chief Financial Officer
Forest Preserve District of Cook County
69 W. Washington Street, Suite 2060
Chicago, IL 60602

Pedro Martinez
Chief Executive Officer
Chicago Board of Education
42 West Madison Street
Chicago, Illinois 60602

Jacqueline Torres, Director of Finance
Metropolitan Water Reclamation District
of Greater Chicago
100 East Erie Street, Room 2429
Chicago, Illinois 60611

Charles Givines, President
South Cook County Mosquito Abatement District
155th & Dixie Highway
P.O. Box 1030
Harvey, Illinois 60426

Rosa Escareno, General Superintendent & CEO
Chicago Park District
541 North Fairbanks, 7th Floor
Chicago, Illinois 60611

I, Brandon Johnson, in connection with the annual report (the “Report”) of information required by Section 11-74.4-5(d) of the Tax Increment Allocation Redevelopment Act, 65 ILCS5/11-74.4-1 et seq. (the “Act”), with regard to the Red Line Extension Redevelopment Project Area (the “Redevelopment Project Area”), do hereby certify as follows:

1. I am the duly qualified and acting Mayor of the City of Chicago, Illinois (the “City”) and, as such, I am the City’s Chief Executive Officer. This Certification is being given by me in such capacity.


Attachment B

2. During the preceding fiscal year of the City, being January 1 through December 31, 2022, the City complied, in all material respects, with the requirements of the Act, as applicable from time to time, regarding the Redevelopment Project Area.

3. In giving this Certification, I have relied on the opinion of the Acting Corporation Counsel of the City furnished in connection with the Report.

4. This Certification may be relied upon only by the addressees hereof.

IN WITNESS WHEREOF, I have hereunto affixed my official signature as of this June 29, 2023.



Brandon Johnson, Mayor
City of Chicago, Illinois



DEPARTMENT OF LAW

CITY OF CHICAGO

June 29, 2023

Susana Mendoza
Comptroller of the State of Illinois
555 W. Monroe Street, 1400S-A
Chicago, Illinois 60661
Attention: Rosanna Barbaro-Flores,
Director of Local Government

Daryl Okrzesik, Treasurer
City Colleges of Chicago
3901 South State Street
Chicago, Illinois 60609

Xochitl Flores, Bureau Chief
Cook County Bureau of Economic Dev.
69 West Washington Street, Suite 2900
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155th & Dixie Highway
P.O. Box 1030
Harvey, Illinois 60426

Rosa Escareno, General Superintendent & CEO
Chicago Park District
541 North Fairbanks, 7th Floor
Chicago, Illinois 60611

Re: Red Line Extension Redevelopment Project Area
(the "Redevelopment Project Area")

Dear Addressees:

I am the Acting Corporation Counsel of the City of Chicago, Illinois (the "City") and, in such capacity, I am the head of the City's Law Department. In such capacity, I am providing the opinion required by Section 11-74.4-5(d)(4) of the Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1 et seq. (the "Act"), in connection with the submission of the report (the "Report") in accordance with, and containing the information required by, Section 11-74.4-5(d) of the Act for the Redevelopment Project Area.

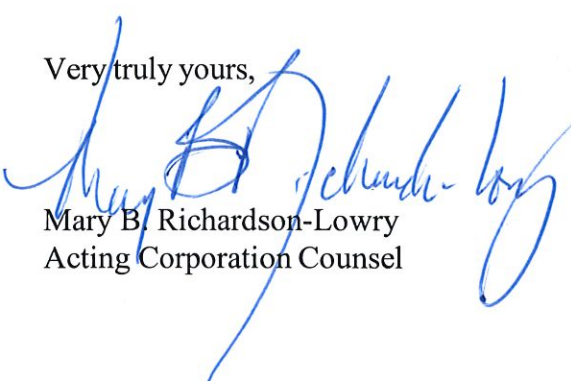
Attorneys, past and present, in the Law Department of the City and familiar with the requirements of the Act, have had general involvement in the proceedings affecting the Redevelopment Project Area, including the preparation of ordinances adopted by the City Council of the City with respect to the following matters: approval of the redevelopment plan and project for the Redevelopment Project Area, designation of the Redevelopment Project Area as a redevelopment project area, and adoption of tax increment allocation financing for the Redevelopment Project Area, all in accordance with the then applicable provisions of the Act. Various departments of the City, including, if applicable, the Law Department, Department of Planning and Development, Department of Finance and Office of Budget and Management (collectively, the "City Departments"), have personnel responsible for and familiar with the activities in the Redevelopment Project Area affecting such City Departments and with the requirements of the Act in connection therewith. Such personnel are encouraged to seek and obtain, and do seek and obtain, the legal guidance of the Law Department with respect to issues that may arise from time to time regarding the requirements of, and compliance with, the Act.

