Airport Economic Development Area

Development Plan

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AIRPORT ECONOMIC DEVELOPMENT AREA

DEVELOPMENT PLAN

Division of Redevelopment
Department of Community & Economic Development
City of South Bend, Indiana

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AIRPORT ECONOMIC DEVELOPMENT AREA
DEVELOPMENT PLAN

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INTRODUCTION

The Airport Economic Development Area (Area) provides the City of South Bend with a unique opportunity to improve its economic position in a Midwestern, regional and local context. By opening up a large, new area for commercial and industrial development, the City will generate new jobs, increase its tax base, diversify business opportunities and compete in a larger marketplace while at the same time generating millions of dollars of new investment for North Central Indiana.

The Area, which is zoned primarily for industrial purposes, is a prime site for new development due to its ready access to an excellent transportation network that includes air (Michiana Regional Airport), rail (the South Shore Railroad, located at the Michiana Regional Airport) and highway (several major local arterials, the U.S. 31 bypass and the Indiana Toll Road, Exit 72). All of these combine to permit ready access to local, regional and Midwest markets in all directions. Added to this strong transportation network is the presence in the Area of the highly successful Airport and Toll Road Industrial Parks, which provide a solid employment and tax base for the region as well as an excellent economic development model. With these existing industrial parks nearly out of developable space, the Airport project is the next logical step. When completed, this major, multi-use, economic development project will offer an excellent environment for business development that will spur the economy of South Bend as well as that of North Central Indiana.

While the above mentioned factors combine to provide a strong impetus for development of this Area, lack of interior roadway access and the absence of utility infrastructure have hindered normal development of an otherwise excellent site.

It is the expectation of the Redevelopment Commission that the development of this Area will produce a significant increase in the City's overall economic vitality. To achieve this, however, the Redevelopment Commission and the City of South Bend must be able to provide the necessary public improvements to make the site suitable for new development. This requires public funds for capital improvements. The best method for funding these improvements without adding to the tax burden is through tax incremental financing. This tool is currently available only in redevelopment and economic development areas and will be of the utmost importance in this project. By using the tax increment generated by new development, the City will be in a position to provide the necessary capital improvements to spar the future growth and development of this Area and the South Bend community as a whole.

DESCRIPTION OF PROJECT

Boundaries of the Airport Economic Development Area

The boundaries of the Airport Economic Development Area are attached as Exhibit "A".

Goals and Objectives

Goals and objectives for the economic development of the Airport Economic Development Area are:

1. To stimulate the development of currently vacant land through the creation of developable sites.

2. To stimulate new, private development and investment in the Area.

3. To increase and diversify the City's tax base.

4. To create a significant number of new job opportunities for the citizens of South Bend.

5. To provide new space for the expansion of the existing Airport Industrial Park, as well as other South Bend businesses.

6. To improve roadway access and circulation in the northwest portion of the City, surrounding the Michiana Regional Airport.

7. To stimulate increased use and growth of the Michiana Regional Airport.

8. To increase user traffic for the Indiana Toll Road, specifically Exit 72.

9. To increase use of the South Shore Railroad.

Sample Ewing Area Goals and Objectives

1. Increase the tax base.

2. Increase the amount of residential, commercial, and industrial investment.

3. Stabilize and revitalize the residential neighborhoods.

Related to these goals are a series of objectives. Some of these objectives apply to the whole area. Other objectives, as identified, apply to the unique challenges and opportunities facing the individual sub-areas. The area-wide objectives are to:

1. Create and maintain a strong private/public organizational framework in which to develop and implement economic development and redevelopment and revitalization strategies, programs and projects.

2. Establish and maintain a consistently high level of quality in design and materials for new construction and rehabilitation projects, public space, landscaping, lighting and signage.

3. Increase the level of private investment and reinvestment.

4. Retain and increase jobs by retaining, developing and attracting light industrial, warehouse/distribution, business and consumer services to the area.

5. Increase and improve the functional capacity of the facilities within the area to make it an attractive and competitive area for living, working, education and recreation.

6. Create a physical environment and organizational structure that will stimulate, encourage and facilitate the phase-in of private resources and the phase-out of extraordinary levels of public investment.

7. Increase both the personal and real property tax base and public revenue (so that the area becomes a net exporter of property tax funds.)

8. Coordinate, develop and implement the public economic revitalization and physical redevelopment programs with private sector efforts and non-profit and public agencies' human and social service programs.

9. Create and support opportunities for private sector investment that includes new construction, rehabilitation and the re-use of marginal land, buildings and facilities.

10. Develop and implement an economic development and redevelopment and revitalization strategy and plan through a collaborative process that includes neighborhood, business, City and institutional interests in the area.

11. Improve the overall physical and environmental quality of the area, including the natural and man-made aspects, and reduce the unreasonable high risk to private investment caused by the present environmental conditions.

12. Encourage a balanced transportation system within the area that provides for and accommodates various forms of transportation, including bus, automobile, rail, bicycle and pedestrian traffic.

13. Generate a variety of funding sources from all levels of government, the private sector (both individual and corporate) and philanthropic organizations.

14. Develop an overall strategy that contains several development options for each sub-area to reduce the risk of failure.

SUB-AREA STRATEGIES & GOALS

The above section outlined a set of economic development and redevelopment, revitalization, improvement, and preservation activities that will be available to implement the plan. This section will look at each sub-area from a broad perspective and suggest several strategies that might be applied.

A. SOUTHEAST NEIGHBORHOOD

The Southeast Neighborhood is one of the oldest neighborhoods in the city. It developed and prospered with the Studebaker Motor Company and South Bend's heavy manufacturing base. Still in tandem with the broader area, the Southeast has declined and, in some areas, disappeared as the inner city manufacturing base eroded and jobs declined, disappeared and relocated.

The neighborhood is generally viewed as being bounded by Michigan Street (west), the alley west of Miami Street (east), Sample Street (north) and Ewing Street (south). (See Map 5.) Michigan, Sample and Miami Streets are commercial and industrial districts and Ewing Street is primarily a residential street with several large public recreational and educational uses. In earlier planning and development efforts, the Southeast Neighborhood included the Monroe-Sample neighborhood, the northern portion of the Studebaker Corridor and what is now called the Studebaker fringe area.

The land uses within the Southeast Neighborhood are primarily residential. However, in addition to the commercial development along Sample Street, Michigan Street, and Miami Street, there are several other areas of non-residential land uses in the neighborhood. Located on High Street between Sample and Broadway are a number of light industrial and warehouse distribution uses. Scattered throughout the balance of the neighborhood are several isolated business and industrial uses. The portion of the neighborhood north of Pennsylvania is dominated by vacant lots and blocks. These city lots were the sites for single family residences before neighborhood decline and housing deterioration took its toll. An underused nine-acre city park adds to the amount of open space in the neighborhood.

The middle section of the neighborhood, between Pennsylvania and Dubail, still

contains many single family houses and fewer vacant city lots. The physical fabric of the neighborhood is intact and could serve as the basis for a neighborhood revitalization program. Once again, there are a few non-residential uses within this section of the neighborhood, but the overwhelming land use remains residential.

The final one-third of the neighborhood, south of Dubail, is also overwhelmingly single family residential and very similar to the middle one-third in condition and make-up. Unlike the middle section of the neighborhood, this southern section is dominated by educational and recreational uses, including Studebaker Elementary School, Riley High School, Studebaker Park and Studebaker Golf Course.

For planning purposes, the Southeast Neighborhood has been divided into three smaller sectors (See Map 6):

1. Sample-Broadway
2. Broadway-Dubail; and
3. Dubail-Ewing

All of these sectors are bounded by Michigan Street on the west and the alley west of Miami Street on the east. Each of the above areas is proposed for a different type and level of public involvement. The Sample-Broadway segment will be targeted as a redevelopment area. The Broadway-Dubail segment will be targeted as a neighborhood revitalization area. The Dubail-Ewing segment will be targeted as a neighborhood improvement area. The appropriate strategy, plan and action program will be developed and implemented through a series of more detailed plans to be developed with the neighborhood planning committee.

The Sample-Broadway segment will have two alternative land use plans. The preferred, optimum plan will center on the creation of an institutional-education-recreational mixed-use project for the area between Michigan Street and Fellows Street with the balance of the Sample-Broadway segment allocated for private mixed-use development. This segment will be targeted for acquisition, relocation, clearance, and site assemblage activities to create developable sites. In addition, a public improvements program, appropriate to the changing land use, will be developed and implemented.

Should the optimum development plan institutional-educational-recreational fail to develop in the area north of Pennsylvania, the city and the neighborhood must be ready to move to an alternative redevelopment plan. It is suggested that this alternative is to redevelop the area as a planned unit development, including residential/commercial/light industrial and recreational uses. This light industrial and general business park of the planned unit development would be similar to the Monroe Industrial Park located north of Sample Street. A strong, well designed buffer would be

developed between the residential area to the south of Pennsylvania Avenue and the new light industrial and general business park. Given the history of urban renewal in the neighborhood, it is imperative that the community be positioned to move aggressively to implement this alternative should the educational-institutional campus development concept fail to materialize.

The second segment, between Broadway and Dubail is targeted for a major, long-term neighborhood revitalization effort. As mentioned before, for purposes of this plan, we are distinguishing between revitalization and improvement strategies. Revitalization will require a more intense neighborhood effort with a higher level of public investment. Improvement areas will be designated for similar programs and activities; however, the level of effort and resources will not be as high because of the less severe deterioration within the neighborhood improvement segment.

The neighborhood improvement segment is located between Dubail and Ewing Streets. Activities such as housing rehabilitation, public improvements, code enforcement, area clean-up, neighborhood organization and capacity-building, and human and social services will be directed at both the revitalization and improvement segments.

SOUTHEAST NEIGHBORHOOD
SUB-AREA GOALS

- Complete the redevelopment of the area between Sample (north), Broadway (south), High Street (east) and Michigan Street (west) as a major mixed-use project. The project would be composed of the new Indiana Vocational Technical College campus (25 acres), the new Parkview Juvenile Justice Center (8 + acres), the relocated Dean Johnson Park, an expanded Boys and Girls Club operated by the Family and Children's Center (FCC) (14 + acres), and private mixed-use development.

  ALTERNATE: Should the mixed-use project fail to materialize, the alternate goal would be the development of an approximately 83 acre planned unit development, including residential and commercial/light industrial/business. The project would also include a relocated Dean Johnson Park and FCC's Boys and Girls Club.

- Complete the physical revitalization of the area between Broadway and Dubail Streets as an attractive, safe, and viable residential neighborhood.

- Complete the physical improvement of the area between Dubail and Ewing as an attractive, safe and viable residential neighborhood

- Assist the neighborhood residents, businesses and institutions in developing an effective, efficient neighborhood organization with the capacity and leadership to: a) participate in the revitalization and improvement effort; and b) protect and maintain its physical, social, economic and organizational achievements.

- Integrate the Riley High School project into the neighborhood revitalization and improvement program and build on the positive spin-off potential from this project.

B. STUDEBAKER CORRIDOR

The Studebaker Corridor contains 220 acres and is located immediately south of the downtown. It is separated from the downtown by the elevated railroad lines that run east and west. There are four viaducts that funnel traffic between the downtown and the Studebaker Corridor. We have incorporated the South Gateway area (South Michigan and Main Streets) into this planning and development sub-area. We have also added several small sections of redeveloped light industrial area located along Prairie Avenue and Chapin to this sub-area. With these additions, the acreage in this sub-area increases by approximately 90 acres for a total of 310 acres. The general boundaries for this reconfigured sub-area are now Michigan Street (east) Chapin and Prairie Avenue (west), Ewing Avenue (south), and the elevated railroad tracks (north). (See Map 7.)

The Studebaker Corridor was declared a redevelopment and tax increment allocation area in 1986. Soon after the declaration, the Redevelopment Commission began seeking funds to implement the redevelopment and revitalization plan. A successful general obligation bond petition drive was completed in 1990 and work began to acquire, relocate, clear and assemble sites for redevelopment purposes. Prior to Redevelopment's initial efforts, the former Studebaker Motor Company's main complex consisted of 12 buildings with a total of 4,808,544 square feet of space. Many of the buildings were severely under utilized, some were vacant, and all had major deferred maintenance problems. Active businesses were located in several of the buildings, including Allied Products' South Bend Stamping Division (now EWI), Huckins Tool and Die, South Bend Lathe, and several multi-tenant facilities. Of the 4,808,544 square feet of space over 48 percent was vacant and much of the occupied space required substantial repairs.

The fringe area, adjacent to the former plant area, included many small viable businesses, interspersed among a number of incompatible, deteriorating land uses. These land uses included deteriorating residential structures, many of which were subdivided for multi-tenant purposes. Deteriorating commercial and industrial buildings and small parcels of vacant land along Michigan, Main and Lafayette also added to the negative conditions and image of the area. Several areas within the fringe area contained

fragmented ownership patterns, abandoned or inactive rail lines and areas of difficult access, parking and internal circulation.

Phase one of the Studebaker Corridor redevelopment plan is nearing completion. There have been 81 parcels of land acquired, 86 relocations have been completed , and 39 structures have been demolished. Approximately thirty (30) acres of land have been assembled for disposition and planning is beginning for a capital improvement program for the area. Several parcels have been sold and construction has started on the Policemen's Federal Credit Union and Real Services buildings. Bids have been received for several other parcels and construction is expected to begin in 1993 on Alcon's warehouse/distribution building, and Murdock & Sons Construction's storage, vehicle and yard offices. It is anticipated that additional projects will follow later in 1993. Progress is being made, but much remains to be done, particularly in the southern section of the fringe area and in the main complex area, both north and south of Sample Street.

For planning purposes, the Studebaker Corridor sub-area has been divided into four sectors (See Map 8.):

1. the industrial fringe area between the railroad lines (north), Michigan Street (east), Franklin Street (west), and Ewing Avenue (south);

2. the northern section of the main factory complex between Sample (south), the railroad line (north), Franklin Street/Lafayette Street (east), and Prairie Avenue (west);

3. the southern section of the main factory complex between Sample Street (north), Indiana Avenue (south), Franklin Street (east), and Prairie Avenue (west); and,

4. a small pocket of redeveloped, light industrial land between Chapin (west) Prairie Avenue (south and east) and the railroad line (north).

The Studebaker Corridor is a sub-area with significant barriers to development. It is similar to the Rum Village Industrial Park in that it has one major barrier to private economic development and redevelopment and revitalization. In Rum Village the barrier is soil conditions. In the Studebaker Corridor it is the presence of large, multi-story industrial buildings or massive, obsolete one-story manufacturing facilities. The commonality of major physical barriers to redevelopment one man-made and one natural is further complicated and made more difficult by uncertainty concerning the potential of soil and water pollution. In fact, one of the common factors throughout the industrial portion of the Sample-Ewing Area (Rum Village, Sample-Indiana and the Studebaker Corridor) is the historical presence of heavy industrial production, railroads, truck lines and scrap and salvage areas all land uses, transportation and economic activities that increase the potential for environmental problems.

The plan for the economic development and redevelopment of the Studebaker Corridor sub-area remains relatively unchanged regardless of the expansion and merger with the former Sample-Ewing Area. The main strengths and weaknesses of the area have not been altered significantly in the first several years of implementing the economic development and redevelopment plan.

A key to our success in the Studebaker Corridor sub-area is the retention of all existing viable businesses that are compatible with the proposed economic development and redevelopment plan. Light industrial, construction contractors, general business services, warehouse/distribution uses, retail, service commercial, consumer and producer services, office and related uses are priority retention candidates. In our effort to retain existing, compatible businesses and to attract the same, the city must continue to assemble developable sites for business in-fill purposes.

STUDEBAKER CORRIDOR SUB-AREA GOALS

- Continue acquisition, relocation and clearance within the industrial fringe area in order to create development sites for new, private investment.
- Eliminate incompatible land uses within the sub-area by selective acquisition and clearance of properties.
- Continue acquisition of older, deteriorated multi-story industrial buildings north of Sample Street.
- Acquire older, deteriorated, underutilized manufacturing buildings south of Sample Street particularly the former Studebaker Foundry on Prairie Avenue and the South Bend Foundry between Franklin Street and Lafayette Street.
- Protect and enhance the physical environment for the businesses along Michigan, Main, Lafayette and Franklin Streets through limited streetscape improvements, including new sidewalks, curbs, landscaping, lighting and street paving.
- Encourage a strong business association such as the South Gateway Improvement Association
- Establish and maintain an attractive inner-city light industrial area in the Industrial Fringe Area that will complement the commercial area on Michigan and Main Streets.

- Develop an attractive and economically viable entrance to the Central Business District on South Michigan Street.

- Improve the physical environment of the sub-area through clean-up of vacant lots, removal of dead trees and brush, and public improvements to streets, curbs, sidewalks and lighting.

- Where necessary, improve appearance of existing buildings in the sub-area through building rehabilitation and clean-up of former industrial sites. This could include removal of old conveyor systems, former accessory structures and materials stored outside.

- Provide adequate road access to new development. This may require construction of a new road system within the northern section of the main plant complex or in the area of the former Studebaker foundry.

C. RUM VILLAGE INDUSTRIAL PARK

The Rum Village Industrial Park is an area of 412 acres that is primarily zoned "E - Heavy Industrial." (See Map 9.) This is an area of great development potential, but it also has several substantial barriers to private sector development.

The area has been zoned "E" - Heavy Industrial for many years. However, industrial development has been very sporadic with little private investment for long periods of time. Lack of roadway access and utilities coupled with unstable soil conditions has deterred normal development and occupancy of land that otherwise is situated in an excellent location for industrial development. Transforming development potential into reality will require substantial public involvement and investment.

The strengths of this sub-area include the transportation network, large site possibilities, and major infrastructure adjacent to the development area. With the extension of the U.S. 31 Expressway to the Indiana Toll Road (and farther into Michigan) and the extension eastward into Elkhart County, the opportunity for industrial expansion has been given a strong push. The Rum Village Industrial Park is situated along the U.S. 31 Expressway and permits ready access to markets in all directions. In addition, the sub-area is served by several rail lines and offers an opportunity for heavy industrial users or users needing access to rail service. This area is one of the few sites remaining within the community that would allow such rail access and heavy industrial development and processes.

The Rum Village Industrial Park is similar to the Studebaker Corridor in that one major physical impediment exists that prevents the private sector from developing this sub-area. In the Studebaker Corridor, the impediment is man-made the large, obsolete ,

multi-story buildings are not readily adaptable for modern industrial processes or material handling. In the Rum Village Industrial Park the physical impediment is natural the unsuitable soil conditions require demucking in order to create developable sites. Regardless of the cause, the common effect is that the cost of private development is driven so high that neither area can be redeveloped without public involvement and investment. The cost of development per acre is substantially increased because of soil conditions, demolition and clearance costs, or potential environmental problems. In addition, the Rum Village Industrial Park, Sample-Indiana and Studebaker Corridor all face the common problem of potential environmental pollution. A good portion of these areas have been the historical site for much of this community's heavy industrial uses, special permit economic activities scrap and salvage yards, railroad lines and truck terminals and servicing areas.

For planning purposes, this sub-area has been divided into five sectors (See Map 6.):

1. Northwest development sector;
2. Northeast development sector;
3. Calvert Road development sector - north
4. Calvert Road development sector - south
5. Olive Road.

Several development sites and site plans have been identified which might serve as a phased economic development and redevelopment strategy. Phase One would be located in the far northwest corner of the Rum Village Industrial Park and access would be provided from Sheridan Street (to be extended across Sample Street into the proposed new industrial development site.) Approximately 52 acres of development sites could be created. Phase Two would be east of New Energy Road and north and south of Calvert Road. Approximately 62 acres of land could be opened for development. Phase Three would be extended off of Phase Two moving east towards Olive Road on both the north and south side of Calvert Street. Both Phase Two and Three would require acquisition, relocation, clearance, demucking and public works elements in order to assemble the land and to offer developable sites.

If the industrial development strategy is to be pursued, the sub-area has several sections of incompatible land uses that must be addressed. Several small pockets of houses along Calvert Street and on Olive Road are prime areas for acquisition, relocation, clearance and site assemblage activities. Olive Road from the Sample Street overpass south to the city limits is in need of improvements in terms of ingress/egress, public works and streetscape.