In my capacity as Acting Corporation Counsel, I have relied on the factual certification of the Commissioner of the Department of Planning and Development attached hereto as Schedule 1, along with the general knowledge and actions of the appropriately designated and trained staff of the Law Department and other applicable City Departments involved with the activities affecting the Redevelopment Project Area. In addition, I have caused to be examined or reviewed by members of the Law Department of the City the certified audit report, to the extent required to be obtained by Section 11-74.4-5(d)(9) of the Act and submitted as part of the Report, which is required to review compliance with the Act in certain respects, to determine if such audit report contains information that might affect my opinion. I have also caused to be examined or reviewed such other documents and records as were deemed necessary to enable me to render this opinion. Nothing has come to my attention that would result in my need to qualify the opinion hereinafter expressed.

Based on the foregoing, it is my opinion that, in all material respects, the City is in compliance with the provisions and requirements of the Act in effect and then applicable at the time actions were taken from time to time with respect to the Redevelopment Project Area.

This opinion is given in an official capacity and not personally and no personal liability shall derive herefrom. Furthermore, the only opinion that is expressed is the opinion specifically set forth herein, and no opinion is implied or should be inferred as to any other matter. Further, this opinion may be relied upon only by the addressees hereof and the Mayor of the City in providing his required certification in connection with the Report, and not by any other party.

Very truly yours,


Mary B. Richardson-Lowry
Acting Corporation Counsel

SCHEDULE 1

June 29, 2023

CERTIFICATION

Commissioner
Department of Planning and Development
City of Chicago

I, Maurice D. Cox, am the Commissioner of the Department of Planning and Development ("DPD") of the City of Chicago, Illinois (the "City") and, in such capacity, I am the head of DPD. I am also the TIF Administrator for the City for purposes of the Report (defined below). In such capacity, I am providing this Certification for the Corporation Counsel of the City to rely upon in connection with the opinion required by either Section 11-74.4-5(d)(4) of the Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1 et seq. (the "Act"), or by Section 11-74.6-22(d)(4) of the Industrial Jobs Recovery Law, 65 ILCS 5/11-74.6-1 et seq. (the "Law"), as the case may be, in connection with the submission of an annual report for calendar year 2022 (the "Report") containing the information required by Section 11-74.4-5(d) of the Act or Section 11-74.6-22(d) of the Law for each of the Redevelopment Project Areas listed in Section 1 of the Report and hereby incorporated into this Certification (the "Redevelopment Project Areas").

I hereby certify the following to the Corporation Counsel of the City:

1. DPD has overall responsibility for and is familiar with the activities in each of the Redevelopment Project Areas. DPD personnel are familiar with the requirements of the Act and the Law and are encouraged to seek and obtain, and do seek and obtain, the legal guidance of the City's Department of Law with respect to legal issues that may arise from time to time regarding the requirements of, and compliance with, the Act and the Law.
2. DPD personnel have monitored compliance with the requirements of the Act and the Law during the previous fiscal year under my supervision and to my reasonable satisfaction in connection with each of the Redevelopment Project Areas.

Based on the foregoing, I hereby certify to the Corporation Counsel of the City that, in all material respects, DPD has taken the appropriate actions to ensure that the City is in compliance with the provisions and requirements of the Act and the Law in effect and then applicable at the time actions were taken from time to time with respect to each of the Redevelopment Project Areas.

This Certification is given in an official capacity and not personally, and no personal liability shall derive herefrom. Further, this Certification may be relied upon only by the Corporation Counsel of the City in providing the required legal opinion in connection with the Report, and not by any other party.

Very truly yours,


Maurice D. Cox, Commissioner
Department of Planning and Development

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MEETING OF THE
JOINT REVIEW BOARD

Red Line Extension Transit TIF

Videoconference via Zoom

Thursday, September 1, 2022
10:57 a.m.

BOARD MEMBERS:

Beth O'Reilly, Chairperson, Park District

Tricia Marino Ruffolo, Cook County

Trasjuan Creed, Chicago Public Schools

John Zukosky, City Colleges of Chicago

Brendan White, City of Chicago

Tony Manno, Chicago Metropolitan Agency for Planning

Public Member: Liz Butler

PRESENT:

Ryan Slattery, DPD

JoAnn Worthy, DPD

Leah Mooney, CTA

Fran Lefor Rood, S.B. Friedman

Reported by: Donna M. Urlaub, CSR No. 084-000993

1 MS. O'REILLY: Okay. We're ready to move on
2 to the third item in our agenda this morning, the
3 Red Line Extension Transit TIF JRB meeting.

4 For the record, my name is Beth
5 O'Reilly. I am the representative of the Chicago
6 Park District under Section 11-74.4-5 of the Tax
7 Increment Allocation Redevelopment Act, and also
8 one of the statutorily designated members of the
9 Joint Review Board.

10 Until election of a chairperson, I
11 will moderate this Joint Review Board meeting.

12 For the record, this will be a
13 meeting to review the proposed Red Line Extension,
14 RLE in abbreviated, Transit TIF District.

15 The date of this meeting was
16 announced and set by the Community Development
17 Commission of the City of Chicago at its meeting of
18 July 14, 2022. Notice of this meeting of the Joint
19 Review Board was also provided by certified mail
20 to each taxing district represented on the Board,
21 which includes the Chicago Board of Education, the
22 Chicago Community College District 508, Chicago
23 Park District, Cook County, and the City of
24 Chicago, and a public member.

1 Public notice of this meeting was
2 also posted as of August 30th, 2022, in various
3 locations throughout City Hall.

4 The first order of business will be
5 to elect our public member for this Joint Review
6 Board.

7 With us today is Ms. Liz Butler.

8 Liz, are you on this call?

9 MS. BUTLER: I'm on. Good morning.

10 MS. O'REILLY: Great. Hi. There you are.

11 Are you familiar with the boundaries
12 of the proposed Red Line Extension Transit TIF
13 District?

14 MS. BUTLER: I am, yes.

15 MS. O'REILLY: Great. And what is the
16 address of your primary residence, please?

17 MS. BUTLER: My address is 1210 South
18 Indiana, Unit 6006, Chicago, Illinois 60605.

19 MS. O'REILLY: Thank you.

20 Ms. Butler, are you willing to serve
21 as the public member for the Joint Review Board for
22 the proposed Red Line Extension Transit TIF
23 District?

24 MS. BUTLER: I am.

1 MS. O'REILLY: Great. Thank you.

2 I will entertain a motion that Liz
3 Butler be selected as the public member. Is there
4 a motion?

5 MR. ZUKOSKY: So moved.

6 MS. O'REILLY: Great. Is there a second?

7 MR. MANNO: I second.

8 MS. O'REILLY: Thank you.

9 All in favor, please vote by saying
10 aye.

11 (Chorus of ayes.)

12 MS. O'REILLY: All opposed, please vote by
13 saying no.

14 (No response.)

15 Let the record reflect that Liz
16 Butler has been selected as the public member for
17 the proposed Red Line Extension Transit TIF
18 District.

19 Our next order of business is to
20 select a chairperson for this Joint Review Board.
21 Are there any nominations?

22 MS. CREED: Nominate you, Beth.

23 MS. O'REILLY: Oh, thanks, Tracey.

24 Is there a second for the nomination?

1 MS. BUTLER: Can I second? I'll second.

2 MS. O'REILLY: Okay. Thank you.

3 Are there any other nominations?

4 (No response.)

5 Let the record reflect that there
6 were no other nominations.

7 All in favor of the nomination,
8 please vote by saying aye.

9 (Chorus of ayes.)

10 MS. O'REILLY: All opposed, please vote by
11 saying no.

12 (No response.)

13 CHAIRPERSON O'REILLY: Let the record reflect
14 that Beth O'Reilly has been elected as chairperson
15 and will now serve as the chairperson for the
16 remainder of the meeting.

17 As I mentioned, at this meeting we
18 will be reviewing a plan for the Red Line Extension
19 Transit TIF District proposed by the City of
20 Chicago.

21 Staff of the City's Department of
22 Planning and Development, and Law, as well as other
23 departments, have reviewed this plan which was
24 introduced to the City's Community Development

1 Commission on July 14, 2022.

2 We will listen to a presentation
3 by the consultant on the plan. Following the
4 presentation, we can address any questions that the
5 members might have for the consultant for the City
6 staff.

7 Following the question period for
8 the Board members, I will call upon members of the
9 public who have used the raise-your-hand feature to
10 be recognized. However, due to the capacity
11 limitations of the available technology, a limit of
12 15 members of the public may be called upon to
13 speak, and will be limited to three minutes each.

14 An amendment to the TIF Act requires
15 us to base our recommendation to approve or
16 disapprove the proposed Red Line Extension Transit
17 TIF on the basis of the area and the plan
18 satisfying the plan requirements, the eligibility
19 criteria defined in the TIF Act, and the objectives
20 of the TIF Act.

21 If the Board approves the plan, the
22 Board will then issue an advisory nonbinding
23 recommendation by the vote of the majority of those
24 members present and voting.

1 Such recommendation shall be
2 submitted to the City within 30 days after the
3 Board meeting. Failure to submit such
4 recommendations shall be deemed to constitute
5 approval by the Board.

6 If the Board disapproves of the
7 proposed plan, the Board must issue a written
8 report describing why the plan and area failed to
9 meet one or more of the objectives of the TIF Act
10 and both the plan requirements and the eligibility
11 criteria of the TIF Act. The City will then have
12 30 days to resubmit a revised plan.

13 The Board and the City must also
14 confer during this time to try to resolve the
15 issues that led to the Board's disapproval.

16 If such issues cannot be resolved,
17 or if the revised plan is disapproved, the City may
18 proceed with the plan, but the plan can only be
19 approved with three-fifths vote from the City
20 Council, excluding positions of members that are
21 vacant and those members that are ineligible to
22 vote because of conflicts of interest.

23 I'd like now to turn this over for
24 the presentation of the Red Line Extension Transit

1 TIF. The consultants on this job are S.B. Friedman
2 Development Advisors, LLC.

3 MS. ROOD: Good morning. I'm Fran Lefor
4 Rood. I'm a senior vice president with S.B.
5 Friedman Development Advisors.

6 Could the person who is hosting the
7 meeting please give me screen-sharing ability so
8 that I can share the PowerPoint?

9 MR. SLATTERY: Yes. One second.

10 MS. ROOD: Once I have that, I will pull up
11 the presentation, and I'll actually hand it over to
12 Leah Mooney from CTA to get -- [audio interruption].