In addition to the Olive Road element of the sub-area plan, several other problems and opportunities can be identified. The Olive-Sample overpass area has had several

environmental problems in terms of water and soil contamination. The Olive Street well field and Water Works pumping station offers some adaptive re-use potential and land development possibilities. With the closing of the Mastic Plant on South Olive, this large industrial facility also offers some re-use potential, especially if the older portions of the facility were demolished to open up the site for better access, circulation and parking. The rail yards could also be an opportunity for the further development of the area's industrial capacity.

While soil conditions are less than optimum for urban development purposes, the location near the U.S. 31 Expressway, rail lines, "E" - Heavy Industrial zoning and land for expansion are all major pluses that will serve as the foundation for future development. The prime deterrent for private sector investment and development remains the existing soil conditions and the cost of development per acre. Several other lesser barriers exist: the pockets of incompatible land uses, the need to upgrade the existing road and street system and the potential for water and soil contamination. Nonetheless, this sub-area offers one of the few locations within the city for industries in need of rail services and heavy industrial facilities and sites.

In the initial stages of the planning schedule, the goals for the Rum Village Industrial Park should be extremely modest. The goals are modest because existing products, i.e., competing sites for industrial development must be absorbed by the private market place. These sites include the Airport and Toll Road Industrial Parks, the Studebaker Corridor, and, perhaps, sites located around the proposed IVY Tech campus in the Southeast Neighborhood. Many of these competing sites only allow light industrial so it will be important to have heavy industrial land available. The goals listed below are more opportunistic and reactive than will be found in the balance of this plan.

RUM VILLAGE INDUSTRIAL PARK
SUB-AREA GOALS

- Develop the area on a project-by-project basis within the framework of a comprehensive site plan. The projects will be of a heavier industrial nature or those needing access to rail spurs.

- Improve the condition of Olive Street as appropriate to the heavy industrial uses and concentration of truck terminals and truck servicing businesses.

- Plan for the adaptive re-use of the Olive Street well field area with a mix of private and public uses.
- Eliminate the incompatible residential land uses along Olive Street by purchasing and clearing the sites as the opportunities become available.

- Acquire properties suitable for potential development on a limited and low cost basis when the opportunity presents itself either through direct purchase or the property tax sale process.

- Conduct feasibility studies to determine the least expensive sites for initial development in terms of soil and water table conditions.

D. SAMPLE-INDIANA INDUSTRIAL DISTRIC

Another sub-area within the Sample-Ewing Area is an L-shaped heavy industrial corridor between Sample Street and Indiana Avenue that runs from Olive Street on the west (and the adjacent Rum Village Industrial Park) to the Studebaker Corridor sub-area on the east. (See Map 11.)

The district is zoned primarily "E" - Heavy Industrial and the existing land uses reflect this zoning classification for the most part. The main economic activities in the district include scrap and salvage yards, major truck terminals and related uses, warehouse/distribution and wholesale facilities. A significant portion of the area consists of vacant and under-developed land and marginally used industrial buildings, an example of which is the former White Farm manufacturing complex.

This area originally developed as a major heavy industrial, truck terminal, and warehouse/distribution district because it was the original location for the main railroad switching yard and was served by a number of main and spur rail lines early in its development. As industrial and transportation technology changed, the main switching yard, rail lines and spurs became less important, inactive and, in some cases, abandoned.

For planning purposes this sub-area has been divided into three sectors. The three sectors are (See Map 12.):

1. the Olive Street-Walnut Street sector;
2. the Walnut Street-Prairie Avenue sector; and,
3. the White Farm sector (bounded by Chapin, Sample, the railroad and Arnold Street.

The western most sector of this L-shaped sub-area lies between Olive Street (west), Walnut Street (east), Indiana Avenue (south) and Sample Street (north). It is immediately adjacent to the Rum Village Industrial Park and has similar land uses, infrastructure needs and environmental challenges. It, too, has several areas of incompatible land uses. The major land uses and economic activity in this sector are the truck terminals and related businesses. In addition, a large parcel of undeveloped land is located directly in the middle of this sector. A wire manufacturer and a saw mill also cover a large portion of this sector of the Sample-Indiana sub-area. An interesting exception to the general activity in the area is an ice skating/hockey rink that serves the

community.

Poor soil conditions found in the Rum Village Industrial Park are also present in the Sample-Indiana industrial corridor. The muck lands and water table conditions run from the Rum Village Industrial Park on a diagonal from southwest to northeast into this sub-area. Trucking and heavy industrial uses found on the west side of Olive Street also continue into this sub-area.

Moving east through the corridor into the Walnut Street-Prairie Avenue sector, the land uses remain the same with large parcels of land devoted to heavier industrial uses, including scrap and salvage yards, warehouse/distribution and wholesalers. Given the type of land uses and the fact that every community needs sections devoted to heavier industries and economic activities that might not match uses within planned industrial and business parks, it is suggested that this area's predominant land use and economic activity remain the same. The sub-area strategy would focus on creating and improving the edges and boundaries of this corridor to protect and screen the adjoining areas. Other elements of the strategy include: improving the internal circulation system by upgrading the street system; removing incompatible land uses; creating incentives or using the police powers of the community to stimulate business and property owners to clean up the worst areas of their land; developing more stringent standards for screening, hours of operation and mitigating the most obnoxious externalities from scrap, salvage, trucking and related activities.

Two sites within this sub-area warrant additional discussion. The first site is the existing Indiana Vocational-Technical College on the 1500 block of West Sample. The second site is the former White Farm manufacturing complex located on Chapin Street. The vocational-technical college's existing facility and site is inadequate for the community's needs. A new campus is being considered for a twenty-five acre site in the Southeast Neighborhood. Should this plan come to fruition, the adaptive re-use of the current facility and site will become an important element in the planning for this sub-area.

The White Farm industrial site within this sub-area contains thirty-five (35) acres and fronts on Chapin Street. This former manufacturing complex has approximately 900,000 square feet of manufacturing, warehouse, and office space in a number of buildings. Only two of the buildings could be considered economically and physically viable for purposes of adaptive re-use. These two buildings include the office space currently housing the County Department of Welfare and a 290,000 square foot, five-story warehouse facility. Any plan for the re-use of the complex would require the acquisition and clearance of much of the site. New infrastructure and a revised circulation plan would be required to redevelop the site as an inner-city light industrial area (similar to the Monroe Industrial Park). However, the site has some significant advantages, assuming there are no significant environmental problems. These positives include a central location within the Urban Enterprise Zone; good access to main

thoroughfares, including Sample Street, Chapin, and State Road 23; and the possibility for the development of railroad spur lines into the site. All of these factors make the White Farm complex a target of opportunity. However, given the immediate priority of the southeast development sector within the Sample-Ewing Area, this project would be undertaken at a later date.

SAMPLE-INDIANA INDUSTRIAL DISTRICT
SUB-AREA GOALS

- Improve internal traffic circulation within this sub-area with priority given to the Olive Street-Chapin Street sector to facilitate the private development of vacant land.

- Improve the "edges" of this sub-area by more restrictive design/development standards, public improvements, landscaping and streetscape treatment.

- Eliminate incompatible (residential) land uses within the sub-area by incremental acquisition of residential properties through purchase, donation, or tax sales.

- Review, revise and enforce existing ordinances that reduce the most offensive externalities associated with the truck terminals, scrap and salvage operations.

- Assist in the conversion of the current IVY Tech facility into a mixed-use service center (including both private and public uses) to serve the inner-city community with enhanced social and human services.
- Acquire the White Farm complex and land bank the facility until an appropriate development opportunity and public resources are available to convert the site to an inner-city light industrial park.

- Protect and enhance the physical environment for the businesses along Sample, Prairie, and Chapin Streets through limited public and streetscape improvements.

E. RUM VILLAGE NEIGHBORHOOD

The Rum Village Neighborhood, like its counterpart the Southeast Neighborhood, has been intimately connected to the industrial area that surrounds it. Also like its counterpart, the Rum Village Neighborhood is primarily a residential area interspersed with several commercial strips and nodes and non-residential edges. However, unlike the Southeast Neighborhood, Rum Village has not undergone the same degree of decline and

deterioration. The neighborhood boundaries are generally considered to be the railroad tracks (north), Main Street (east), Olive Street (west), and Ewing Avenue (south). The neighborhood is divided by State Road 23 (Prairie Avenue) which runs on a diagonal from southwest to northeast across the neighborhood. (See Map 13.) Sections of this corridor have developed into commercial uses and residential uses have been converted to non-residential uses. The residential street grid pattern is also interrupted by a large area of land in the middle of the neighborhood (Donald, Swygart, Kemble, and Bruce) that is used by the Army Reserve for its training center. Indiana Avenue, running east to west across the north edge of the neighborhood, is another section of the neighborhood that includes large areas of non-residential uses. Once a thriving neighborhood business district, Indiana Avenue now contains many substandard buildings and marginal commercial uses. As with many inner-city commercial strips and nodes, Indiana Avenue has declined as the use of automobiles increased, shopping habits changed, and competition grew on the city's urban edges.

At both the east and west ends of the neighborhood, non-residential land uses have had a major negative impact on the residential sections of Rum Village. On the east, between William and Michigan Streets, the area is dominated by small manufacturing land uses and several scrap and salvage yards. Several rail lines serving the former Studebaker complex and corridor between Michigan Street and Franklin Street are still present. Rail line use is sporadic and several spur lines have been abandoned. Nonetheless, the commercial and industrial areas remain on the neighborhood's eastern edge and residential deterioration is evident. On the western boundary of the neighborhood (which abuts the Rum Village Industrial Park), Olive Street and its non-residential uses have intruded into the neighborhood along sections of Indiana Avenue and Franklin Street. As a result, the residential areas of these commercial corridors have deteriorated, particularly north of Indiana Avenue and west of Franklin Street. The interior of the neighborhood has pockets of residential deterioration, exhibiting itself in scattered areas in the form of small groupings of homes. Although not significant in themselves, these pockets of deterioration affect the entire sub-area. Also, several areas of the neighborhood have large parcels of vacant land or numerous vacant lots interspersed among the housing stock.

Two other areas are worth noting in terms of redevelopment and revitalization challenges: the section of the neighborhood located between the rail line on the north and Indiana Avenue on the south contains a mix of vacant land, incompatible uses, deteriorating residential structures and poor circulation and environmental conditions. Portions of this narrow band should be redeveloped and the land use changed. This will require careful delineation of this narrow band of land into economic development and redevelopment and revitalization sections. The second area of note is the intersection of Indiana Avenue and Prairie Avenue (S.R. 23). This intersection contains several large structures, including the former Oliver Elementary School, now a vacant, 80,000 square foot structure. This node and the Oliver School offer both a challenge and an

opportunity.

For planning purposes the Rum Village Neighborhood sub-area has been divided into three (3) sectors (See Map 14):

1. The Indiana Avenue Commercial-Industrial sector;
2. The State Road 23-Indiana Avenue node; and,
3. The east and west residential sectors.

In approaching the development of the redevelopment strategy, several distinct differences are evident between the Southeast and Rum Village neighborhoods. Rum Village does not have a large area where a redevelopment approach is appropriate. It has several delineated areas where a small scale redevelopment strategy makes sense. Small scale site assemblage in the interior near large vacant tracts and the numerous vacant lots may also be appropriate assuming the soil is suitable for development and the cost of remedial action, if any, is reasonable. Selected acquisition and clearance along Indiana Avenue may also be required.

Although redevelopment in delineated, small scale areas may be required, the most appropriate treatment for the majority of the neighborhood is a revitalization strategy consisting of code enforcement, housing rehabilitation, and targeted residential public works. Small scale public works, such as curb and sidewalk improvements, lighting and signage, street and alley paving, and landscaping and beautification programs should be utilized on a block-by-block basis. (The detailed planning required to implement this aspect of the general development area plan should be undertaken with neighborhood residents, businesses and institutions.)

RUM VILLAGE NEIGHBORHOOD SUB-AREA GOALS

- Improve the eastern edge of the neighborhood by separating the incompatible land uses with a well designed and developed transitional area between the residential and non-residential section.

- Redevelop the northern edge of the neighborhood between Indiana Avenue and the railroad tracks by selected acquisition, clearance and site assemblage activities protect those viable residential pockets and allow the development of quality, low intensity commercial and industrial uses in the balance of the area.

- Revitalize the Indiana Avenue neighborhood business strip through an appropriate mix of neighborhood and community oriented enterprises; and improve the physical appearance of Indiana Avenue.

- Assist the private sector in completing the adaptive re-use of the former Oliver School with an appropriate re-use that fits within the neighborhood context.

- Improve the appearance and physical condition of State Road 23 (Prairie Avenue) through the neighborhood.

- Preserve and improve the residential neighborhoods east and west of Prairie Avenue.

Obstacles to Achieving the Economic Development Plan

Although the Airport Economic Development Area has the potential to be a prime site for new growth, the economic development plan for the Area cannot be achieved by regulatory processes or by the ordinary operation of private enterprise because of:

1. Lack of necessary public improvements in the Area, such as: adequate internal circulation, utilities and other infrastructure related to the orderly growth and development of new commercial, office and light industrial concerns.

2. Multiple and fragmented ownership of land, which makes the assemblage of larger or contiguous parcels difficult.

Proposed Economic Development Activities

Realization of the stated goals and objectives will be accomplished by a combination of public and private actions. These actions could include, but are not limited to, the following: property acquisition, relocation, clearance and dedication of public right-of-way, provisions for public facilities and improvements and any other activity pertaining to planning and implementing an economic development plan.

Sample Ewing Area Activities

A. INTRODUCTION

The major development strategies that will be pursued throughout the project area include an economic development and redevelopment, revitalization, improvement and preservation approach as dictated by sub-area conditions and trends. The economic development and redevelopment strategy is aimed at areas of major deterioration and decline. This strategy will seek to improve an area through major acquisition, relocation, clearance, site assemblage, public works, and new development activities. The

revitalization strategy is aimed at sub-areas that have suffered significant deterioration and decline, but still have both a physical and social foundation on which to build and revitalize the sub-area. Revitalization activities will include code enforcement, housing rehabilitation, small scale public works, organization-building and human, public and social service, crime and public safety programs. The improvement strategy and activities will be much like the revitalization strategy and activities. The major difference will be in the amount of public resources required in an area improvement areas will be less severely deteriorated and blighted than the revitalization areas. Finally, certain areas will be targets for a preservation strategy. These sub-areas will be, for the most part, stable areas that are adjacent to deteriorating or declining areas. Activities in the preservation areas will include spot code enforcement and rehab activities and minor public works. Protection through an aggressive enforcement of zoning will also be part of the strategy. In essence, the criteria determining whether revitalization, improvement, or preservation strategies will be brought to bear on a sub-area are twofold: one, the severity of the deterioration and decline in the target area; and, two, the concomitant amount and application of public resources, regulations and incentives required to meet the goals and objectives established for the area.

The four strategies highlighted above focus heavily on the physical and economic redevelopment and revitalization of the Sample-Ewing Development Area. However, the importance of incorporating a broader, more comprehensive effort to focus on social and human service needs, neighborhood organizational needs, and capacity-building must be emphasized.

B. ACTIVITIES

The economic development and redevelopment activities in the Sample-Ewing Development Area plan, as adopted by the Redevelopment Commission, will include:

1. Pre-development activities, including, but not limited to, engineering, architectural, planning, program development, title, survey, appraisal, legal, and environmental assessment and testing;
2. Acquisition of private and publicly-owned real estate;
3. Relocation of individuals, households and businesses;
4. Clearance of structures and other improvements; vacation of some streets and other public right-of-way;
5. Assemblage of development sites;
6. Rehabilitation of industrial, commercial and residential structures;
7. Disposition of assembled cleared sites, rehabilitated structures, and other properties;
8. Public works improvements and infrastructure, including, but not limited to, streets, water, sewer and other utilities, lighting, traffic controls, landscaping, park, open space and recreational facilities.

A series of activities that are not directly related to the physical redevelopment of the Sample-Ewing Area will be critical to the community's long term success in the area. These activities will not be undertaken or funded by the Redevelopment Commission. These activities will be undertaken by other private and public agencies and be funded from a variety of federal and local sources, including the HOME Program, the Community Development Block Grant Program, the Civil City budget and the Community Homebuyers Corporation, among others. Activities funded from these sources will include:

a. Housing rehabilitation assistance for homeowners, first time homebuyers, and landlords.
b. Housing assistance, including counseling for home ownership and technical and training assistance through the REWARD Program and the neighborhood partnership centers.
c. Small business assistance through the Urban Enterprise Zone Program, the Neighborhood Business Development Corporation, and the Corporation for Entrepreneurial Development this assistance can include direct financial assistance in the form of gap financing loans.
d. Additional business assistance, in terms of larger loans, will be available on a case-by-case basis through the Business Development Corporation and the Industrial Revolving Loan Fund. This assistance will also be in the form of gap financing loans as determined by the respective private not-for-profit boards.
e. Resident assistance in the form of job readiness, counseling, and placement assistance through the UEA-Lilly Resident Employment Program for that portion of the Sample-Ewing Development Area that is within the Enterprise Zone boundaries.
f. Technical and planning assistance to neighborhood and business districts within the Sample-Ewing Development Area.
g. Various tax incentives, including tax abatement for real and personal property investment and Enterprise Zone tax credits for those businesses in the Sample-Ewing Development Area that are within the UEZ.
h. Receivership and rehabilitation of rental property.

The next section outlines very broad plans for the application of some of these activities within each sub-area. Until more detailed plans are developed in conjunction with the neighborhood residents, it is premature to develop a more detailed, specific set of activities for each sub-area within the Sample-Ewing Development Area.

Expected Public Benefit From the Economic Development of the Area

The implementation of the Airport Economic Development Plan will result in several public benefits to the citizens of South Bend, including:

1. Significant new job creation resulting form the new development as well as expansion of office, commercial and industrial uses within the Area.

2. Increase and diversification of the City's tax base.

3. New private investment and development as well as the expected expansion of existing businesses, especially in the Airport and Toll Road Industrial Parks.

4. Improved roadway access in the northwest portion of the City.

5. New construction and rehabilitation opportunities, which will result in additional jobs and investment, especially in the construction trades as well as architectural, engineering and other related fields.

LAND USE

Development Controls

The controls and regulations for the Airport Economic Development Area are designed to provide for development that is consistent with Plan goals and objectives and to assure compatibility of development throughout the area.

1. Zoning requirements shall be the same as those in the "BP", "D", and "E" Districts as identified in Chapter 21, Article 2, of the Municipal Code of the City of South Bend.

2. Height and area requirements shall be the same as those in the "A" Height and Area District as identified in Chapter 21, Article 4, of the Municipal Code of the City of South Bend.

3. When feasible, utility lines shall be placed underground.

4. All properties within the Area shall be designed and maintained so that the appearance of the premises and all buildings thereon shall reflect a high level of design and maintenance in keeping with the standards of the Area.

Public Improvements

In order to stimulate and facilitate new development and expansion in the Area, the City of South Bend will construct the following improvements in the Area, depending on the availability of funds:

1. Widening construction and other improvements relating to new or existing roads.

2. Extension or construction of utilities such as water mains, storm and sanitary sewers and other improvements needed to serve the Area.

3. Other infrastructure improvements such as internal streets, lighting, landscaping, sidewalks, curbs, etc., as needed to serve the Area.

4. Other public improvements, as necessary for the project.

These public improvements will be phased as funds become available.

PROJECT PROPOSALS

Property Acquisition

The Land Acquisition Plan Map (Map 3) and Property Acquisition List (Table 1) indicate real property to be acquired for economic development purposes.

After acquisition, the Redevelopment Commission will sell or lease the property to a purchaser or lessee at its fair market value, excepting those cases when the property is sold or leased to another public body pursuant to Indiana Code 36-7-14-22(a) or 36-1-11-8, for uses in accordance with the Plan.

Property Rehabilitation

All properties in the Airport Economic Development Area shall comply with the standards set forth in all applicable statutes, codes and ordinances, as amended from time to time, relating to the use, maintenance, and occupancy of existing property, including but not limited to, the Building, Plumbing, Heating, and Electrical Codes.

Developers Obligations

The land acquired by the City of South Bend Redevelopment Commission will be disposed of subject to an Agreement between the Commission and any potential developer. Any potential

developer will be required by the Contractual Agreement to observe the Land Use and building requirements of this Development Plan. They will further be required to submit a development schedule satisfactory to the South Bend Redevelopment Commission. No developer will be permitted to defer the start of construction for a period longer than that required for the preparation of necessary development plans.