13 MR. SLATTERY: Sorry, I accidentally put you
14 on hold instead of promoting you.

15 MS. ROOD: That's okay. I am back in the
16 meeting now. Let me see if I can share my screen.

17 MR. SLATTERY: I need to get the original
18 [inaudible]. I'll allow you to cohost. One
19 second. Sorry.

20 MS. MOONEY: I can go ahead and start talking
21 while Ryan does that.

22 My name is Leah Mooney. I'm the
23 director of strategic planning and policy at CTA.
24 That group is charged with overseeing long range

1 planning, including the Red Line extension.

2 So I'll be providing some overview
3 of the project itself, and then I'll turn it over
4 to Fran Rood, who is, as she said, senior vice
5 president with S.B. Friedman. They are the TIF
6 consultants for CTA and the City on the Red Line
7 Extension Transit TIF.

8 So the Red Line Extension is in
9 fact part of CTA's overall vision of Red Ahead,
10 investing in the Red Line from end to end.

11 The projects that we do on the Red
12 Line are mutually beneficial, and the Red Line in
13 fact is the workhorse of the CTA rail system,
14 carrying over 30 percent of CTA rail customers on
15 the average weekday. It runs 24 hours a day,
16 7 days a week, and there are over 400 Red Line
17 trains daily. So Red Line Extension is the next
18 step in our Red Ahead program.

19 Red Line Extension is something
20 that has been promised for a number of years, and
21 something that the community has asked for. This
22 was first promised in the late '60s when the Dan
23 Ryan branch was opened along with the Red Line, and
24 at that point Mayor Richard J. Daley promised that

1 someday the Red Line would extend to the city
2 limits.

3 We are now making good on that
4 promise, and Red Line Extension is moving forward.
5 It has moved forward more in the last several years
6 than in the last few decades.

7 The project is a 5.6 mile heavy rail
8 extension. It goes from 95th station, where the
9 Red Line terminates today, south to 130th at
10 Altgeld Gardens.

11 It is an elevated rail system from
12 95th until about 119th Street, and there it
13 transitions to ground level, where we have a --
14 you'll see in that hashed area a rail yard and
15 shop at about 120th and Cottage Grove, and then it
16 continues south and goes under 130th Street and
17 ends at Altgeld Gardens.

18 There are four stations: At
19 103rd Street and Eggleston, 111th Street and
20 Eggleston, and Michigan Avenue. That Michigan
21 Avenue station is at about 116th Street, and it is
22 or will be the southern anchor of the Michigan
23 Avenue commercial corridor.

24 There are multi-modal connections at

1 each station, and those include bus connections,
2 as well as bike, pedestrian, and park-and-ride
3 facilities.

4 The Red Line Extension will bring
5 transformational benefits to the area and to the
6 city. The reason that we're doing this project is
7 fundamentally as an equity project. Residents in
8 this area experience higher poverty levels compared
9 to the rest of the city and region. There's also
10 higher unemployment in this area. So making those
11 connections to the CTA rail network to jobs,
12 opportunities, it's critical.

13 Economic opportunity is another
14 key piece of this. The frequent rail service is
15 actually going to deliver up to 30-minute savings
16 on average for riders traveling from 130th station
17 to the Loop, and by 2040 we expect to carry about
18 40,000 trips a day. That time savings actually
19 brings more jobs within an hour commute; so a
20 46 percent increase in newly accessible jobs within
21 a reasonable commute. And this is an area of the
22 city that has some of the highest commute times
23 citywide and in the region.

24 We also know that connectivity to

1 the CTA rail system is essential, and that about
2 22 percent of the households in this area do not
3 own a car, and they rely on transit.

4 Sustainability is also a key part of
5 why we're doing this project. This moving people
6 out of single occupant vehicles and into
7 sustainable modes is a key part of the city's
8 vision for climate mitigation and greenhouse gas
9 emission reduction.

10 The principle behind a transit TIF
11 is that an improvement along one part of the line
12 benefits the entire line. And that is in fact true
13 here on a number of levels.

14 The Far South Side, as I said, is
15 the only area where the CTA's rapid rail service
16 does not reach the city border. So it reaches it
17 on the North Side, on the Northwest Side, the West
18 Side, the Southwest Side. The Far South Side does
19 not have CTA rail service today.

20 Part of what we're doing is we're
21 bringing access for the people from this area to
22 additional jobs. We're also bringing additional
23 workers on reliable transit to those jobs in other
24 areas across the city, benefitting industry

1 throughout the city.

2 We're also building this
3 rail yard and maintenance storage that will --
4 maintenance facility that will benefit the entire
5 Red Line.

6 And a key part of investing across
7 our city is bringing equitable investment and
8 bringing development to an area of the city that
9 hasn't seen it; and so, in so doing, stabilizing
10 our city and bringing everybody along. That's a
11 key part of our vision for this.

12 The other key part of this is that
13 we're bringing a significant investment to the
14 city that otherwise wouldn't happen. This is a
15 competitive grant program that I can talk about in
16 a minute, but this is actually going to support an
17 investment that will bring jobs and contracting
18 opportunities to the city.

19 We heard a commenter earlier talking
20 about the importance of workforce. CTA has been
21 working on that for a number of years. We're
22 intending to build on those past practices and
23 successes and also learn from them.

24 Our goal is to help bring people to

1 career opportunities, particularly people that are
2 underrepresented in that area, into jobs with
3 family-sustaining wages, and we have a workforce
4 development program to make that happen. And we
5 will be partnering with community providers who can
6 provide recruitment support as well as training and
7 preparation for those jobs.

8 Another key part of that is to
9 engage with labor unions. And in addition to the
10 workforce side of this, so jobs for individuals,
11 we're also looking at how to grow the DBE program
12 here and to bring millions of dollars of contract
13 opportunities to small businesses and DBE firms.

14 We have been doing a lot of outreach
15 early on to talk about what our contracting
16 opportunities will be, and are continuing to do
17 outreach to help people consider what jobs to bid
18 on and how to partner.

19 All of that will bring about 6200
20 direct annual project jobs from the project itself,
21 and then we know that investments in transportation
22 projects have a significant economic investment,
23 and we estimate that about 30,000 total jobs will
24 be created from this investment in our region.

1 This is the project timeline. And I
2 think a key piece of information here is that we
3 are gearing up to ask for a significant federal --
4 federal funding from the New Starts grant program.
5 The IIJA, or bipartisan infrastructure law, added
6 significant funding to this capital investment
7 grant program that we will be requesting funding
8 from, and that will make it possible for us to
9 bring over \$2 billion to Chicago that otherwise
10 wouldn't happen.

11 As part of that, we have entered
12 what's called the project development phase of that
13 New Starts grant program. We entered that at the
14 end of 2022. And we're nearing the end of that
15 two-year time window, and are preparing to enter
16 what's called the engineering phase next.

17 And it's during that engineering
18 phase when we will be both bringing on our
19 contractors to actually build the project and
20 finish final design, and also working with the
21 federal government to get what's called a full
22 funding grant agreement, which is that agreement
23 for federal funds to support the project. All of
24 that queues us up to start construction in 2025,

1 and open in 2029.

2 In order to bring this
3 transformational investment to the city, we expect
4 to need to bring some local sources as well.

5 The total investment on the Far
6 South Side in Chicago will be \$3.6 billion. Of
7 that, we are going to ask for the statutory maximum
8 from the Federal New Starts program, and are
9 looking at other federal sources to maximize that
10 federal investment in the program through the
11 Congestion Mitigation and Air Quality Program and
12 other competitive programs that are out there now.
13 So we've already gotten a \$30 million grant and
14 will be asking for additional.

15 CTA is bringing funding as well,
16 and the current phase is funded through CTA
17 funding, including CTA bonds, and we're asking for
18 transit TIF support of about a quarter, so about
19 26 percent of the funding, or \$950 million, would
20 be providing additional noncapital investment grant
21 or local match.

22 And as comparison, when we did
23 the same type of program for the Red/Purple
24 modernization program on the North Side, that

1 transit TIF for that project was established, and
2 that generated about 30 percent of the project
3 costs there, or project budget.

4 And I'm going to turn it over now to
5 Fran Rood, who's going to talk a little bit about
6 what is a Transit TIF, and then how it will be
7 working in this case.

8 Thanks, Fran.

9 MS. ROOD: Thanks, Leah. And, again, I'm
10 Fran Rood with S.B. Friedman.

11 I want to just start by talking a
12 little bit about what makes a transit TIF unique
13 since it is a TIF mechanism allowed under the
14 Illinois TIF Act, but it doesn't look just like a
15 traditional TIF, like the Kinzie Corridor or the
16 northwest -- or, sorry -- the Pulaski TIF that we
17 were just talking about.

18 So the unique aspects are that it
19 can only be used to fund transit. The Act outlines
20 four specific projects that Transit TIF can be used
21 for in the state. Those include the Red and Purple
22 Modernization Program, on the North Side there is
23 the Red/Purple Modernization Phase 1 Transit TIF
24 already in place to support that, the Red Line

1 Extension is the second project, there's an allowed
2 Transit TIF for Union Station, and then also for
3 the Blue Line Modernization along the Forest Park
4 branch. But those are the only four projects where
5 a Transit TIF can currently be used within the
6 state.

7 Transit TIF is a 35-year TIF
8 mechanism that's in comparison to 23 years for a
9 traditional TIF, and that aligns with these long-
10 term financing sources that are more typically used
11 for large long-term transit projects.

12 Transit TIF does not require that an
13 area be found to be blighted or be a conservation
14 area. So the eligibility criteria that are needed
15 for a traditional TIF don't apply for a Transit TIF.

16 In a couple minutes I'll talk you
17 through the specific criteria that are relevant to
18 a Transit TIF, which really relate back to that
19 idea of what are the transit improvements being
20 funded.

21 Transit TIFs also can kind of work
22 around existing TIF districts, so they allow those
23 other TIFs to remain in place so that economic
24 development initiatives can continue even adjacent

1 to a Transit TIF.

2 And the final major difference is
3 that Transit TIFs share increment with the taxing
4 districts rather than using the full incremental
5 revenue to support the transit project. CPS
6 receives its full proportional share, and all of
7 the other taxing districts receive a portion of the
8 share in increment.