In addition, the following provisions will be included in any agreement:

1. That any developer will submit to the Commission a plan and schedule for the proposed development.

2. That the purchase of the land is for the purpose of development and not for speculation.

3. That the land will be built upon and improved in conformity with the objectives and provisions of the Development Plan.

4. That the building of improvements will be commenced and completed within a reasonable period of time.

DESIGN REVIEW COMMITTEE

In order to achieve a high level of design and insure a feeling of continuity throughout the Area, a Design Review Committee (Committee) is hereby established. Nothing herein shall give the Committee authority over any building, zoning or other code requirements of federal, state or local law.

Establishment of Committee

A Design Review Committee of nine (9) members shall be established. Members shall be the Redevelopment Director, the City Engineer, the Director of the Area Plan Commission of St. Joseph County, the City Building Commissioner, a representative of the St. Joseph County Airport Authority, a representative of the Industrial Foundation, Inc., and three members appointed by the Redevelopment Commission representing business or community interests in the Area. The Redevelopment Director shall serve as chairman of the Committee. Five (5) members of the Committee will constitute a quorum.

Terms

Members of this Committee shall serve without pay for two year terms. Appointed members shall serve at the pleasure of the Commission. Vacancies occurring through death, resignation or other causes shall be filled for the unexpired term in the same manner as the original appointments.

Rules

The Committee shall adopt such rules and procedures as are necessary to conduct its business, including the dates and times of meetings and hearings.

Powers and Duties

The Committee shall function in an advisory capacity to the Redevelopment Commission. It shall review the plans and specifications for all projects located within the Area that involve new construction, exterior renovation or site work. This Review will include design, site planning, open space and other applicable considerations pertaining to compliance with the standards set forth in the Airport Economic Development Area Design Guidelines. In exercising these duties the Committee shall follow the procedures and act within the limitations established in this section.

Design Guidelines

The Redevelopment Commission shall, by Resolution, adopt Design Guidelines for use by developers on all projects within the Area. The Committee will base their approval of plans on how well the proposals have followed these guidelines. The Design Guidelines may be reviewed and revised as necessary by Redevelopment Commission action.

Permits

No permit shall be issued for construction, reconstruction, alteration, or rehabilitation of any building in the Area until the plans and specifications for the building have been approved by the Committee.

Review

All proposals filed with the Committee for review and approval shall be accompanied by architectural plans and/or engineering drawings and specifications for the work involved. Such plans shall be review for compliance with the standards and objectives of the Plan and Design Guidelines. Upon receipt of the plans the staff of the Department of Community & Economic Development will review them, prepare a staff report, and schedule a meeting of the Committee with the developer, generally within two weeks from receipt of the plans.

At this meeting the Committee will review plans and the staff report with the developer and either approve the plans as submitted, ask for additional information, approve the plans as modified, or reject the plans. The developer will be notified in writing of modifications in plans or specifications that are necessary to receive approval. Approval by the Committee does not constitute approval of any federal, state or local building, zoning or other requirements but is solely pertaining to the Design Guidelines over which the Committee has advisory jurisdiction

for the Commission. The Committee shall have the right to waive the review process for any project.

Amendments to Disapproved Plan

Within thirty days after disapproval of a development plan, the developer may file with the Committee an amendment to such plan or an amended plan which shall be limited exclusively to changes made necessary to meet the modifications requested by the Committee. Review procedures for an amended plan shall be the same as for an initial submission.

Signs and Awnings

All proposals for signs and awnings within the Area shall be reviewed by the Committee and evaluated for compliance with the standards established in the Design Guidelines.

STATUTORY AUTHORITY

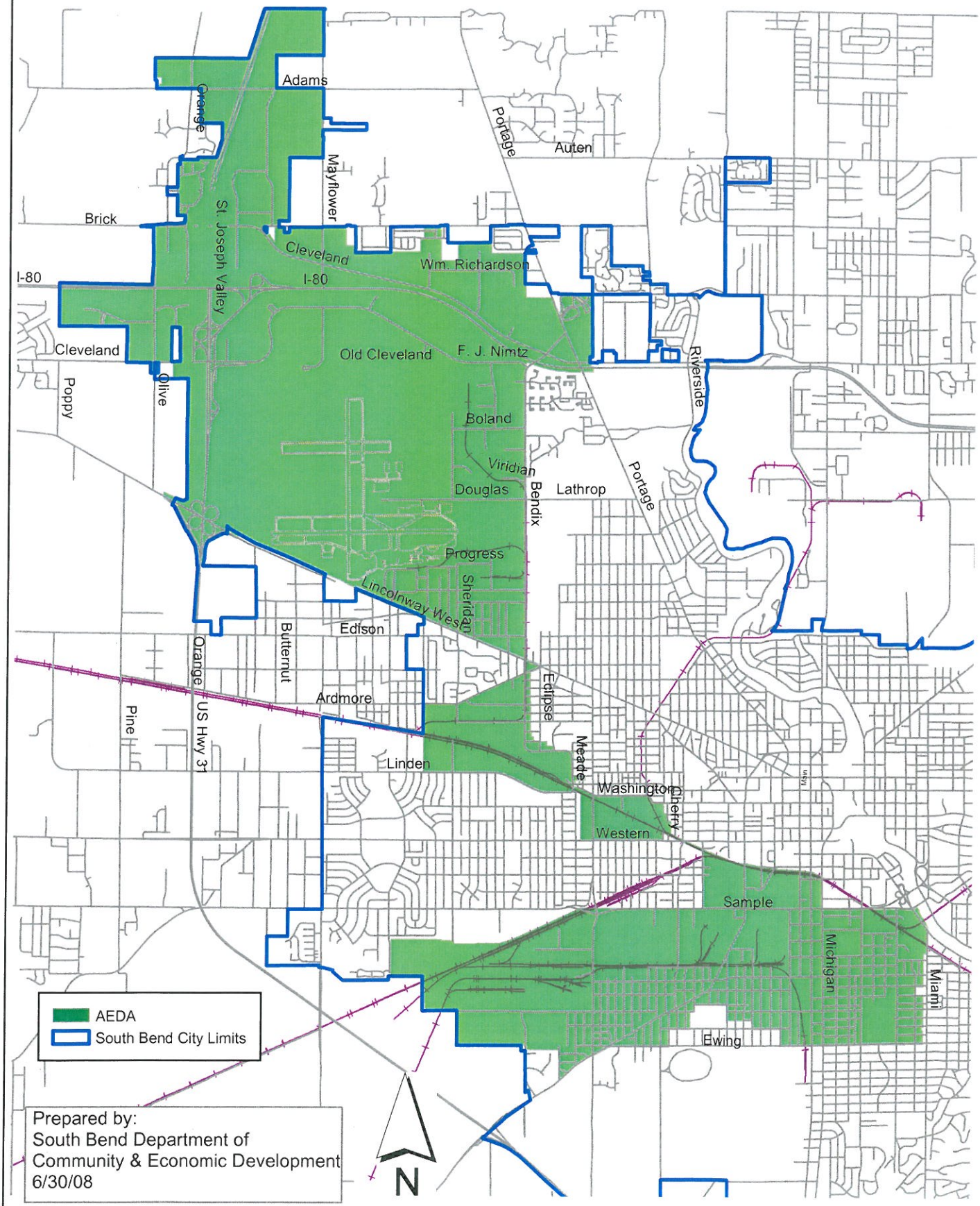
The controls, regulations and land use restrictions contained in this Plan are for the specific purpose of implementing the Airport Economic Development Plan pursuant to Indiana Code 36-7-14-1-et.seq.

PROCEDURE FOR AMENDMENT OF THE APPROVED DEVELOPMENT PLAN

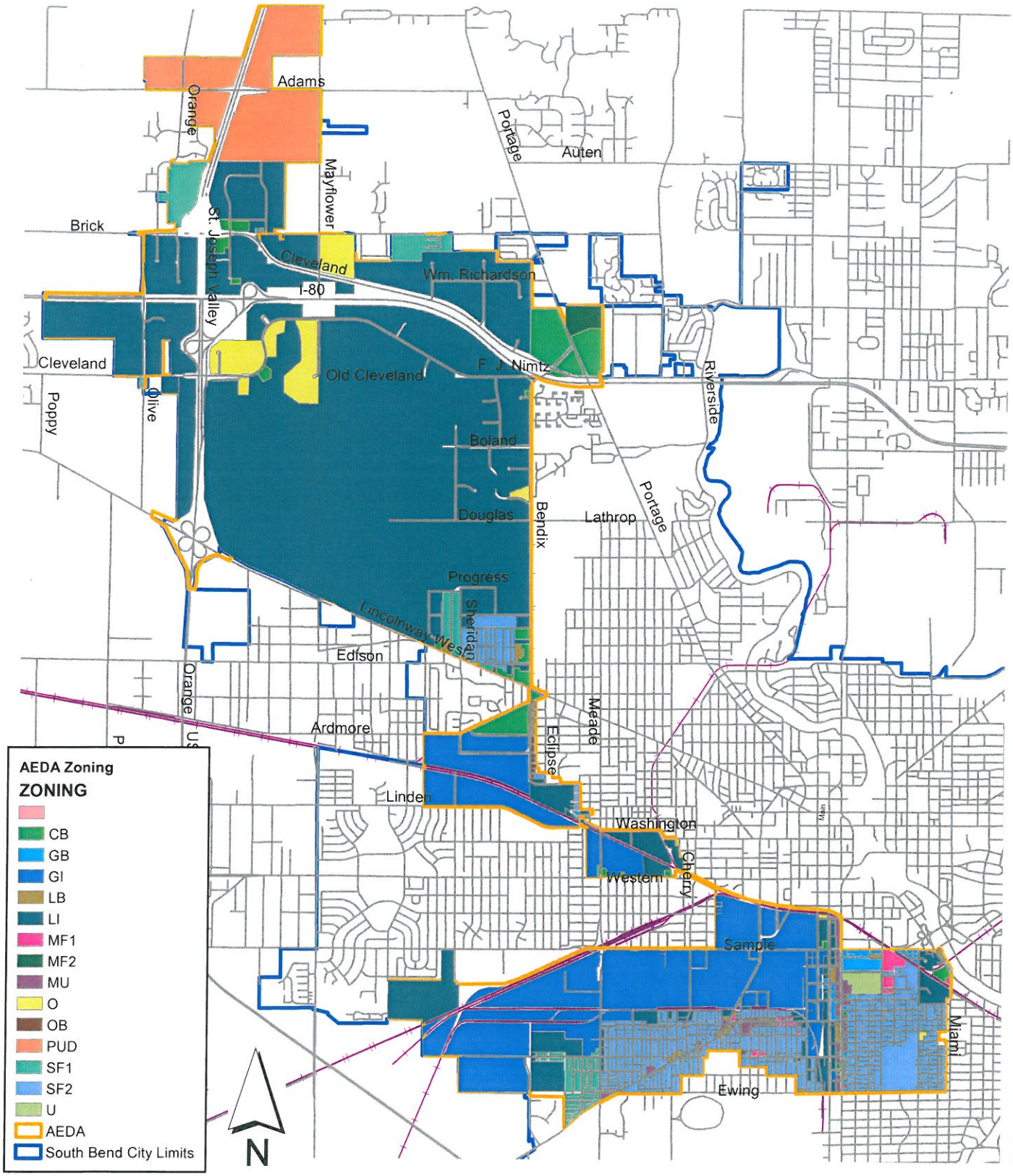
The Development Plan for the Airport Economic Development Area may be amended by resolution of the South Bend Redevelopment Commission. Any change affecting any property or contractual right can be effectuated only in accordance with applicable state and local law.

Map 1: Airport Economic Development Area

Boundary as of Resolution No. 2456, 6/25/08

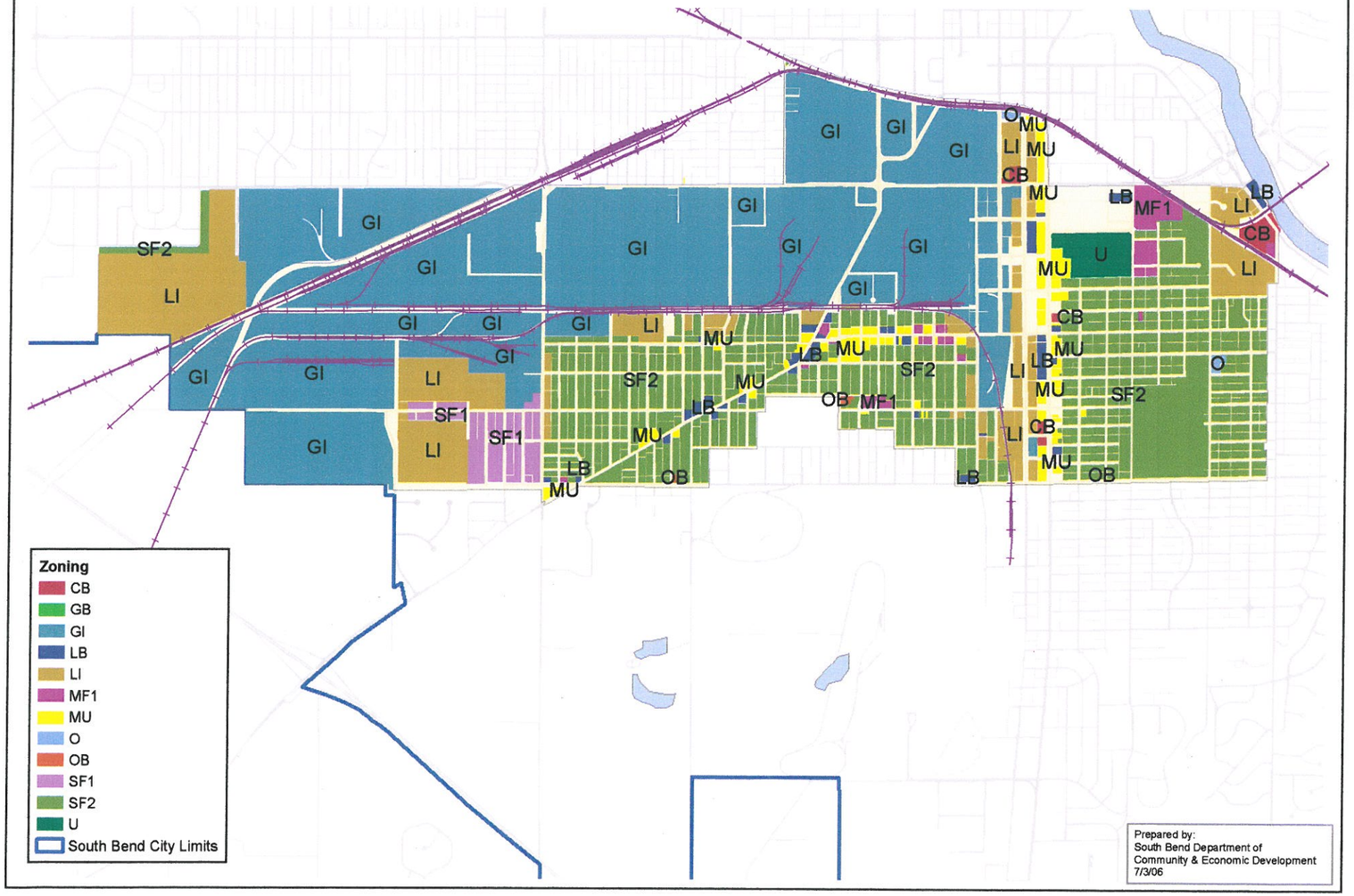


Map 2: Airport Economic Development Area Zoning



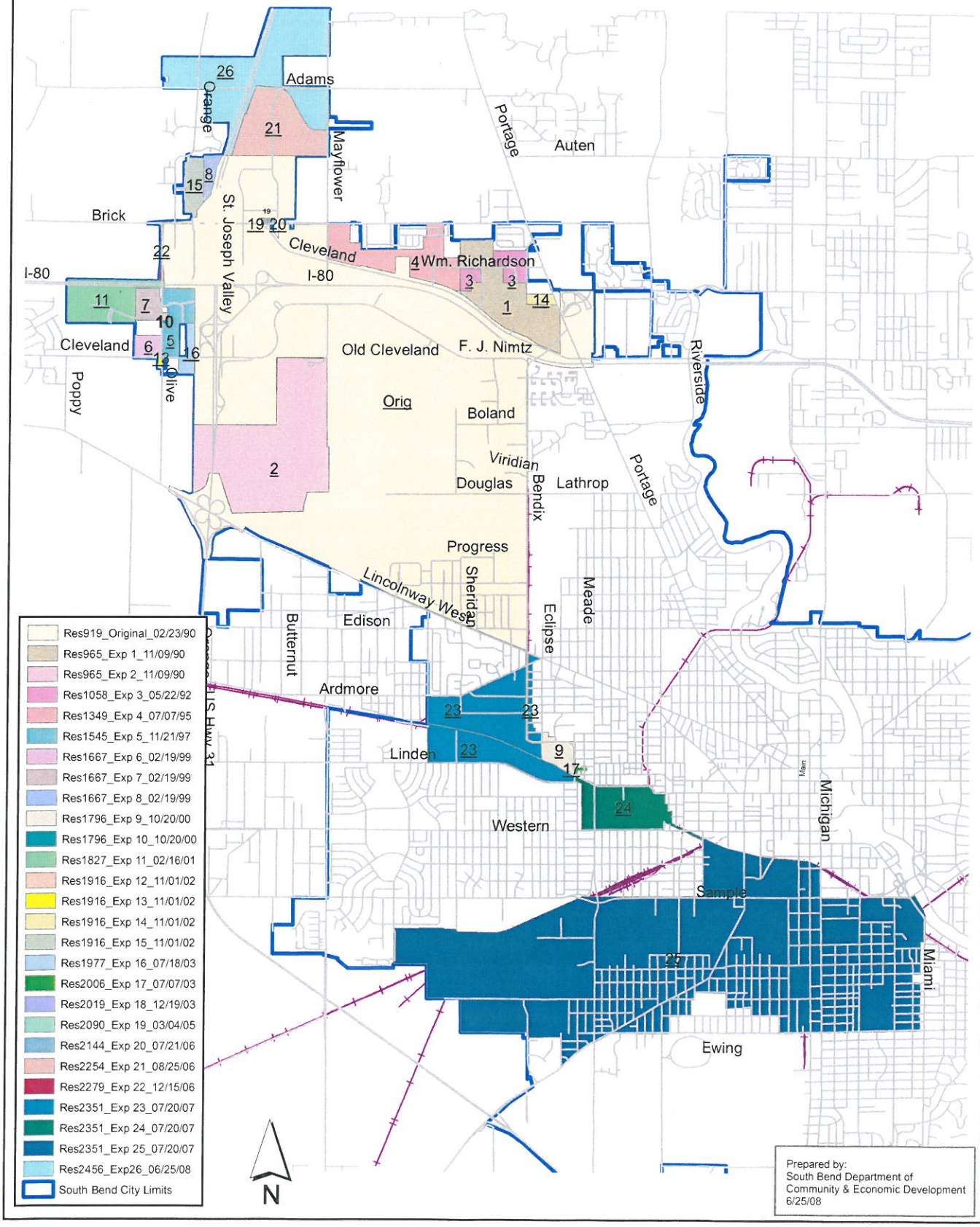
Map 3: Sample-Ewing Development Area Land Use