9 You all have probably seen graphics
10 like this before where you have the base value
11 frozen over time, and then in a traditional TIF all
12 of the increment, so everything shown here in green
13 and blue up above the dark base value rectangle,
14 all of that increment would be used to support
15 redevelopment projects or infrastructure projects
16 in a traditional TIF.

17 As I just mentioned, in a Transit
18 TIF, that increment is actually split up and shared
19 with the taxing bodies, and then only a portion is
20 used for transit. So CPS receives its full
21 proportional share, and then for the increment
22 remaining after CPS, 20 percent goes to the other
23 taxing bodies, and that's distributed in accordance
24 with their share of the taxing rate, the overall

1 tax rate, and then that remaining 80 percent of the
2 nonCPS increment is the increment that is available
3 for the transit project.

4 You'll see in the TIF plan, that you
5 all should have a copy of, that there are two
6 primary geographies for a Transit TIF. Again,
7 this is different from a traditional TIF district.

8 The first geography is this area on
9 the left, which is called the Transit Facility
10 Improvement Area, or TFIA. That is the maximum
11 boundary that's identified in Illinois TIF Act for
12 the Red Line Extension project, and for a potential
13 Transit TIF for the project.

14 That extends from Madison on the
15 north end down to 134th Street on the south, and
16 includes all parcels within a half mile from the
17 existing Red Line and the future Red Line Extension
18 project. So that's that entire geography shown in
19 the hatched area in the map on the left.

20 And this boundary really establishes
21 not just the maximum boundary for the Transit TIF,
22 but also the area where the incremental revenue
23 can be spent on the Red Line Extension project.

24 The map on the right is the actual

1 Transit TIF itself, which is called a Redevelopment
2 Project Area, or RPA, within the TIF Act. So this
3 shows the parcels that are actually generating the
4 revenue to help fund the project. That's the dark
5 gray area shown in the map.

6 The RPA excludes existing TIF
7 districts. And the other thing that's different
8 about a Transit TIF, and that would be, you know, a
9 Transit TIF within a TFIA, is that the parcels
10 don't have to be adjacent to one another. For a
11 traditional TIF, all of the parcels have to be
12 contiguous, but that's not the case for a Transit
13 TIF.

14 And you can see here when we zoom
15 in that this area does have multiple discrete
16 geographies. Again, the dark gray parcels -- areas
17 are the parcels that are included in the RPA, and
18 you see they span from Madison Street on the north,
19 down to Pershing Road on the south end. Again, all
20 these parcels are within a half mile of the Red
21 Line, and they all fall within that TFIA boundary.

22 Anything that's shown in white here
23 is an existing TIF District, and so those are
24 excluded from the Transit TIF, and those will

1 remain in place until they expire.

2 When they expire, those parcels do
3 not become part of the Transit TIF unless the City
4 went through an entire amendment process to add
5 them into the Transit TIF.

6 And this boundary was established to
7 generate the \$950 million that Leah was mentioning
8 as the local match from the TIF to support the Red
9 Line Extension project.

10 You'll see in the plan
11 identification of the specific eligibility criteria
12 related to a Transit TIF. The primary criteria is
13 that the parcels be located entirely within the Red
14 Line Extension TFIA. So, again, that area between
15 Madison and 134th Street, and up to a half mile
16 from the Red Line or the Red Line Extension. So
17 all of the parcels that you saw in the RPA map are
18 within that area.

19 The project that's being funded with
20 the Transit TIF revenue is included in CTA's Red
21 Line Extension program, and that is identified in
22 the TIF Act and is allowable under the TIF Act.

23 And the project consists entirely of
24 transit improvements; it's not for any other type

1 of development.

2 All of the parcels within the TFIA,
3 including those within the RPA, are expected to
4 benefit substantially from the Red Line Extension
5 project. And Leah spoke about those -- you know,
6 the benefits within the project area, within the
7 RPA, the city, and even the region.

8 And the land uses that are in the
9 plan are expected to be approved by Plan Commission
10 later in October.

11 This also conforms to the city and
12 regional plans, including the forthcoming Transit
13 Supportive Development Plan for RLE, and also the
14 regional ON TO 2050 long range plan.

15 The Red Line Extension Transit TIF
16 funds are limited to funding those RLE project
17 costs; so that includes the extension itself, the
18 new rail line, the new stations, park-and-ride
19 facilities, and construction of the storage yard.

20 As with a traditional TIF, the
21 allowable project costs are divided among several
22 different categories of TIF-eligible expenses; so
23 that would include the costs of studies, surveys
24 and plans, it includes property assembly and site

1 preparation, the actual construction, and then
2 things like job training, financing, and relocation.

3 Again, the total project costs for
4 RLE are about \$3.6 billion, and the Transit TIF
5 share of those project costs is \$950 million.

6 You'll see in the plan that the
7 total budget for the Red Line Extension Transit
8 TIF is \$959 million. That includes an additional
9 \$9 million for closing costs associated with
10 anticipated financing. So that's the difference
11 between the 950 in the presentation and the 959 in
12 the plan.