Boundary as of Resolution No. 1222, 2/4/94

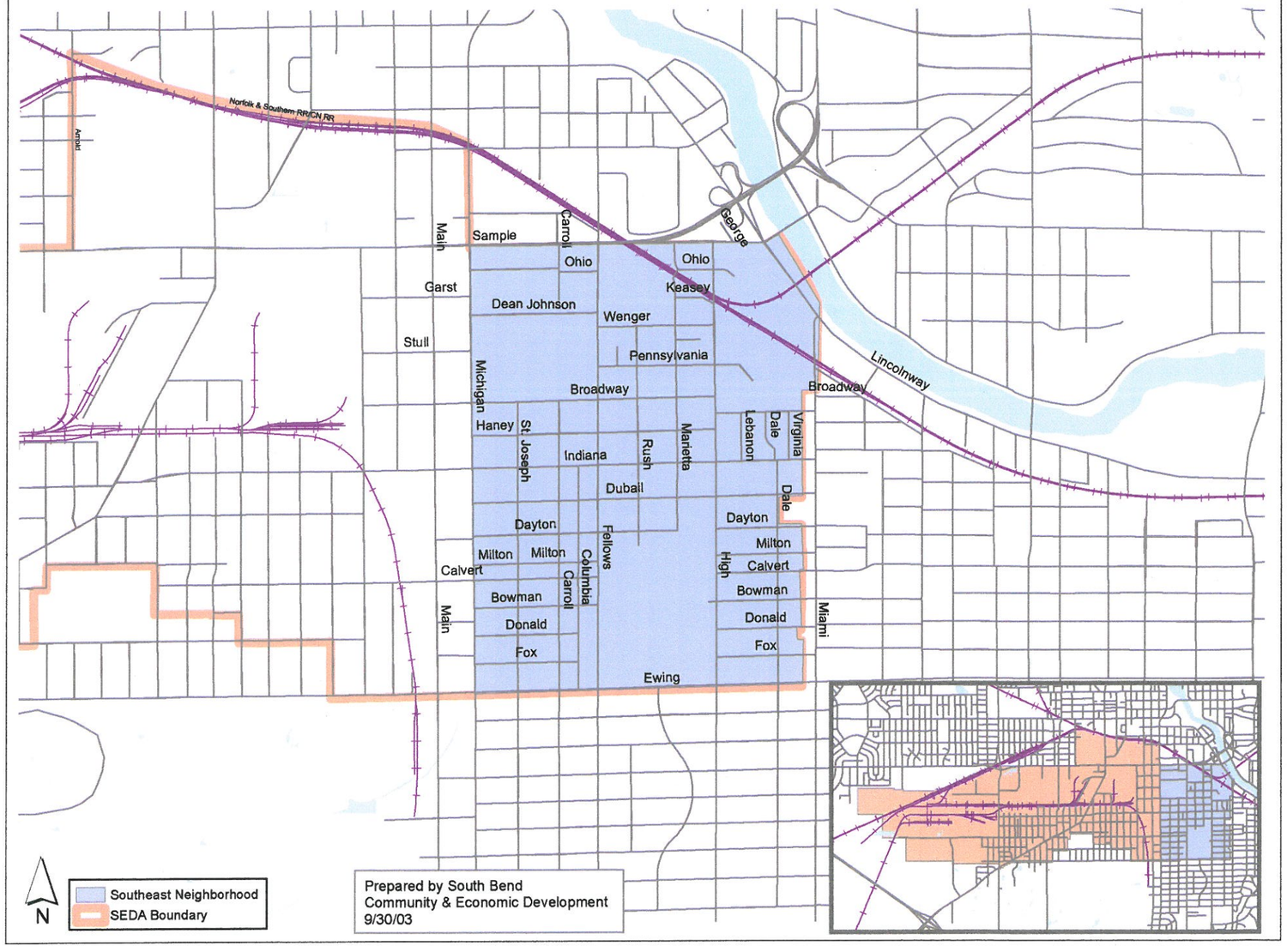


Map 4: Airport Economic Development Area Expansions

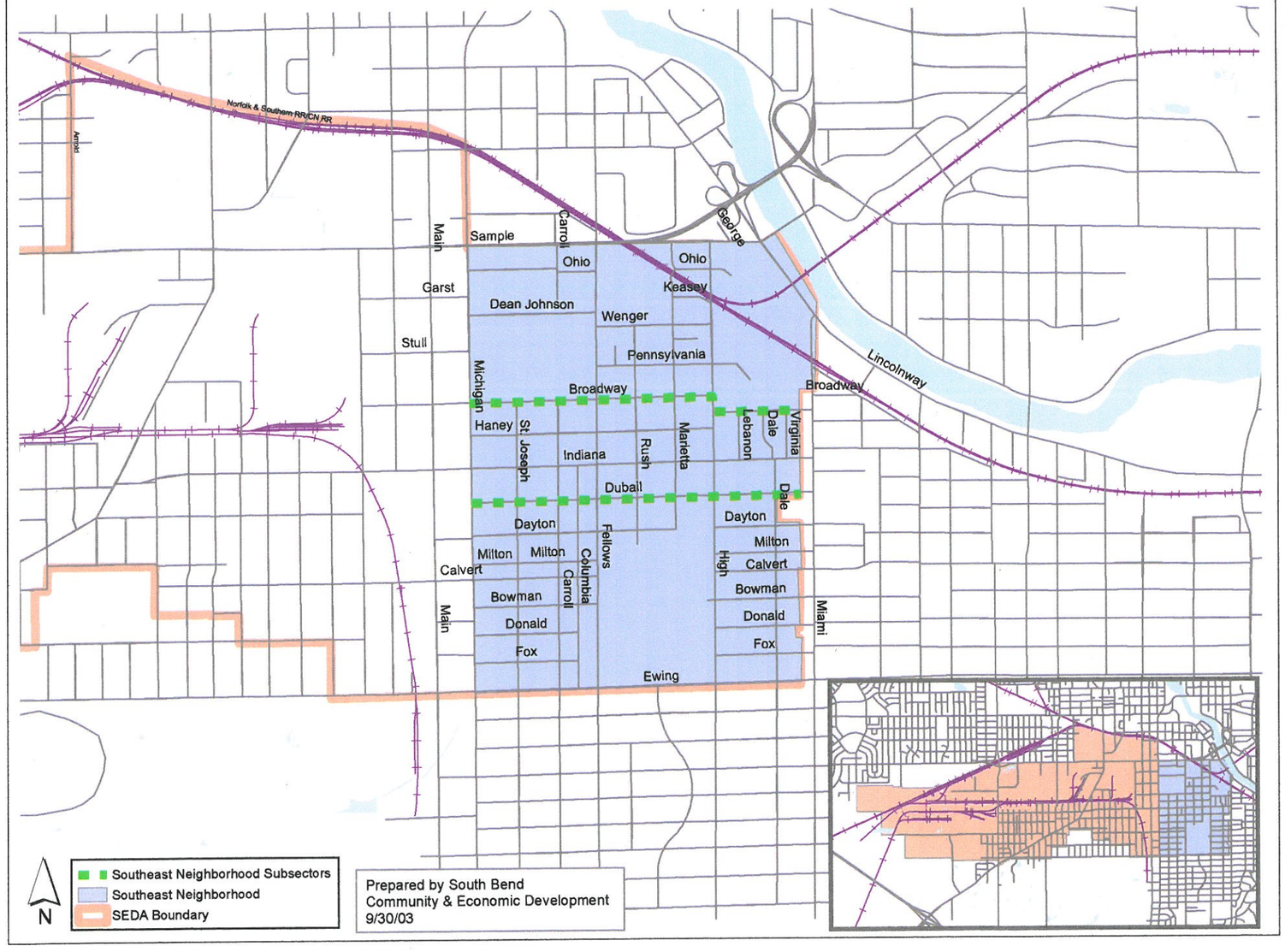
Expansion History



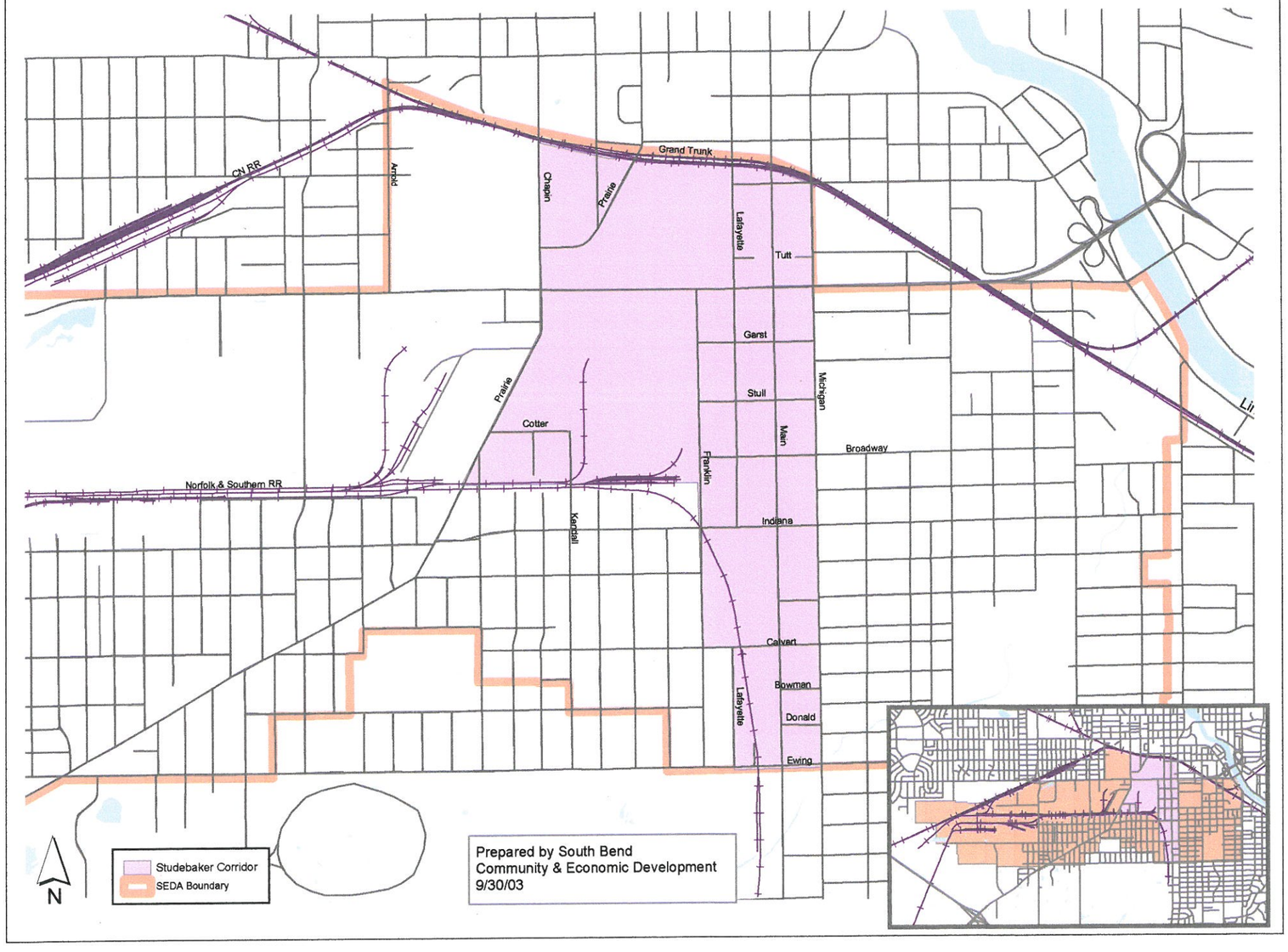
Map 5: Southeast Neighborhood Sub-Area



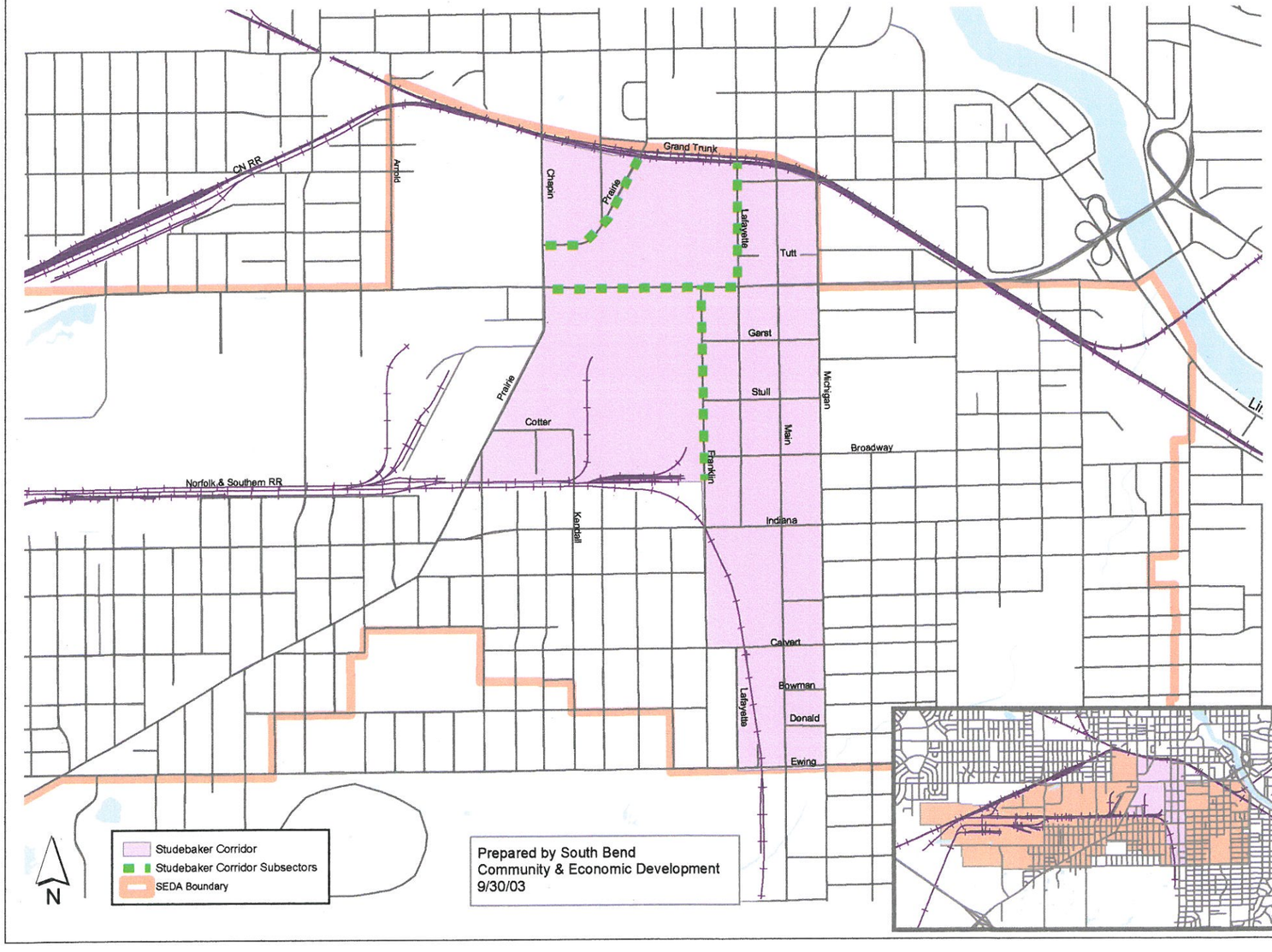
Map 6 : Southeast Neighborhood Sub-Area Sectors



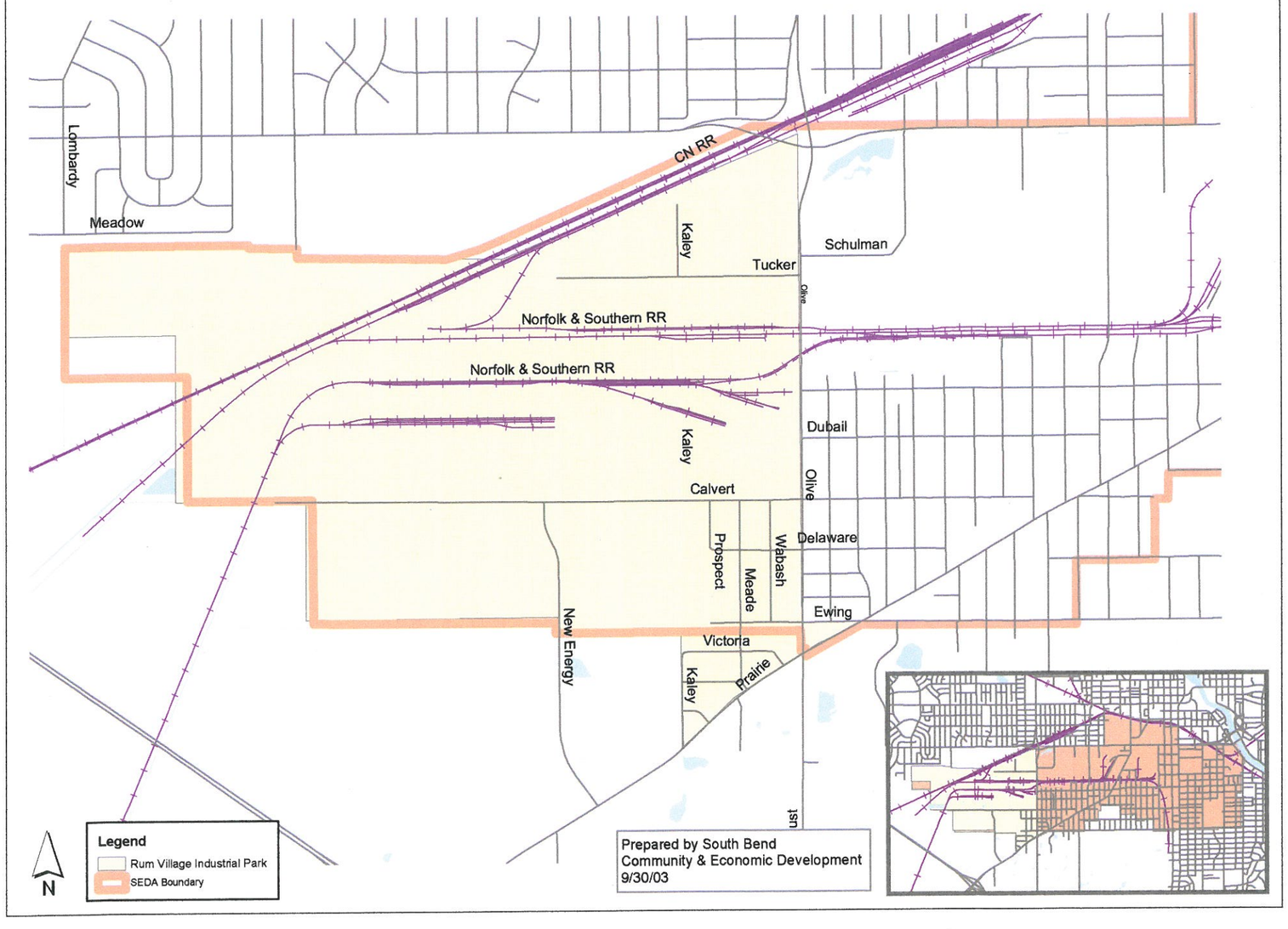
Map 7: Studebaker Corridor Sub-Area



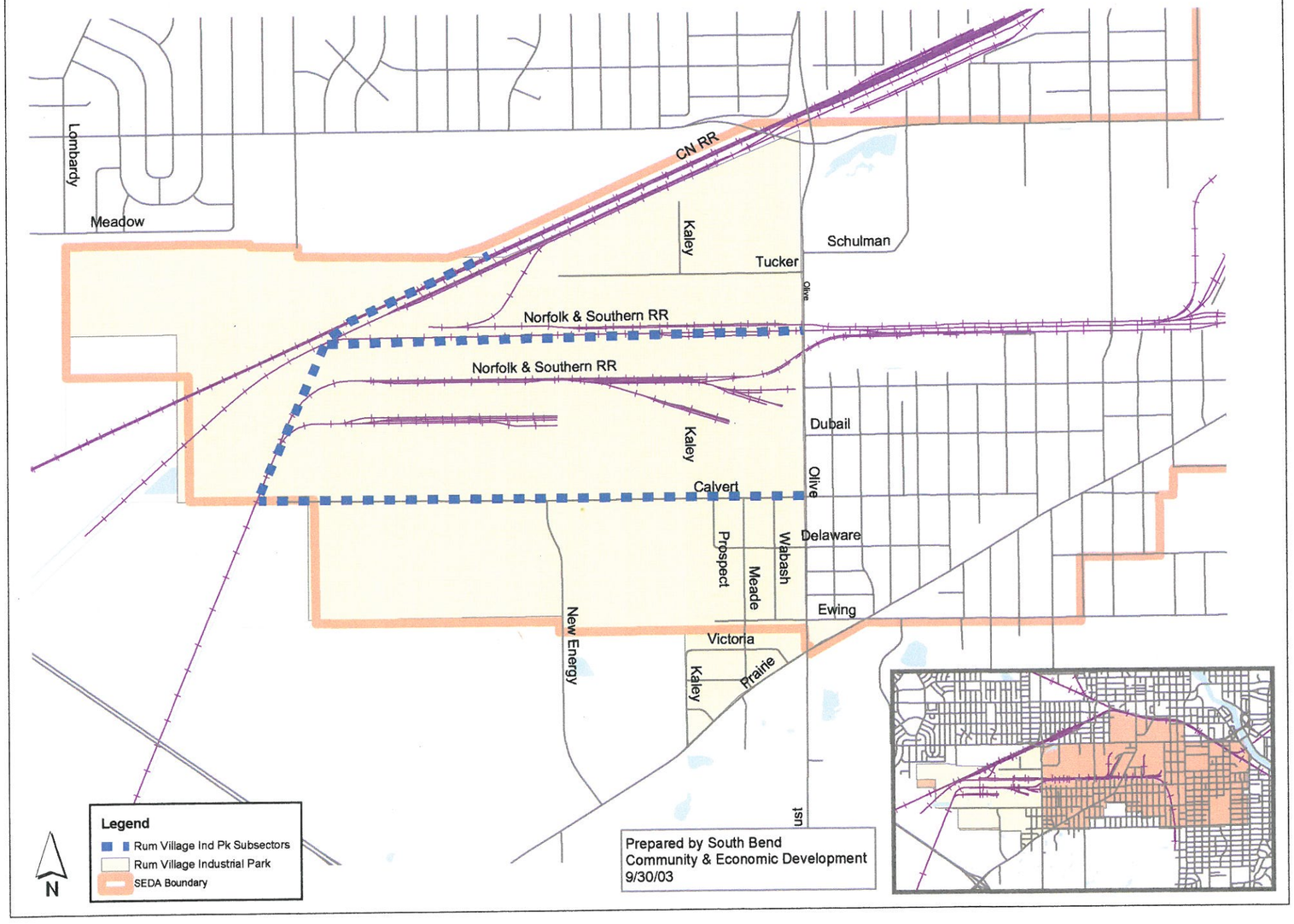
Map 8: Studebaker Corridor Sub-Area Sectors



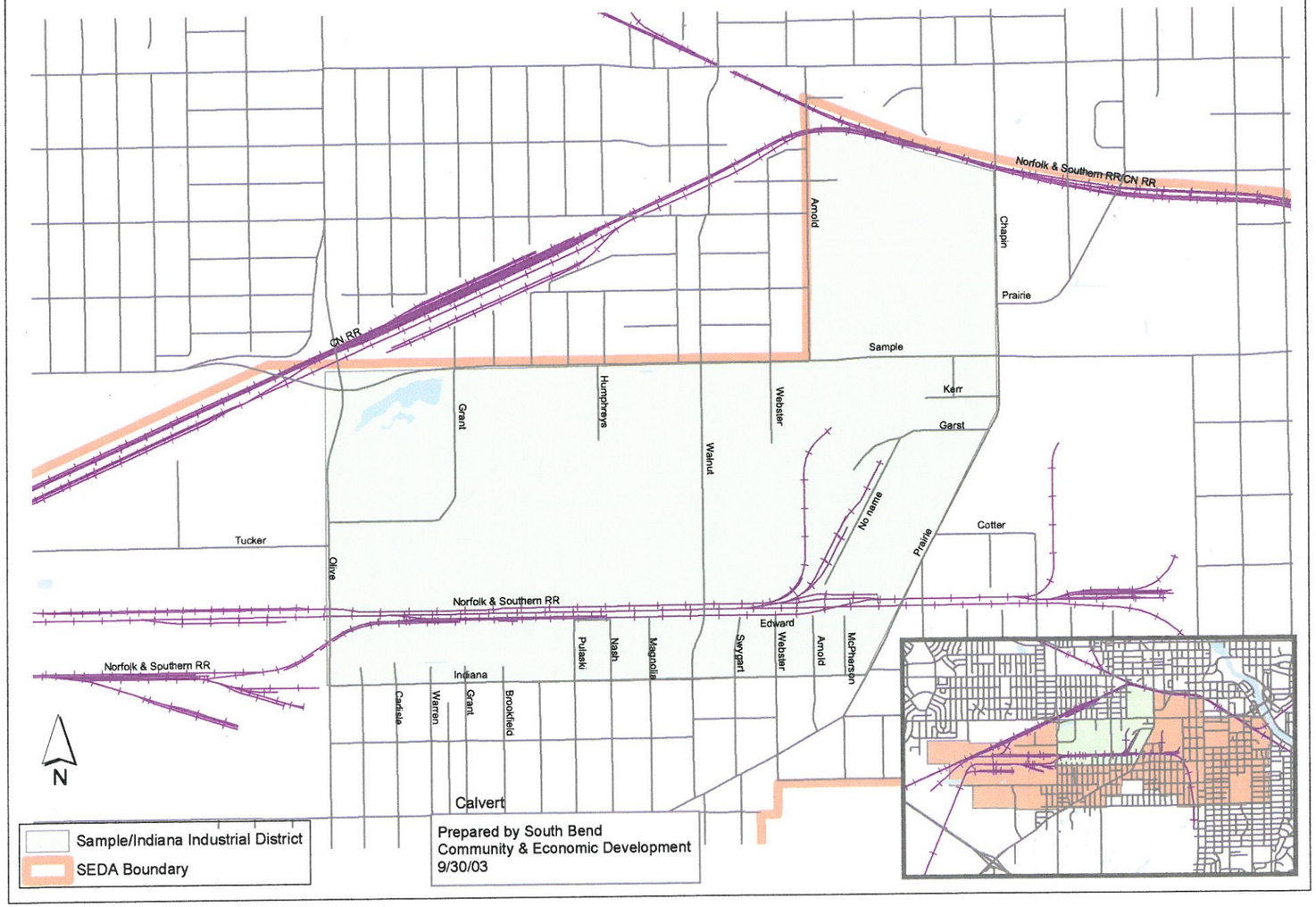
Map 9: Rum Village Industrial Park Sub-Area



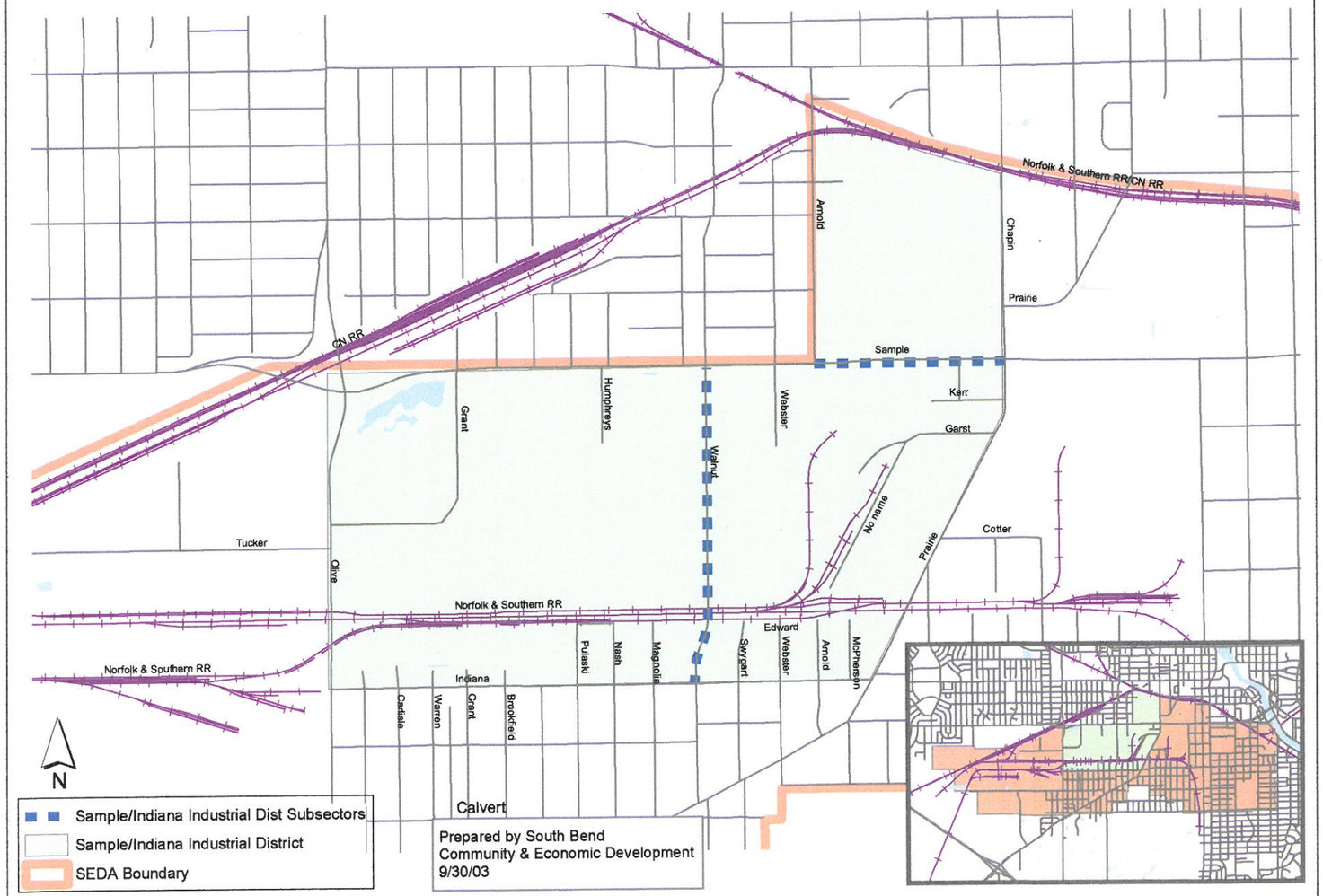
Map 10: Rum Village Industrial Park Sub-Area Sectors



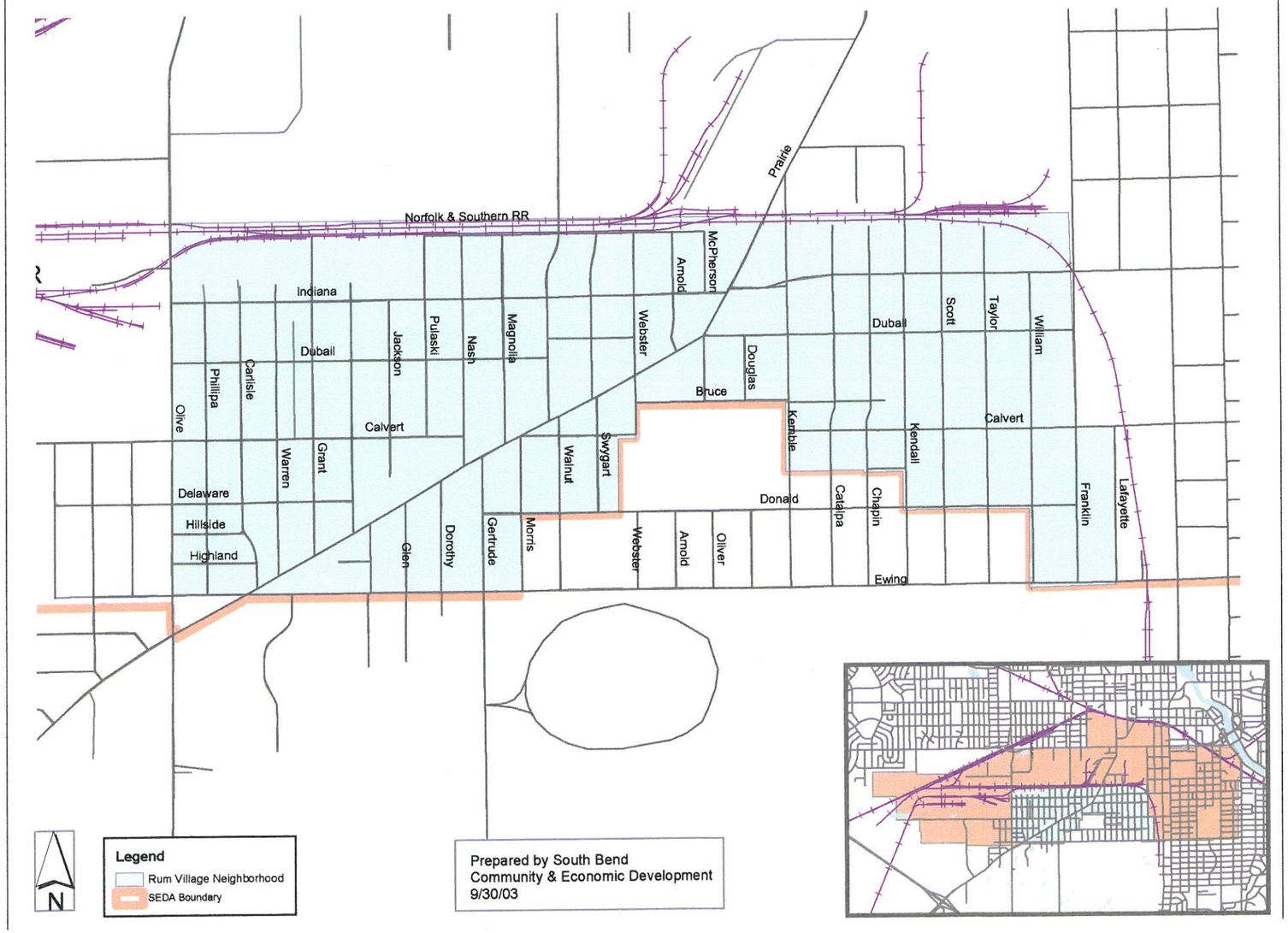
Map 11: Sample/Indiana Industrial District Sub-Area