13 The plan also includes the primary
14 objectives of the Transit TIF. I won't read all of
15 these in detail. They are the objectives and some
16 of the benefits that Leah previously talked about.

17 The core objectives are providing
18 this transit improvement in order to reduce
19 commute times, improve mobility and accessibility
20 throughout the area, provide linkages between jobs,
21 housing, services, education, and enhance the
22 overall Red Line capacity through this rail yard --
23 railcar storage yard and shop facility; and,
24 finally, foster economic development in the area

1 that will be served by RLE.

2 We are midway through the public
3 approval process on the RLE Transit TIF. There was
4 a public meeting that was held July 21st. This
5 was at -- a hybrid meeting. We were at Harold
6 Washington Library in person, but it was also
7 available on Zoom. There were about 225 people in
8 total that attended the meeting, I think around 80
9 or 85 in person, and the others on Zoom, and we
10 were able to take comments and questions from both
11 people in person and those who attended virtually.

12 The Redevelopment Plan was filed and
13 made available on July 27th. And then the project
14 was introduced through the Community Development
15 Commission on August 9th.

16 That brings us to today for the
17 Joint Review Board meeting, and then going forward
18 there will be a public hearing with the CDC on
19 October 11th. That's another opportunity for
20 public comment, followed by Plan Commission review
21 of land uses in October, and then the ordinances
22 creating the TFIA and the Transit TIF are expected
23 to be introduced to Council in November, and then
24 reviewed at Finance Committee in December, and

1 considered by the full City Council in December of
2 this year as well.

3 And that is the end of our
4 presentation. So we're happy to take any questions
5 you may have.

6 CHAIRPERSON O'REILLY: Based on the
7 presentation, do any members of the Joint Review
8 Board have any questions?

9 MR. ZUKOSKY: I do have one quick question.
10 And I apologize, I was trying to raise my hand.
11 Sorry, Ryan.

12 As far as the parcels that were
13 selected, it kind of looks, from that map, without
14 being able to really, you know, go in and
15 scrutinize every parcel, of course, that there are
16 TIF districts, and then you chose specific parcels
17 in order to meet the estimated projections on
18 revenue generation necessary for the map, which I
19 think is really [audio interruption] --

20 MR. SLATTERY: John, you're cutting out. So
21 I think I understand your question, John.

22 So, yes, based off of the analysis
23 that S.B. Friedman was able to do, the boundary
24 that we -- sorry?

1 MR. ZUKOSKY: I'm sorry, it seems like my
2 internet might have been spotty there; I'm not
3 sure. My apologies.

4 My quick question -- I'll get right
5 to the chase -- is, are all the white areas TIF?
6 It looks like they are not. Like, there are some
7 white areas that aren't grayed out that aren't
8 [audio interruption] parcels.

9 MR. SLATTERY: Yeah. So the northeast corner
10 is Grant Park. And since that has no increment
11 within there, we did exclude that. So there are a
12 couple areas that are between the Madison and
13 Pershing that are not currently within the TIF
14 District, but it's due to the fact that they're --
15 it's the park. Otherwise, the remaining ones,
16 there are TIF districts that are within the area.

17 And there might be another spot too,
18 Fran, I believe you could point out, where -- I
19 think there was another one, based off of just the
20 geography, we couldn't capture it.

21 But for the most part, the larger
22 sites, besides the Grant Park, are current TIF
23 districts in between Madison and Pershing.

24 MR. ZUKOSKY: Okay. Thank you, Ryan.

1 MS. ROOD: And just to add to what Ryan was
2 saying, there are a couple of places where there
3 are parcels that are not fully within the TFIA. So
4 if a parcel overlaps the TFIA boundary, it cannot
5 be included in the RPA because it's not fully
6 within a half mile.

7 And so around the perimeter, there
8 are a couple of issues like that where there might
9 be parcels excluded because they're not fully
10 within the TFIA, and then as you start looking
11 into parcel details, you find a lot of oddities.
12 Because of legacy issues, we have a couple of
13 parcels where there might actually be multiple
14 pieces of the parcel, and one is inside the TFIA,
15 and one is outside. So it's really related to --
16 the exclusions are related to TIF districts,
17 Grant Park, as Ryan mentioned, and then any kind of
18 overlapping right-of-way or parcels that aren't
19 fully within the TFIA.

20 MR. ZUKOSKY: That [audio interruption]
21 understanding, thank you. And I recognize both
22 the size, number of parcels and the [audio
23 interruption] that, along with the criteria
24 parameters. This was a big endeavor for you, and

1 hats off. I recognize the ton of work went into
2 this; you can tell.

3 MR. SLATTERY: Thanks, John.

4 CHAIRPERSON O'REILLY: I have one question.
5 I'm just going back to your budget where you had
6 the relocation. I'm assuming that's for any
7 property displacement for the proposed right-of-way
8 for the extended line, right?

9 MS. MOONEY: Yes, that's correct.

10 CHAIRPERSON O'REILLY: Okay.

11 MS. MOONEY: We have identified that
12 through our National Environmental Policy Act
13 documentation. So we've gone through a full final
14 EIS, final Environmental Impact Statement, and we
15 have gotten a record of decision. So all of the
16 potential property acquisitions are captured in
17 that, and have been disclosed.