Map 12: Sample/Indiana Industrial District Sub-Area Sectors



Map 13: Rum Village Neighborhood Sub-Area



Map 14: Rum Village Neighborhood Sub-Area Sectors

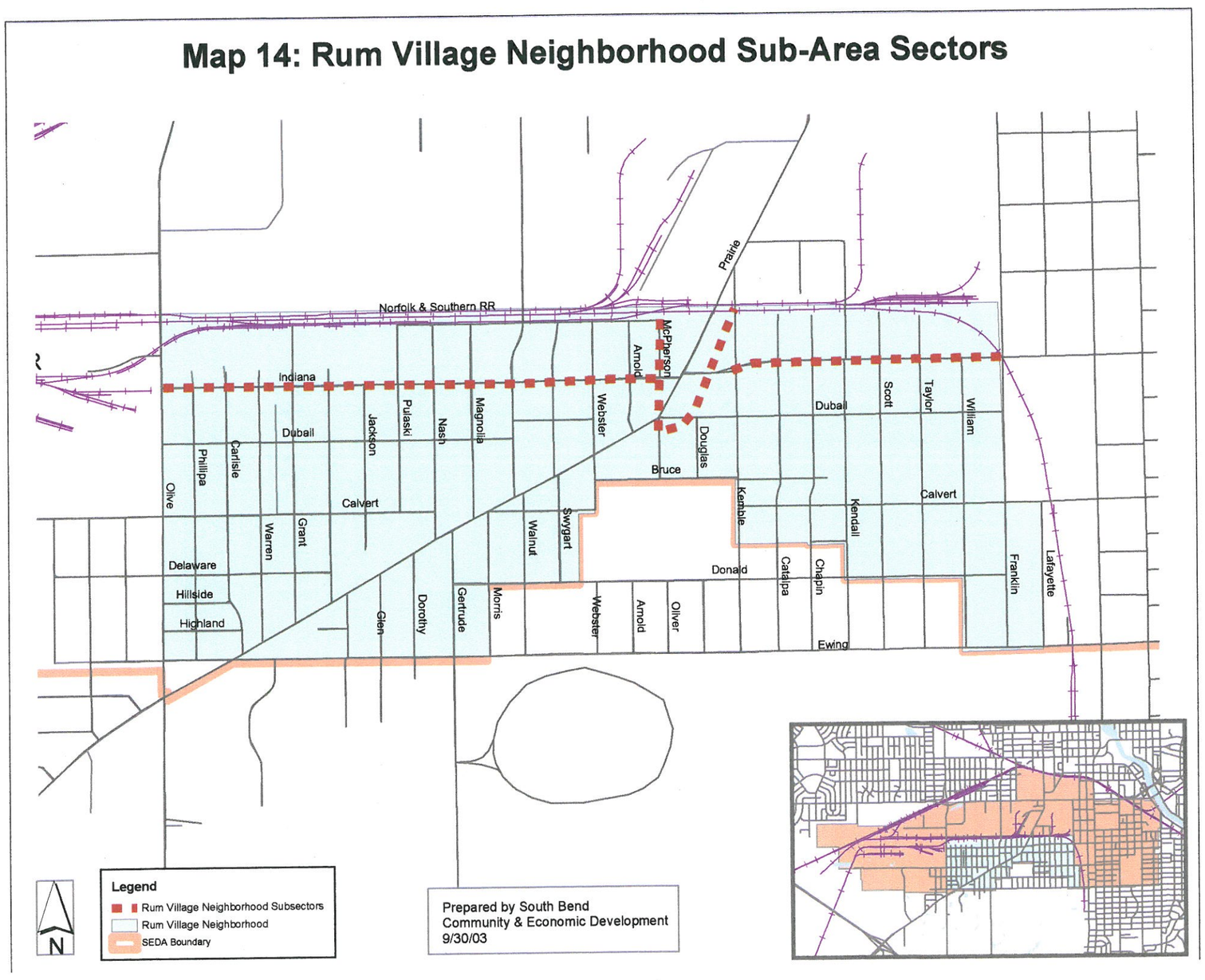


Exhibit A

(EXHIBIT B TO RESOLUTION NO. 2657)
RESTATEMENT OF THE LEGAL DESCRIPTION DEFINING
THE AIRPORT ECONOMIC DEVELOPMENT AREA

A PART OF SECTION 24 IN TOWNSHIP 38 NORTH, RANGE 1 EAST, AND SECTIONS 7,8,17, 18, 19, 20, 21, 22, 27, 28, 29, 30, 31, 32, 33, AND 34 IN TOWNSHIP 38 NORTH, RANGE 2 EAST, AND SECTIONS 3, 4, 9, 10, 11, 12, 13, 14, 15, 16, 21, 22, 23 AND 24 IN TOWNSHIP 37 NORTH, RANGE 2 EAST, AND SECTION 18, TOWNSHIP 37 NORTH, RANGE 3 EAST, IN GERMAN AND PORTAGE TOWNSHIPS, ST. JOSEPH COUNTY, INDIANA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT OF THE INTERSECTION OF THE NORTHERN RIGHT-OF-WAY LINE OF LINCOLN WAY WEST AND THE EASTERLY RIGHT-OF-WAY LINE OF BENDIX DRIVE, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF LOT 233 IN LINCOLN TERRACE ADDITION RECORDED IN PLAT BOOK 13, PAGES 82-83 IN THE OFFICE OF RECORDER OF ST. JOSEPH COUNTY, INDIANA; THENCE SOUTHEASTERLY ALONG NORTH RIGHT-OF-WAY LINE OF LINCOLN WAY WEST, A DISTANCE OF 572.5 FEET TO THE SOUTHEAST CORNER OF LOT 215 IN SAID LINCOLN TERRACE ADDITION; THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 125.5 FEET (ASSUMED) TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF ARMORE TRAIL PROJECTED EASTERLY 31.5 FEET (ASSUMED) FROM THE NORTHEAST CORNER OF LOT 1 OF LINCOLN MANOR 2ND ADDITION AS RECORDED IN PLAT BOOK 11, PAGE 143 IN THE OFFICE OF SAID RECORDER; THENCE SOUTH 69 DEGREES 30 MINUTES WEST PARALLEL WITH THE CENTERLINE OF SAID ARDMORE TRAIL (PREVIOUSLY CRUMSTOWN AVENUE), A DISTANCE OF 381.5 (ASSUMED) TO THE NORTHWEST CORNER OF LOT 8 IN SAID LINCOLN MANOR 2ND ADDITION; THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID NORTHWEST QUARTER AND THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 3, A DISTANCE OF 1958.36 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF WESTMORE STREET; THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF WESTMORE STREET, A DISTANCE OF 9 FEET TO THE NORTHEAST CORNER OF LOT 9 IN LINCOLN MANOR 3RD ADDITION AS RECORDED IN PLAT BOOK 12, PAGES 86-87 IN THE OFFICE OF SAID RECORDER; THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 332.7 FEET TO THE SOUTHWEST CORNER OF LOT 17 IN SAID LINCOLN MANOR 3RD ADDITION; THENCE EAST PARALLEL WITH THE NORTH LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 42 FEET TO THE SOUTHWEST CORNER OF LOT 18 IN SAID LINCOLN MANOR 3RD ADDITION; THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 214 FEET TO THE SOUTHWEST CORNER OF LOT 31 IN SAID LINCOLN MANOR 3RD ADDITION; THENCE EAST PARALLEL WITH THE NORTH LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 84 FEET TO THE SOUTHWEST CORNER OF LOT 29 IN SAID LINCOLN MANOR 3RD ADDITION; THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 168 FEET TO THE SOUTHWEST CORNER OF LOT 44 IN SAID LINCOLN MANOR 3RD ADDITION; THENCE EAST PARALLEL WITH THE NORTH LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 279.29 FEET TO THE EAST RIGHT-OF-WAY LINE OF GOODLAND AVENUE; THENCE SOUTH ALONG SAID EAST RIGHT-OF-WAY LINE OF GOODLAND AVENUE, A DISTANCE OF 19.05 FEET TO A POINT 362.95 FEET NORTH OF THE NORTHERLY RIGHT-OF-WAY LINE OF BENDIX DRIVE; THENCE SOUTH 89 DEGREES 46 MINUTES 27 SECONDS EAST, A DISTANCE OF 239.50 FEET; THENCE SOUTH 0 DEGREES 29 MINUTES 11 SECONDS EAST, A DISTANCE OF 176.78 FEET; THENCE SOUTH 89 DEGREES 07 MINUTES 43 SECONDS EAST, A DISTANCE OF 227.04 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF ECLIPSE STREET; THENCE ALONG A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 957.29 FEET AND A CENTRAL ANGLE OF 3 DEGREES 26 MINUTES 41 SECONDS AND LIMITED IN LENGTH BY A CHORD WHICH BEARS SOUTH 17 DEGREES 02 MINUTES 58 SECONDS EAST, A DISTANCE OF 57.54 FEET; THENCE CONTINUING ALONG SAID WEST RIGHT-OF-WAY LINE OF ECLIPSE STREET, A DISTANCE OF 127.60 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF BENDIX DRIVE; THENCE EAST ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO THE EASTERLY RIGHT-OF-WAY LINE OF MEADE STREET; THENCE SOUTH 978 FEET TO THE SOUTHWEST CORNER OF LOT 68 AS SHOWN ON THE RECORDED PLAT OF WEST END SUBDIVISION, WITHIN AND PART OF THE CITY OF SOUTH BEND, RECORDED ON AUGUST 20, 1901 IN PLAT BOOK 8, PAGE 46; THENCE EAST ALONG THE NORTHERLY RIGHT-OF-WAY OF LAWTON STREET A DISTANCE OF 476 FEET TO THE SOUTHEAST CORNER OF LOT 40 IN SAID SUBDIVISION; THENCE SOUTH 194 FEET TO THE NORTHEAST CORNER OF LOT 30 IN SAID SUBDIVISION; THENCE WEST 222 FEET TO THE NORTHEAST CORNER OF LOT 57 IN SAID SUBDIVISION;

THENCE SOUTH 120 FEET ALONG THE EAST LINE OF SAID LOT 57; THENCE WEST 40 FEET ALONG THE SOUTH LINE OF SAID LOT 57; THENCE NORTH 120 FEET ALONG THE WEST LINE OF SAID LOT 57; THENCE WEST 134 FEET TO THE NORTHEAST CORNER OF LOT 53 IN SAID SUBDIVISION; THENCE SOUTH 120 FEET ALONG THE EAST LINE OF LOT 53 IN SAID SUBDIVISION; THENCE WEST 80 FEET TO THE SOUTHWEST CORNER OF LOT 52 IN SAID SUBDIVISION; THENCE SOUTH ALONG SAID EASTERLY RIGHT-OF-WAY LINE OF SAID MEADE STREET, A DISTANCE OF 103.3 FEET TO THE NORTHEASTERLY RIGHT-OF-WAY LINE OF VACATED MERRY AVENUE; THENCE SOUTHEASTERLY ALONG THE NORTHEAST LINE OF VACATED MERRY AVENUE RIGHT-OF-WAY, A DISTANCE OF 814 FEET (ASSUMED) TO THE NORTHWEST CORNER OF WASHINGTON STREET AND OLIVE STREET; THENCE SOUTHEASTERLY, A DISTANCE OF 58 FEET (ASSUMED) TO THE SOUTHWEST CORNER OF LOT 114 IN OAK GROVE 1ST ADDITION AS RECORDED IN PLAT BOOK 7, PAGE 4 IN THE OFFICE OF RECORDER OF SAID COUNTY; THENCE EAST PARALLEL WITH THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 10, ALONG THE NORTH RIGHT-OF-WAY LINE OF WASHINGTON STREET, A DISTANCE OF 313.9 FEET TO THE SOUTHWEST CORNER OF LOT 88 IN ARNOLD'S 2ND ADDITION AS RECORDED IN PLAT BOOK 6, PAGE 63 IN THE OFFICE OF SAID RECORDER; THENCE CONTINUING EAST PARALLEL TO SAID NORTH LINE OF SAID NORTHEAST QUARTER ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 297 FEET TO THE SOUTHWEST CORNER OF LOT 53 IN SAID OAK GROVE 1ST ADDITION; THENCE CONTINUING EAST ALONG SAID NORTH LINE AND SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 568.30 FEET TO THE SOUTHWEST CORNER OF LOT 48 IN COLLEGE GROVE AS RECORDED IN PLAT BOOK 2, PAGE 11 IN THE OFFICE OF SAID RECORDER; THENCE CONTINUING EAST ALONG SAID NORTH LINE AND SAID NORTH RIGHT-OF-WAY LINE AND THE NORTH RIGHT-OF-WAY LINE OF LISTON STREET, A DISTANCE OF 1151.85 FEET (ASSUMED) TO A POINT ON THE SOUTH LINE OF LOT 39, BEING 66 FEET NORTH OF A PROJECTED WEST LINE OF A PARCEL DESCRIBED IN A QUIT CLAIM DEED AS RECORDED UNDER INSTRUMENT NUMBER 9544366 IN THE OFFICE OF SAID RECORDER; THENCE SOUTH ALONG SAID PROJECTED WEST LINE, A DISTANCE OF 66 FEET TO THE NORTHWEST CORNER OF SAID PARCEL; THENCE ALONG THE SOUTHEASTERLY AND NORTH RIGHT-OF-WAY LINE OF WASHINGTON STREET TO THE SOUTHWEST CORNER OF LOT 4 IN THE PLAT OF ALFRED BROTHER'S LAND (UNRECORDED) AS DESCRIBED IN PARCEL III IN A QUIT CLAIM DEED RECORDED UNDER INSTRUMENT NUMBER 0261005 IN THE OFFICE OF SAID RECORDER; THENCE EASTERLY ALONG THE NORTH LINE OF WASHINGTON STREET AND THE SOUTH LINE OF SAID PARCEL III AND PARCEL II IN SAID INSTRUMENT NUMBER 0261005 IN THE OFFICE OF SAID RECORDER, A DISTANCE OF 200 FEET TO THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 10; THENCE CONTINUING EAST ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 147 FEET TO THE PROJECTED NORTH-SOUTH CENTERLINE OF A 14 FOOT WIDE ALLEY, PERPENDICULAR BY MEASURE, LYING BETWEEN LOTS 4 AND 5 IN HARLIN'S SUBDIVISION OF BANK OUTLOT 82 AS RECORDED IN PLAT BOOK 8, PAGE 161 IN THE OFFICE OF SAID RECORDER; THENCE SOUTH PARALLEL WITH SAID EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 10 ALONG SAID PROJECTED NORTH-SOUTH CENTERLINE, A DISTANCE OF 197.5 FEET TO A POINT LYING 7 FEET WEST OF THE SOUTHWEST CORNER OF SAID LOT 4; THENCE EAST PARALLEL WITH THE SOUTH RIGHT-OF-WAY LINE OF SAID WASHINGTON STREET, A DISTANCE OF 7 FEET TO SAID SOUTHWEST CORNER OF SAID LOT 4; THENCE SOUTH PARALLEL WITH SAID EAST LINE, A DISTANCE OF 262 FEET TO THE SOUTHWEST CORNER OF LOT 15 IS SAID HARLIN'S SUBDIVISION OF BANK OUTLOT 82; THENCE EAST PARALLEL WITH THE SOUTH RIGHT-OF-WAY LINE OF SAID WASHINGTON STREET, A DISTANCE OF 115 FEET TO THE SOUTHEAST CORNER OF SAID LOT 15; THENCE SOUTH PARALLEL WITH THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 10, A DISTANCE OF 66 FEET ALONG THE EAST LINE OF PARCEL II DESCRIBED IN A QUIT CLAIM DEED RECORDED UNDER INSTRUMENT NUMBER 9208193 IN THE OFFICE OF SAID RECORDER; THENCE THE NEXT TWO (2) COURSES ALONG AN EAST AND NORTH LINE OF SAID PARCEL II: (1) EAST PARALLEL WITH THE SOUTH RIGHT-OF-WAY LINE OF SAID WASHINGTON STREET ALONG THE SOUTH RIGHT-OF-WAY LINE OF JEFFERSON BOULEVARD, A DISTANCE OF 14.5 FEET; (2) THENCE SOUTH PARALLEL WITH THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 10, A DISTANCE OF 212 FEET; THENCE EAST ALONG THE SOUTH LINE OF A 14 FOOT ALLEY, NORTH SOUTH BY MEASURE, PARALLEL WITH SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 152 FEET TO THE NORTHEAST CORNER OF LOT 29 IN KIRBY'S SUBDIVISION OF PART OF BANK OUTLOT 83; THENCE SOUTH PARALLEL WITH THE EAST LINE SAID NORTHEAST QUARTER, A DISTANCE OF 484 FEET (ASSUMED) TO THE NORTHEAST RIGHT-OF-WAY LINE OF THE PENN CENTRAL RAILROAD; THENCE SOUTHEASTERLY ALONG THE NORTHEAST RIGHT-OF-WAY LINE OF PENN CENTRAL RAILROAD (FORMERLY THE LAKE SHORE & MICHIGAN SOUTHERN RAILROAD AND THE NEW YORK CENTRAL RAILROAD COMPANY), ALSO BEING ALONG THE SOUTHWEST BOUNDARY OF SAID KIRBY'S SUBDIVISION OF PART OF BANK OUTLOT 83, KNOBLOCK SUBDIVISION OF PART OF BANK OUTLOT 84 AS RECORDED IN PLAT BOOK 2, PAGE 63, COMMISSIONER'S SUBDIVISION OF PART OF BANK OUTLOT 85 AND 86 AS RECORDED IN PLAT BOOK 3, PAGE 40, ALL RECORDED IN THE OFFICE OF SAID RECORDER, A DISTANCE OF 1005 FEET (ASSUMED) TO THE SOUTHWEST CORNER OF PARCEL II AS DESCRIBED IN A

CORPORATE WARRANTY DEED RECORDED UNDER INSTRUMENT NUMBER 0507883; THENCE SOUTHEASTERLY ALONG SAID NORTHEAST RIGHT-OF-WAY LINE OF SAID RAILROAD AND THE SOUTHWEST LINE OF SAID PARCEL II AND III AS DESCRIBED IN SAID INSTRUMENT NUMBER 0507883, A DISTANCE OF 327.95 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL III, SAID CORNER BEING ON THE WEST RIGHT-OF-WAY LINE OF ARNOLD STREET INTERSECTING THE NORTHERLY RIGHT-OF-WAY OF CONRAIL RAILWAY (FORMERLY PENN CENTRAL RAILROAD) SAID POINT ALSO BEING THE SOUTHEAST CORNER OF LOT 1 IN THE UNRECORDED PLAT OF "GUILDFOYLE'S ADDITION"; THENCE EASTERLY AND SOUTHEASTERLY ALONG SAID NORTHERLY RIGHT-OF WAY LINE TO THE INTERSECTION OF SAID NORTH RIGHT-OF-WAY, EXTENDED EAST, WITH THE CENTERLINE OF MICHIGAN STREET (99 FEET WIDE); THENCE SOUTH ALONG SAID CENTERLINE OF MICHIGAN STREET TO THE INTERSECTION OF SAID CENTERLINE WITH THE SOUTH LINE OF SAMPLE STREET EXTENDED EAST; THENCE EAST AND NORTHEASTERLY ALONG THE SOUTH AND SOUTHERLY RIGHT-OF-WAY LINE OF SAMPLE STREET (OLD EDDY STREET) TO A POINT ON THE SOUTHERLY SHORE LINE OF THE ST. JOSEPH RIVER, SAID POINT ALSO BEING THE NORTHEASTERLY CORNER OF A PARCEL OF LAND WITH TAX KEY ID # 18-7017-0719 AS SHOWN ON AUDITOR'S RECORDS OF SAID COUNTY DATED MARCH 19,1993; THENCE SOUTHEASTERLY ALONG SAID SHORE LINE TO A POINT ON THE EAST RIGHT-OF-WAY LINE MIAMI STREET, EXTENDED NORTH; THENCE SOUTH ALONG SAID MIAMI STREET RIGHT-OF-WAY LINE TO A POINT ON THE NORTH LINE OF LOT 35, EXTENDED EAST, IN THE PLAT OF "WENGER & KRIEG- BAUM'S 2ND ADDITION AS RECORDED IN THE RECORDS OF SAID COUNTY; THENCE WEST ALONG THE NORTH LINE OF LOT 35 TO THE NORTHWEST CORNER OF SAID LOT; THENCE SOUTH ALONG THE EAST LINE OF A PUBLIC ALLEY (14 FEET WIDE) EXTENDED SOUTH TO THE NORTHWEST CORNER OF LOT 57 IN "OAK PARK 2ND ADDITION" AS RECORDED IN THE RECORDS OF SAID COUNTY, POINT ALSO BEING ON THE SOUTH RIGHT-OF-WAY LINE OF DUBAIL AVENUE; THENCE WEST ALONG SAID RIGHT-OF-WAY LINE TO THE NORTHWEST CORNER OF LOT 70 IN SAID "OAK PARK 2ND ADDITION", POINT ALSO BEING THE EAST RIGHT-OF-WAY LINE OF DALE AVENUE (50 FEET WIDE); THENCE SOUTH ALONG SAID EAST RIGHT-OF-WAY LINE TO THE CENTERLINE OF VACATED DAYTON STREET (60 FEET WIDE); THENCE EAST ALONG SAID CENTERLINE, A DISTANCE OF 28 FEET TO THE EAST LINE OF A PUBLIC ALLEY (14 FEET WIDE) EXTENDED NORTH; THENCE SOUTH ALONG SAID EAST LINE OF PUBLIC ALLEY TO THE NORTH LINE OF MILTON STREET, ALSO BEING THE SOUTHWEST CORNER OF LOT 44 IN THE "SOUTHEAST ADDITION" AS RECORDED IN THE RECORDS OF SAID COUNTY; THENCE EAST ALONG SAID NORTH LINE OF MILTON STREET TO A POINT OF INTERSECTION OF THE WEST LINES OF LOTS 45,46,93 AND 94 OF SAID "SOUTHEAST ADDITION" EXTENDED NORTH; THENCE SOUTH ALONG SAID WEST LINES, CROSSING MILTON, TO THE NORTH LINE OF CALVERT STREET (60 FEET WIDE), ALSO BEING THE SOUTHWEST CORNER OF SAID LOT 94; THENCE WEST ALONG SAID NORTH LINE OF CALVERT STREET TO A POINT ON THE EAST LINE OF A PUBLIC ALLEY (14 FEET WIDE) EXTENDED NORTH FROM THE WEST LINES OF LOTS 95,96,97,148,149 AND 150 IN SAID "SOUTHEAST ADDITION", CROSSING BOWMAN STREET, AND CONTINUING SOUTH ALONG THE EAST LINE OF SAID ALLEY, ALSO BEING THE WEST LINE OF LOTS 282,233,AND 234 IN THE "SOUTHEAST 3RD ADDITION" AS RECORDED IN THE RECORDS OF SAID COUNTY, CROSSING AN ALLEY, AND CONTINUING SOUTH ALONG SAID EAST LINE OF PUBLIC ALLEY, ALSO BEING ALONG THE WEST LINE OF LOTS 1,2 AND 3 IN "OAK PARK 4TH ADDITION" AS RECORDED IN THE RECORDS OF SAID COUNTY AND CONTINUING SOUTH CROSSING DONALD STREET (60 FEET WIDE), TO THE NORTHWEST CORNER OF LOT 4 IN SAID "OAK PARK 4TH ADDITION", ALSO BEING THE SOUTH RIGHT-OF-WAY LINE OF SAID DONALD STREET; THENCE WEST ALONG SAID SOUTH LINE OF DONALD STREET TO THE NORTHWEST CORNER OF LOT 103 IN SAID "OAK PARK 4TH ADDITION" TO THE SOUTHWEST CORNER OF SAID LOT 103; THENCE EAST ALONG THE SOUTH LINE OF SAID LOT 103 EXTENDED EAST TO THE SOUTHWEST CORNER OF LOT 6 IN SAID "OAK PARK 4TH ADDITION"; THENCE SOUTH, CROSSING A PUBLIC ALLEY (14 FEET WIDE), COINCIDING WITH THE WEST LINES OF LOTS 4 THROUGH 9, CROSSING FOX STREET (60 FEET WIDE), AND CONTINUING SOUTH COINCIDING WITH THE WEST LINES OF LOT 10 THROUGH 15 IN SAID "OAK PARK 4TH ADDITION", AND CROSSING EWING AVE (80 FEET WIDE), TO THE SOUTH RIGHT-OF-WAY LINE OF SAID EWING AVENUE TO THE NORTHWEST CORNER OF LOT 1 IN THE RECORDED PLAT OF "WEIDLER'S FIRST ADDITION" AS RECORDED IN THE RECORDS OF SAID COUNTY; THENCE WEST ALONG THE SOUTH RIGHT-OF-WAY LINE OF SAID EWING AVENUE TO A POINT OF INTERSECTION WITH THE WEST RIGHT-OF-WAY LINE, EXTENDED SOUTH, OF WILLIAM STREET (60 FEET WIDE); THENCE NORTH ALONG THE WEST RIGHT-OF-WAY LINE OF SAID WILLIAM STREET TO THE NORTHEAST CORNER OF LOT 254 IN "SHIVELY'S ADDITION" AS RECORDED IN THE RECORDS OF SAID COUNTY ALSO BEING A PONT ON THE SOUTH RIGHT-OF-WAY LINE OF DONALD STREET (50 FEET WIDE); THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF DONALD STREET TO THE NORTHEAST CORNER OF LOT 45 IN SAID "SHIVELY'S ADDITION"; THENCE NORTH ALONG THE WEST RIGHT-OF-WAY LINE OF KENDALL STREET (50 FEET WIDE) TO THE NORTHEAST CORNER OF LOT 53 IN SAID "SHIVELY'S ADDITION" AND THE SOUTH RIGHT-OF-WAY LINE SHERRILL STREET; THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF SHERRILL STREET, CROSSING CHAPIN STREET (50 FEET WIDE), TO A POINT ON

THE WEST RIGHT-OF-WAY LINE OF SAID CHAPIN STREET; THENCE NORTH ALONG SAID WEST RIGHT-OF-WAY LINE TO THE NORTHEAST CORNER OF LOT 89 IN "CITY VIEW PLACE" PLAT AS RECORDED IN THE RECORDS OF SAID COUNTY, ALSO BEING A POINT ON THE SOUTH LINE OF A PUBLIC ALLEY (12 FEET WIDE); THENCE WEST ALONG THE SOUTH LINE OF SAID PUBLIC ALLEY, CROSSING KEMBLE STREET (60 FEET WIDE), TO A PONT ON THE WEST RIGHT-OF-WAY LINE OF SAID KEMBLE STREET; THENCE NORTH ALONG SAID WEST RIGHT-OF-WAY LINE TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF BRUCE STREET (60 FEET WIDE); THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF BRUCE STREET TO THE EAST RIGHT-OF-WAY LINE OF WEBSTER STREET; THENCE SOUTH ALONG SAID EAST RIGHT-OF-WAY LINE TO THE SOUTH RIGHT-OF-WAY LINE OF CALVERT STREET (60 FEET WIDE) EXTENDED EAST; THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE TO THE NORTHWEST CORNER OF LOT 66 IN "PRAIRIE AVENUE LAND CO'S 1ST ADDITION" AS RECORDED IN THE RECORDS OF SAID COUNTY ALSO BEING A POINT ON THE EAST RIGHT-OF-WAY LINE OF A PUBLIC ALLEY (14 FEET WIDE); THENCE SOUTH ALONG SAID EAST RIGHT-OF-WAY LINE OF PUBLIC ALLEY CROSSING, DONALD STREET (50 FEET WIDE), TO THE NORTHWEST CORNER OF LOT 52 IN SAID "PRAIRIE AVENUE LAND CO"S 1ST ADDITION; THENCE WEST ALONG THE SOUTH RIGHT-OF-WAY LINE OF SAID DONALD STREET TO THE EAST RIGHT-OF-WAY LINE OF MORRIS STREET (50 FEET WIDE); THENCE SOUTH ALONG SAID EAST RIGHT-OF-WAY LINE OF MORRIS STREET, CROSSING EWING AVENUE, TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF SAID EWING AVENUE; THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF EWING AVENUE TO A POINT OF INTERSECTION WITH THE SOUTHERLY RIGHT-OF-WAY LINE OF PRAIRIE AVENUE (SR # 23); THENCE SOUTHWESTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF PRAIRIE AVENUE TO ITS' INTERSECTION WITH THE EAST LINE OF LOCUST ROAD; THENCE NORTH CROSSING SAID PRAIRIE AVENUE TO THE NORTH RIGHT-OF-WAY LINE OF SAID PRAIRIE AVENUE ALSO BEING A POINT ON THE EAST RIGHT-OF-WAY LINE OF OLIVE STREET; THENCE SOUTHWESTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF PRAIRIE AVENUE (SR 23) TO A POINT ON THE EAST LINE OF THE WEST HALF OF THE NORTHWEST QUARTER OF SAID SECTION 22; THENCE NORTH ALONG SAID EAST LINE TO A POINT 200 FEET SOUTH OF THE NORTHEAST CORNER OF SAID NORTHWEST QUARTER OF SECTION 22; THENCE WEST PARALLEL WITH, AND 200 FEET SOUTH OF THE NORTH LINE OF SAID NORTHWEST QUARTER OF SECTION 22, AND THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 21, TO A POINT 200 FEET WEST AND 200 FEET SOUTH OF THE NORTHEAST CORNER OF SAID SECTION 21; THENCE NORTH 200 FEET TO THE NORTH LINE COMMON TO SECTIONS 16 AND 21; THENCE WEST ALONG SAID COMMON SECTION LINE TO THE NORTHWEST CORNER OF SAID NORTHEAST QUARTER OF SECTION 21, WHICH CORNER BEING COMMON WITH THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 16; THENCE NORTH ALONG THE NORTH AND SOUTH QUARTER LINE OF SECTION 16 TO THE NORTHEAST CORNER OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 16; THENCE WEST ALONG THE NORTH LINE OF SAID SOUTH HALF OF THE SOUTHWEST QUARTER OF SECTION 16, TO THE SOUTHWEST CORNER OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 16; THENCE NORTH ALONG THE EAST LINE OF SAID NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 16 TO THE NORTHWEST CORNER OF SAID NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 16; THENCE WEST ALONG THE EAST-WEST QUARTER LINE OF SAID SECTION 16 TO THE WEST QUARTER CORNER OF SAID SECTION 16; THENCE NORTH ALONG THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 16 TO THE SOUTHWEST CORNER OF "BELLEVILLE GARDENS 2ND UNIT", AS RECORDED IN THE RECORDS OF SAID COUNTY; THENCE EAST, ALONG THE SOUTH LINE OF "BELLEVILLE GARDENS 2ND UNIT", TO THE SOUTHEAST CORNER OF SAID "BELLEVILLE GARDENS 2ND UNIT"; THENCE SOUTH 30 FEET, MORE OR LESS; THENCE EAST ALONG THE NORTH LINE OF A PARCEL OF LAND (GRAND TRUNK WESTERN RAILROAD CN BUSINESS DEVELOPMENT AND REAL ESTATE PARCEL) IDENTIFIED AS TAX KEY ID # 018-8112-4216, DATED 1995, IN THE AUDITOR'S OFFICE OF SAID COUNTY, TO THE EAST LINE OF SHERIDAN AVENUE; THENCE SOUTH 100 FEET, MORE OR LESS, ALONG THE EAST LINE OF SAID SHERIDAN AVENUE EXTENDED SOUTH; THENCE EAST ON A LINE WHICH IS PARALLEL TO AND 300 FEET, MORE OR LESS, SOUTH OF THE EAST-WEST, NORTH RIGHT-OF-WAY LINE OF MEADOW LANE, EXTENDED EAST, TO A POINT OF INTERSECTION WITH THE NORTHWESTERLY RIGHT-OF-WAY LINE OF THE NEW JERSEY, INDIANA AND ILLINOIS RAILROAD; THENCE NORTHEASTERLY ALONG SAID NORTHWESTERLY RIGHT-OF-WAY LINE TO A POINT OF INTERSECTION WITH THE NORTH RIGHT-OF-WAY LINE OF SAMPLE STREET; THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE OF SAMPLE STREET TO THE SOUTHEAST CORNER OF LOT 48 IN THE PLAT OF "ARNOLD AND WEBSTER'S SUBDIVISION OF BANK OUTLOT #103" AS RECORDED IN THE RECORDS OF SAID COUNTY ALSO BEING THE WEST RIGHT-OF-WAY LINE ARNOLD STREET; THENCE NORTH ALONG SAID WEST RIGHT-OF-WAY LINE OF ARNOLD STREET TO THE SOUTHWEST RIGHT-OF-WAY LINE OF THE CONRAIL RAILROAD (FORMERLY PENN CENTRAL RAILROAD); THENCE NORTHWESTERLY ALONG SAID SOUTHWEST RIGHT-OF-WAY LINE OF SAID RAILROAD AND THE NORTHWEST BOUNDARY OF KLINGEL & MAYR'S SUBDIVISION AS RECORDED IN PLAT BOOK 4, PAGE 12

THE OFFICE OF SAID RECORDER, A DISTANCE OF 1670 FEET (ASSUMED) TO A PROJECTED WEST LINE OF LOT 25 IN SAID KLINGEL & MAYR'S SUBDIVISION AND THE EAST RIGHT-OF-WAY LINE OF SCHOLUM STREET; THENCE SOUTH PARALLEL WITH WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 11 AND ALONG SAID EAST RIGHT-OF-WAY LINE OF SCHOLUM STREET, A DISTANCE OF 270 FEET (ASSUMED) TO THE NORTH RIGHT-OF-WAY LINE OF WESTERN AVENUE; THENCE NORTHWESTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 130 FEET (ASSUMED) TO THE SOUTHEAST CORNER OF LOT 1 IN GOODWILL COMMUNITYWIDE MINOR SUBDIVISION RECORDED UNDER INSTRUMENT NUMBER 9715906 IN THE OFFICE OF SAID RECORDER, SAID CORNER ALSO BEING ON THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 10; THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE PARALLEL WITH THE SOUTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 10, ALSO BEING ALONG THE SOUTH BOUNDARY OF SAID GOODWILL COMMUNITYWIDE MINOR SUBDIVISION, GOODWILL INDUSTRIES MINOR SUBDIVISION RECORDED UNDER INSTRUMENT NUMBER 9528065, J. HAMMES MINOR SUBDIVISION FIRST REPLAT AS RECORDED UNDER INSTRUMENT NUMBER 9962116, AND J. HAMMES MINOR SUBDIVISION AS RECORDED UNDER INSTRUMENT NUMBER 9618392, ALL RECORDED IN THE OFFICE OF SAID RECORDER, A DISTANCE OF 1755.00 FEET TO THE SOUTHEAST CORNER OF A PARCEL AS DESCRIBED IN A WARRANTY DEED RECORDED UNDER INSTRUMENT NUMBER 0369815 IN THE OFFICE OF SAID RECORDER; THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE AND PARALLEL WITH THE SOUTH LINE OF SAID NORTHEAST QUARTER, A DISTANCE OF 857.66 FEET TO THE SOUTHWEST CORNER OF A PARCEL AS DESCRIBED IN A WARRANTY DEED RECORDED UNDER INSTRUMENT NUMBER 7927776 IN THE OFFICE OF SAID RECORDER, SAID CORNER ALSO BEING THE NORTHEAST CORNER OF OLIVE STREET AND WESTERN AVENUE; THENCE SOUTHWESTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE OF WESTERN AVENUE, A DISTANCE OF 67 FEET (ASSUMED) TO THE SOUTHEAST CORNER OF A PARCEL DESCRIBED IN A QUIT CLAIM DEED RECORDED UNDER INSTRUMENT NUMBER 0545201 IN THE OFFICE OF SAID RECORDER; THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE OF WESTERN AVENUE PARALLEL WITH THE SOUTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 10, A DISTANCE OF 490.6 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL AND EAST LINE OF 14 FOOT WIDE ALLEY, PERPENDICULAR BY MEASURE, WITHIN THE SUMMIT PLACE 3RD ADDITION AS RECORDED IN PLAT BOOK 8, PAGE 162-163 IN THE OFFICE OF SAID RECORDER; THENCE NORTH ALONG THE EAST LINE OF SAID ALLEY PARALLEL WITH THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 10, A DISTANCE OF 1798.34 FEET TO THE NORTHWEST CORNER OF A PARCEL DESCRIBED IN A QUIT CLAIM DEED RECORDED UNDER INSTRUMENT NUMBER 9920117 IN THE OFFICE OF SAID RECORDER, SAID CORNER ALSO BEING ON THE SOUTHWEST RIGHT-OF-WAY LINE OF SAID PENN CENTRAL RAILROAD; THENCE NORTHWESTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 350 FEET (ASSUMED) TO A PROJECTED NORTH LINE FROM THE SOUTHWEST CORNER OF LOT 695 IN SAID SUMMIT PLACE 3RD ADDITION BEING PARALLEL WITH THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 10; THENCE SOUTH ALONG SAID PROJECTED NORTH LINE, A DISTANCE OF 70 FEET (ASSUMED) TO THE SOUTHEAST CORNER OF LOT 686 IN SUMMIT PLACE 3RD ADDITION AS RECORDED IN PLAT BOOK 8, PAGES 162-163 IN THE OFFICE OF SAID RECORDER; THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 60 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COLFAX AVENUE AND THE NORTHEAST CORNER OF LOT 694 IN SAID SUMMIT PLACE 3RD ADDITTION; THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE AND THE SOUTH RIGHT-OF-WAY LINE OF LINDEN AVENUE, A DISTANCE OF 544.9 FEET TO THE WEST LINE OF THE EAST HALF OF SAID NORTHWEST QUARTER OF SAID SECTION 10, ALSO BEING THE NORTHEAST CORNER OF A PARCEL AS DESCRIBED IN A QUIT CLAIM DEED RECORDED UNDER INSTRUMENT NUMBER 0031212 IN THE OFFICE OF RECORDER OF SAID COUNTY; THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF LINDEN AVENUE, A DISTANCE OF 366.71 TO THE NORTHWEST CORNER SAID PARCEL; THENCE SOUTH, 20 FEET TO THE NORTHEAST CORNER OF A PARCEL DESCRIBED IN DEED RECORD BOOK 589, PAGE 70 IN THE OFFICE OF SAID RECORDER; THENCE NORTHWESTERLY ALONG THE SOUTH RIGHT-OF-WAY LINE OF LINDEN AVENUE TO THE NORTHWEST CORNER OF A PARCEL DESCRIBED IN DEED RECORD BOOK 589, PAGE 71 IN THE OFFICE OF SAID RECORDER; THENCE CONTINUING NORTHWESTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE OF LINDEN AVENUE TO THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 10; THENCE CONTINUING NORTHWESTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE OF LINDEN AVENUE TO THE NORTHEAST CORNER OF LOT Q BLOCK 1081 IN THE REPLAT OF LASALLE PARK 2ND PLAT AS RECORDED IN PLAT BOOK 17, PAGE L-1; THENCE WEST PARALLEL WITH THE NORTH LINE OF THE NORTHEAST QUARTER OF SECTION 9 ALONG THE SAID SOUTH RIGHT-OF-WAY LINE OF LINDEN ROAD, A DISTANCE OF 1125 FEET TO THE NORTHWEST CORNER OF LOT E BLOCK 1021 IN SAID REPLAT OF LASALLE PARK 2ND PLAT; THENCE CONTINUING WEST PARALLEL WITH SAID NORTH LINE ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 339 FEET TO THE WEST LINE OF SAID NORTHEAST QUARTER, ALSO BEING THE CENTERLINE OF A 14 FOOT WIDE ALLEY, PERPENDICULAR BY MEASURE, BEING 7 FEET WEST OF THE NORTHWEST CORNER OF LOT 1001 IN

LASALLE PARK 2ND ADDITION RECORDED IN PLAT BOOK 8, PAGE 30-31 IN THE OFFICE OF RECORDER OF SAID COUNTY; THENCE CONTINUING WEST PARALLEL WITH THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 9 ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 1097 FEET TO THE CENTERLINE OF GLADSTONE AVENUE BEING 25 FEET WEST OF THE NORTHWEST CORNER OF LOT 185 IN GARDEN VILLAGE 1ST UNIT RECORDED IN PLAT BOOK 17, PAGE G-4, IN THE OFFICE OF SAID RECORDER; THENCE CONTINUING WEST PARALLEL WITH SAID NORTH LINE ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 225 FEET (ASSUMED) TO THE WEST LINE OF THE EAST HALF OF SAID NORTHWEST QUARTER, ALSO BEING ALONG THE NORTH LINE OF LOT 370 IN GARDEN VILLAGE 3RD UNIT AS RECORDED IN PLAT BOOK 17, PAGE G-1 IN THE OFFICE OF SAID RECORDER; THENCE NORTH ALONG SAID WEST LINE OF THE EAST HALF OF SAID NORTHWEST QUARTER AND THE WEST LINE OF THE EAST HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 4, A DISTANCE OF 70 FEET TO THE SOUTHEAST CORNER OF LOT 60 IN GRANDVIEW ADDITION AS RECORDED IN PLAT BOOK 9, PAGE 98 IN THE OFFICE OF RECORDER OF SAID COUNTY; THENCE CONTINUING NORTH ALONG SAID WEST LINE OF THE EAST HALF OF SAID SOUTHWEST QUARTER, A DISTANCE OF 1315.25 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF THE PENN CENTRAL RAILROAD; THENCE CONTINUING NORTH ALONG SAID WEST LINE, A DISTANCE OF 210 FEET (ASSUMED) TO THE SOUTHEAST CORNER OF LOT 32 IN SAID GRANDVIEW ADDITION; THENCE CONTINUING NORTH ALONG SAID WEST LINE, A DISTANCE OF 1070 FEET TO THE NORTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 4; THENCE NORTH ALONG THE WEST LINE OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 4, A DISTANCE OF 40 FEET TO A POINT BEING 30 FEET WEST OF THE SOUTHWEST CORNER OF LOT 42 IN WEST HAVEN ADDITION AS RECORDED IN PLAT BOOK 18, PAGE W-1 IN THE OFFICE OF SAID RECORDER; THENCE EAST ALONG THE NORTH RIGHT-OF-WAY LINE OF ARDMORE TRAIL PARALLEL WITH THE SOUTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 4, A DISTANCE OF 660.7 FEET TO THE SOUTHWEST CORNER OF LOT 98 IN BRENTWOOD ESTATES 1ST ADDITION SECTION B AS RECORDED IN PLAT BOOK 19, SECTION B-5 IN THE OFFICE OF SAID RECORDER; THENCE CONTINUING EAST ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 260 FEET TO THE SOUTHWEST CORNER OF LOT 1 IN BRENTWOOD ESTATES 1ST ADDITION SECTION A AS RECORDED IN PLAT BOOK 19, PAGE B-7 IN THE OFFICE OF SAID RECORDER; THENCE CONTINUING EAST ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 366.12 FEET TO THE SOUTHEAST CORNER OF LOT 5 IN SAID BRENTWOOD ESTATES 1ST ADDITION SECTION A; THENCE NORTHEASTERLY, A DISTANCE OF 74 FEET (ASSUMED) TO THE SOUTHWEST CORNER OF LOT 39 IN BRENTWOOD ESTATES 1ST ADDITION SECTION A; THENCE NORTHEASTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE OF ARDMORE TRAIL, A DISTANCE OF 142.41 FEET TO THE SOUTHWEST CORNER OF LOT 48 IN SAID BRENTWOOD ESTATES 1ST ADDITION SECTION B; THENCE NORTHEASTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE A DISTANCE OF 832.93 FEET TO THE SOUTHEAST CORNER OF LOT 72 IN SAID BRENTWOOD ESTATES 1ST ADDITION SECTION B; THENCE SOUTH 00 DEGREES 11 MINUTES 44 SECONDS WEST ALONG A WEST LINE OF A PARCEL DESCRIBED IN A CORPORATE WARRANTY DEED RECORDED UNDER INSTRUMENT NUMBER 8014012 IN THE OFFICE OF SAID RECORDER, A DISTANCE OF 21.68 FEET (ASSUMED) TO SAID NORTH RIGHT-OF-WAY LINE OF ARDMORE TRAIL; THENCE NORTH 66 DEGREES 33 MINUTES 51 SECONDS EAST ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 835.40 FEET; THENCE NORTHEASTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 26 FEET (ASSUMED) TO THE SOUTHWEST CORNER OF LOT 1 IN ALWARD'S ADDITION AS RECORDED IN PLAT BOOK 11, PAGE 73 IN THE OFFICE OF SAID RECORDER; THENCE NORTHEASTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 509.02 FEET TO THE CENTERLINE OF A 14 FOOT WIDE ALLEY, EAST WEST BY MEASURE, BEING 8 FEET (ASSUMED) FROM THE SOUTHEAST CORNER OF LOT 51 IN SAID ALWARD'S ADDITION, AS MEASURED PARALLEL WITH THE CENTERLINE OF SAID ARDMORE TRAIL; THENCE NORTHEASTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 8 FEET (ASSUMED) TO THE SOUTHWEST CORNER OF LOT 46 IN VOGT'S 1ST ADDITION AS RECORDED IN PLAT BOOK 10, PAGE 95 IN THE OFFICE OF SAID RECORDER; THENCE NORTHEASTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 507.21 FEET TO THE SOUTHEAST CORNER OF REMAINING PORTION OF LOT 10 IN SAID VOGT'S 1ST ADDITION; THENCE NORTH ALONG THE WEST RIGHT-OF-WAY LINE OF NANCY STREET (CURRENTLY NAMED BENDIX DRIVE) PARALLEL TO THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 4, A DISTANCE OF 433.7 FEET TO THE NORTHEAST CORNER OF REMAINING PORTION OF LOT 1 IN SAID VOGT'S 1ST ADDITION; THENCE NORTHERLY TO THE NORTH RIGHT-OF-WAY LINE OF LINCOLN WAY WEST AND THE WEST RIGHT-OF-WAY LINE OF BENDIX DRIVE, ALSO BEING THE SOUTHEAST CORNER OF A PARCEL OF LAND DESCRIBED IN TRUSTEE'S DEED RECORDED UNDER INSTRUMENT NUMBER 9903236 IN THE OFFICE OF SAID RECORDER, A DISTANCE OF 107 FEET (ASSUMED); THENCE NORTHWESTERLY ALONG SAID NORTH RIGHT-OF-WAY LINE OF LINCOLNWAY WEST TO THE EAST RIGHT-OF-WAY LINE OF BUTTERNUT ROAD; THENCE NORTHWESTERLY ACROSS BUTTERNUT ROAD ON A LINE PARALLEL WITH AND 140 FEET NORTHERLY OF THE SURVEY LINE S-USR20-M (REFERENCED TO PLANS FOR U.S. 31 BYPASS) TO THE WEST RIGHT-OF-WAY LINE OF BUTTERNUT ROAD; THENCE NORTHWESTERLY ALONG THE NORTHEAST