18 CHAIRPERSON O'REILLY: Okay, great. Couldn't
19 figure out what else it would be, so thank you for
20 that.

21 MS. MOONEY: Thanks.

22 CHAIRPERSON O'REILLY: Any other questions
23 from the Board?

24 MS. RUFFOLO: I just have one. So if a

1 parcel is not included or either in a TIF District,
2 in 25 years, if a parcel that's not included, could
3 it be included in a new TIF District?

4 MR. SLATTERY: Yes, if the --

5 MS. RUFFOLO: For some reason or another.

6 I'm just thinking out loud.

7 MR. SLATTERY: Yeah, if it's not within the
8 redevelopment project area now, in the future, yes,
9 it could be within the new TIF District in the
10 future.

11 MS. RUFFOLO: Okay. Thank you.

12 MR. SLATTERY: Yep.

13 CHAIRPERSON O'REILLY: Anyone else?

14 Ryan, is there any member of the
15 public on this call?

16 MR. SLATTERY: There is. We have Michael
17 LaFargue. I'll allow him to speak.

18 CHAIRPERSON O'REILLY: Welcome, Michael.
19 Welcome to the JRB meeting. You are free to begin
20 your testimony. Please be advised you have three
21 minutes. Thank you.

22 MR. LaFARGUE: Good morning. My name is Mike
23 LaFargue. I am a resident of the Roseland area.

24 And I have a significant experience;

1 and, first of all, must commend CTA for the work
2 they have done on engaging the community on the
3 Red Line Extension project.

4 My background includes being an
5 employee of CTA to get through college. I worked
6 for RTA, so I understand the work that they have
7 done.

8 My engagement in real estate, I am a
9 commercial and residential realtor, and this will
10 have a very important impact on the Roseland
11 community. If you can see my screen and look
12 behind me, the community has charts and maps of the
13 area.

14 And the community is really
15 concerned about the cost of segregation that has
16 occurred in Chicago. Social equity, transit
17 equity, environmental equity, all of this has
18 caused income injustices, homicides, poor
19 walkability in the areas, challenges with
20 education, living on a day-to-day basis versus a
21 month-to-month or year-to-year basis in planning.

22 I commend the Transit TIF concept,
23 and I really commend the way they have implemented
24 the Transit TIF areas where they don't overlap

1 current TIF areas.

2 Chicago has so many TIF areas.

3 Black and Brown communities have
4 paid for TIFs for many years and, according to Tom
5 Tresser and some groups, we have not received our
6 equal share.

7 The importance of these TIFs in our
8 community: If you look at the Riverdale community,
9 66 percent of that population is in poverty. Their
10 rents have been as low as \$384. The median income
11 is \$17,000. 40 percent of them use transit. They
12 need the transit. We need transportation in these
13 communities. One -- many residents do not have
14 cars in the community.

15 We are talking about equity,
16 integration, mixed income, mixed integration of
17 races that always brings opportunity to an area,
18 sustained environmental abilities in the area.

19 This area is heavily polluted
20 with lead-based paint, air pollution, and other
21 challenges which this TIF will address.

22 Transit-oriented development around
23 the station is extremely important. And I look
24 forward to moving forward and seeing this Transit

1 redevelopment plan requirements under the
2 TIF Act, the eligibility criteria defined in
3 Section 11-74.4-3 of the TIF Act, and the
4 objectives of the TIF Act, and that based on such
5 findings, approve such proposed plan amendment
6 under the TIF Act.

7 Is there a motion?

8 MR. ZUKOSKY: Yes. I propose the motion be
9 adopted.

10 CHAIRPERSON O'REILLY: Thank you, John.

11 Is there a second for the motion?

12 MS. BUTLER: Second.

13 CHAIRPERSON O'REILLY: Great. Thanks, Liz.

14 If there is no further discussion,
15 we will move this to a vote.

16 All in favor, please vote by saying
17 aye.

18 (Chorus of ayes.)

19 CHAIRPERSON O'REILLY: All opposed, please
20 vote by saying no.

21 (No response.)

22 Let the record reflect the Joint
23 Review Board's approval of the proposed Red Line
24 Extension Transit TIF under the TIF Act.

1 Thank you for participating in
2 today's meeting.

3 I adjourn this Red Line Extension
4 Transit TIF JRB meeting.

5 MR. ZUKOSKY: Thank you, Chair.

6 MR. SLATTERY: Thank you all.

7 And also a heads-up for next month,
8 we will have three TIF amendments as well, so we
9 will have the Joint Review Board in October as
10 well. So I'll send out the confirmation email to
11 you guys in the next week or so.

12 CHAIRPERSON O'REILLY: Okay, great. Thanks
13 for everyone's participation. Have a good day.

14 (Red Line Extension Transit
15 TIF meeting adjourned.)

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REPORTER'S CERTIFICATE
Red Line Extension Transit TIF

I, Donna M. Urlaub, do hereby certify that I reported in shorthand the proceedings of said hearing as appears from my stenographic notes so taken and transcribed under my direction.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal of office at Chicago, Illinois, this 22nd day of September 2022.


Illinois CSR No. 084-000993

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