LIMITED ACCESS RIGHT-OF-WAY LINE OF USR 20 TO A POINT 150 FEET TO THE RIGHT OF STATION 65+00, LINE S-USR20-M; THENCE SOUTHWESTERLY A DISTANCE OF 300 FEET ALONG A LINE MEASURED AT RIGHT ANGLES TO SAID LINE S-USR 20-M TO A POINT 150 FEET TO THE LEFT OF STATION 65+00 ON LINE S-USR20-M; THENCE SOUTHERLY AND SOUTHWESTERLY ALONG THE LIMITED ACCESS RIGHT-OF-WAY LINE OF THE SOUTHEAST RAMP OF THE U.S. 31 BYPASS TO A POINT BEING 170 FEET TO THE RIGHT OF STATION 35+00 ON LINE M AT THE CENTERLINE OF THE U.S. 31 BYPASS; THENCE WESTERLY A DISTANCE OF 320 FEET TO A POINT 150 FEET TO THE LEFT OF STATION 35+00 ON SAID LINE M; THENCE NORTHERLY AND NORTHWESTERLY ALONG THE LIMITED ACCESS RIGHT-OF-WAY LINE OF THE SOUTHWEST RAMP OF SAID U.S. 31 BYPASS TO A POINT AT STATION 34+00 LINE S-USR20-M IN THE LIMITED ACCESS RIGHT-OF-WAY LINE OF THE SOUTHWEST RAMP OF SAID U.S. 31 BYPASS, WHICH POINT IS 130 FEET SOUTHWESTERLY MEASURED AT RIGHT ANGLES FROM SAID LINE S-USR20-M; THENCE NORTHEASTERLY A DISTANCE OF 250 FEET MEASURED AT RIGHT ANGLES TO SAID LINE S-USR20-M TO A POINT AT STATION 34+00 ON LINE S-USR20-M, AND BEING 120 FEET MEASURED AT RIGHT ANGLES, NORTHEASTERLY FROM SAID LINE; THENCE EASTERLY AND NORTHERLY ALONG THE LIMITED ACCESS RIGHT-OF-WAY LINE OF SAID NORTHWEST RAMP OF THE U.S. 31 BYPASS TO A POINT, 79.36 FEET SOUTH OF THE NORTH 1/4 POST OF SAID SECTION 31; THENCE NORTH ALONG THE NORTH-SOUTH QUARTER LINE OF SAID SECTION 31, 79.36 FEET TO THE NORTH 1/4 POST OF SAID SECTION 31; THENCE NORTH ALONG THE NORTH - SOUTH QUARTER LINE OF SECTION 30 TO THE NORTH 1/4 CORNER OF SECTION 30; THENCE NORTH ALONG THE NORTH-SOUTH QUARTER LINE OF SAID SECTION 30 TO THE NORTHEAST CORNER OF LOT 1 IN MILLER-OWENS MINOR SUBDIVISION AS RECORDED IN THE RECORDS OF SAID COUNTY; THENCE WEST ALONG THE NORTH LINE OF SAID SUBDIVISION, A DISTANCE OF 660 FEET; THENCE NORTH PARALLEL WITH THE CITY OF SOUTH BEND CORPORATION LIMITS, TO THE SOUTH LINE OF OLD CLEVELAND ROAD; THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE TO THE NORTHEAST CORNER OF THE WEST HALF OF THE NORTHWEST QUARTER OF SAID SECTION 30, ALSO BEING THE APPROXIMATE CENTERLINE OF OLIVE ROAD; THENCE SOUTH ALONG THE EAST LINE OF SAID WEST HALF OF THE NORTHWEST QUARTER, A DISTANCE OF 445.1 FEET; THENCE WEST 165 FEET; THENCE NORTH 445.1 FEET PARALLEL WITH SAID EAST LINE TO THE SOUTH LINE OF SAID OLD CLEVELAND ROAD; THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE TO THE WEST LINE OF SAID SECTION 30; THENCE NORTH ALONG THE WEST LINES OF SECTIONS 30 AND 19 TO A POINT ON THE WEST LINE OF LOT 1 IN THE PLAT OF GIBBS' OLIVE ROAD MINOR SUBDIVISION AS THE SAME IS RECORDED AS INSTRUMENT NUMBER 0028450 IN THE OFFICE OF THE RECORDER OF ST. JOSEPH COUNTY, INDIANA, SAID POINT BEING 114.58 FEET SOUTH 00 DEGREES 11 MINUTES 35 SECONDS WEST (REC. SOUTH 00 DEGREES 11 MINUTES 18 SECONDS WEST) FROM THE NORTHWEST CORNER OF SAID LOT 1; THENCE NORTH 89 DEGREES 19 MINUTES 02 SECONDS WEST, 2674.83 FEET, MORE OR LESS, TO THE NORTH-SOUTH CENTERLINE OF SAID SECTION 24; THENCE NORTH 00 DEGREES 08 MINUTES 51 SECONDS EAST, ALONG SAID NORTH-SOUTH CENTERLINE, A DISTANCE OF 1603.00 FEET, MORE OR LESS, TO THE POINT OF INTERSECTION WITH THE NORTHERLY RIGHT-OF-WAY LINE OF THE INDIANA EAST-WEST TOLL ROAD; THENCE NORTH 89 DEGREES 20 MINUTES 23 SECONDS EAST, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 3795.28 FEET, MORE OR LESS TO THE POINT OF INTERSECTION OF SAID NORTHERLY RIGHT-OF-WAY LINE WITH THE EAST RIGHT-OF-WAY LINE OF OLIVE ROAD; THENCE NORTH ALONG THE EAST RIGHT-OF-WAY LINE OF OLIVE ROAD AND THE EAST RIGHT-OF-WAY LINE OLIVE ROAD EXTENDED TO ITS INTERSECTION WITH THE NORTHERLY RIGHT-OF-WAY LINE OF BRICK ROAD; THENCE EAST AND EASTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO THE SOUTHEAST CORNER OF A PARCEL OF LAND AS RECORDED UNDER INSTRUMENT # 8600255 IN THE RECORDS OF SAID COUNTY; THENCE NORTH 97.06 FEET TO THE SOUTHEAST CORNER OF LAND DESCRIBED IN INSTRUMENT NUMBER 8717366, AS RECORDED IN THE RECORDS OF SAID COUNTY; THENCE NORTH 85 DEGREES 31 MINUTES 45 SECONDS EAST, A DISTANCE OF 12.96 FEET TO THE SOUTHWEST CORNER OF THE TERMINUS OF LAKE BLACKTHORN DRIVE AS RECORDED UNDER INSTRUMENT #0323151 IN THE RECORDS OF SAID COUNTY; THENCE THE NEXT 19 COURSES ALONG THE RESPECTIVE BOUNDARY LINES OF "THE VILLAS AT LAKE BLACKTHORN, SECTION ONE, AS RECORDED UNDER SAID INSTRUMENT # 0323151: (1) NORTH 0 DEGREES 15 MINUTES 44 SECONDS EAST, A DISTANCE OF 181.22 FEET; (2) NORTH 89 DEGREES 48 MINUTES 51 SECONDS WEST, A DISTANCE OF 323.58 FEET; (3) NORTH 0 DEGREES 03 MINUTES 20 SECONDS WEST, A DISTANCE OF 500.00 FEET; (4) NORTH 89 DEGREES 57 MINUTES 04 SECONDS WEST, A DISTANCE OF 2.00 FEET; (5) NORTH 0 DEGREES 03 MINUTES 20 SECONDS WEST, A DISTANCE OF 100.00 FEET; (6) SOUTH 89 DEGREES 57 MINUTES 04 SECONDS EAST, A DISTANCE OF 2.00 FEET; (7) NORTH 0 DEGREES 03 MINUTES 20 SECONDS WEST, A DISTANCE OF 500.00 FEET; (8) NORTH 89 DEGREES 57 MINUTES 04 SECONDS WEST, A DISTANCE OF 2.00 FEET; (9) NORTH 0 DEGREES 03 MINUTES 20 SECONDS WEST, A DISTANCE OF 100.00 FEET; (10) SOUTH 89 DEGREES 57 MINUTES 04 SECONDS EAST, A DISTANCE OF 2.00 FEET; (11) NORTH 0 DEGREES 03 MINUTES 20 SECONDS WEST, A DISTANCE OF 800.00 FEET TO THE SOUTHWEST CORNER OF LOT "A" AS DEPICTED IN THE REPLAT OF RIGHTER'S ORANGE

ROAD MINOR SUBDIVISION, DESCRIBED IN INSTRUMENT NUMBER 8525803, AS RECORDED IN THE RECORDS OF SAID COUNTY; (12) ALONG THE SOUTH LINE OF SAID LOT "A", NORTH 89 DEGREES 50 MINUTES 13 SECONDS EAST, A DISTANCE OF 100.00 FEET; (13) ALONG THE EAST LINE OF SAID LOT "A", NORTH 0 DEGREES 03 MINUTES 20 SECONDS WEST, A DISTANCE OF 251.58 FEET TO THE POINT OF CURVATURE OF A NON-TANGENT CURVE, BEING THE CENTERLINE OF ORANGE ROAD (40 FEET WIDE PRIOR TO SAID PLAT), CONCAVE TO THE NORTH, HAVING A RADIUS OF 335 FEET, A CENTRAL ANGLE OF 19 DEGREES 18 MINUTES 44 SECONDS, AND A CHORD OF 112.38 FEET BEARING NORTH 67 DEGREES 34 MINUTES 33 SECONDS EAST; (14) EAST ALONG SAID CENTERLINE OF CURVE, A DISTANCE OF 112.92 FEET; (15) SOUTH 0 DEGREES 11 MINUTES 04 SECONDS EAST, A DISTANCE OF 70.83 FEET TO THE SOUTHWEST CORNER OF LOT 1 OF BOGUE'S MAJOR SUBDIVISION, DESCRIBED IN INSTRUMENT NUMBER 8932797, AS RECORDED IN THE RECORDS OF SAID COUNTY AND THE NORTHWEST CORNER OF LAND DESCRIBED IN INSTRUMENT NUMBER 9331954, AS RECORDED IN THE RECORDS OF SAID COUNTY; (16) SOUTH 26 DEGREES 45 MINUTES 04 SECONDS EAST ALONG THE BOUNDARY OF SAID LAND, A DISTANCE OF 66.96 FEET; (17) NORTH 89 DEGREES 49 MINUTES 49 SECONDS EAST ALONG THE BOUNDARY OF SAID LAND, A DISTANCE OF 556.25 FEET; (18) NORTH 0 DEGREES 45 MINUTES 38 SECONDS EAST, A DISTANCE OF 80 FEET TO THE NORTH LINE OF THE SOUTH HALF OF SAID SECTION 18; (19) NORTH 89 DEGREES 49 MINUTES 49 SECONDS EAST ALONG SAID NORTH LINE, A DISTANCE OF 729.56 FEET TO THE WESTERLY RIGHT OF WAY OF THE U.S. 31 BYPASS (ALSO KNOWN AS ST. JOSEPH VALLEY PARKWAY) , SAID POINT ALSO BEING SOUTH 89 DEGREES 49 MINUTES 49 SECONDS WEST, A DISTANCE OF 1549.41 FEET FROM THE NORTHEAST CORNER OF SAID SOUTH HALF OF SECTION 18; THENCE THE NEXT TWO (2) COURSES ALONG THE WESTERLY LIMITED ACCESS RIGHT-OF-WAY OF THE ST. JOSEPH VALLEY PARKWAY AND THE EAST BOUNDARY OF ROLLING OAKS COUNTRY ESTATES, SECTION FIVE, AS RECORDED UNDER INSTRUMENT NUMBER 8020539 IN THE OFFICE OF RECORDER OF ST. JOSEPH COUNTY, INDIANA: (1) NORTH 24 DEGREES 26 MINUTES 22 SECONDS EAST, A DISTANCE OF 28.99 FEET, (2) NORTH 17 DEGREES 36 MINUTES 26 SECONDS EAST, A DISTANCE OF 707.18 FEET TO A POINT ON THE EAST LINE OF LOT 43 IN SAID ROLLING OAKS COUNTRY ESTATES, SECTION FIVE AND PROJECTED EAST LINE OF ROLLING OAKS COUNTRY ESTATE MINOR AS RECORDED UNDER INSTRUMENT NUMBER 9505754 IN THE OFFICE OF SAID RECORDER; THENCE NORTH 00 DEGREES 08 MINUTES 51 SECONDS WEST ALONG THE EAST BOUNDARIES OF SAID ROLLING OAKS COUNTRY ESTATES SUBDIVISIONS, A DISTANCE OF 636.12 FEET; THENCE SOUTH 89 DEGREES 51 MINUTES 09 SECONDS WEST ALONG THE NORTH LINE OF SAID ROLLING OAKS COUNTRY ESTATES MINOR AND ROLLING OAKS COUNTRY ESTATES, SECTION THREE, AS RECORDED IN PLAT BOOK 23, PAGE R-5 IN THE OFFICE OF RECORDER OF SAID COUNTY, A DISTANCE OF 883.66 FEET TO THE EAST LINE OF KERTES' MINOR SUBDIVISION AS RECORDED IN PLAT BOOK NUMBER 23, PAGE K-4 IN THE OFFICE OF SAID RECORDER; THENCE NORTH 01 DEGREE 38 MINUTES 02 SECONDS EAST ALONG THE EAST LINE OF SAID KERTES' MINOR SUBDIVISION AND A TRACT OF LAND CONVEYED IN DEED RECORD BOOK 637, PAGE 434 IN THE OFFICE OF SAID RECORDER, A DISTANCE OF 1309.78 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF ADAMS ROAD; THENCE THE NEXT SIX (6) COURSES ALONG SAID SOUTH RIGHT-OF-WAY LINE: (1) NORTH 89 DEGREES 52 MINUTES 58 SECONDS WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 361.11 FEET TO THE EAST LINE OF ORANGE ROAD AS DESCRIBED IN A WARRANTY DEED AS RECORDED UNDER INSTRUMENT NUMBER 0421988 IN THE OFFICE OF RECORDER, (2) SOUTH 05 DEGREES 30 MINUTES 16 SECONDS WEST ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 20.09 FEET, (3) NORTH 89 DEGREES 52 MINUTES 58 SECONDS WEST ALONG THE SOUTH RIGHT-OF-WAY LINE AS PLATTED IN KERTES' MINOR SUBDIVISION, SECTION B, AS RECORDED IN PLAT BOOK K, PAGE 28 IN THE OFFICE OF SAID RECORDER, A DISTANCE OF 113.56 FEET, (4) NORTH 89 DEGREES 40 MINUTES 29 SECONDS WEST ALONG KERTES' MINOR SUBDIVISION PLATTED RIGHT-OF-WAY LINE, A DISTANCE OF 78.43 FEET TO THE WEST LINE OF SAID KERTES' MINOR SUBDIVISION, SECTION B, (5) NORTH 00 DEGREES 47 MINUTES 43 SECONDS EAST ALONG THE WEST LINE OF SAID KERTES' MINOR SUBDIVISION, SECTION B, A DISTANCE OF 20.00 FEET, (6) NORTH 89 DEGREES 40 MINUTES 29 SECONDS WEST, A DISTANCE OF 1185.25 FEET TO THE EXTENDED EAST LINE OF PORTAGE PRAIRIE CEMETERY AS DESCRIBED IN PLAT BOOK 4, PAGE 5 IN THE OFFICE OF SAID RECORDER; THENCE NORTH 00 DEGREES 27 MINUTES 35 SECONDS EAST ALONG THE EAST LINE OF SAID CEMETERY, A DISTANCE 218.00 FEET TO THE SOUTH LINE OF AN EXCEPTION PARCEL DESCRIBED IN DEED RECORD Z, PAGE 206 IN THE OFFICE OF SAID RECORDER; THENCE THE NEXT FOUR (4) COURSES ALONG THE BOUNDARY OF SAID EXCEPTION: (1) SOUTH 89 DEGREES 40 MINUTES 29 SECONDS EAST, A DISTANCE OF 183.50 FEET, (2) NORTH 00 DEGREES 27 MINUTES 35 SECONDS EAST A DISTANCE OF 214.50 FEET, (3) NORTH 89 DEGREES 40 MINUTES 29 SECONDS WEST, A DISTANCE OF 264.00 FEET TO A POINT ONE ROD EAST OF THE WEST LINE OF THE EAST HALF OF SAID FRACTIONAL SECTION 7, (4) NORTH 00 DEGREES 27 MINUTES 35 SECONDS EAST PARALLEL WITH SAID WEST LINE, A DISTANCE OF 775.54 FEET; THENCE SOUTH 89 DEGREES 48 MINUTES 43 SECONDS EAST, A DISTANCE OF 3657.70 TO THE SAID WESTERLY LIMITED ACCESS RIGHT-OF-WAY LINE OF THE ST. JOSEPH VALLEY

PARKWAY; THENCE NORTH 17 DEGREES 36 MINUTES 26 SECONDS EAST ALONG SAID WESTERLY LIMITED ACCESS RIGHT-OF-WAY LINE, A DISTANCE OF 1996.76 FEET TO THE NORTH LINE OF THE WEST HALF OF FRACTIONAL SECTION 8 AND THE MONUMENTED INDIANA STATE LINE; THENCE NORTH 89 DEGREES 31 MINUTES 15 SECONDS EAST ALONG SAID NORTH LINE, A DISTANCE OF 2300.11 FEET TO THE NORTH QUARTER CORNER OF SAID FRACTIONAL SECTION 8; THENCE NORTH 89 DEGREES 29 MINUTES 13 SECONDS EAST ALONG THE NORTH LINE OF THE EAST HALF OF FRACTIONAL SECTION 8, A DISTANCE OF 120.33 FEET; THENCE SOUTH 00 DEGREES 16 MINUTES 22 SECONDS EAST, A DISTANCE OF 21.63 FEET TO THE NORTH LINE OF BORDERLINE SUBDIVISION MINOR PLAT AS RECORDED IN PLAT BOOK 26, PAGE B IN THE OFFICE OF SAID RECORDER; THENCE THE NEXT THREE (3) COURSES ALONG THE PLATTED RIGHT-OF-WAY OF MAYFLOWER ROAD AS RECORDED WITHIN SAID BORDERLINE SUBDIVISION AND ARBOR POINTE, SECTION 6, AS RECORDED UNDER INSTRUMENT NUMBER 9635583 IN THE OFFICE OF SAID RECORDER: (1) SOUTH 76 DEGREES 31 MINUTES 10 SECONDS WEST, A DISTANCE OF 37.35 FEET TO THE POINT OF CURVATURE OF A TANGENT CURVE, CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 114.00 FEET, A CENTRAL ANGLE OF 52 DEGREES 06 MINUTES 15 SECONDS, AND A CHORD OF 100.13 FEET BEARING SOUTH 25 DEGREES 46 MINUTES 20 SECONDS WEST, (2) SOUTHWESTERLY ALONG SAID RIGHT-OF-WAY CURVE, A DISTANCE OF 103.67 FEET, (3) SOUTH 00 DEGREES 16 MINUTES 22 SECONDS EAST, PARALLEL WITH THE EAST LINE OF THE NORTHWEST QUARTER OF SAID FRACTIONAL SECTION 8, A DISTANCE OF 535.95 FEET TO THE SOUTH LINE OF SAID ARBOR POINTE, SECTION SIX; THENCE SOUTH 88 DEGREES 09 MINUTES 47 SECONDS WEST, A DISTANCE OF 20.01 FEET; THENCE SOUTH 00 DEGREES 16 MINUTES 22 SECONDS EAST PARALLEL WITH THE EAST LINE OF THE NORTHWEST QUARTER OF SAID FRACTIONAL SECTION 8, A DISTANCE OF 980.41 FEET; THENCE NORTH 89 DEGREES 43 MINUTES 12 SECONDS EAST, A DISTANCE OF 20.00 FEET TO THE NORTHWEST CORNER OF LOT ONE IN LICHTENBARGER MINOR SUBDIVISION AS RECORDED UNDER INSTRUMENT NUMBER 8731222 IN THE OFFICE OF SAID RECORDER; THENCE SOUTH 00 DEGREES 16 MINUTES 22 SECONDS EAST, A DISTANCE OF 158.97 FEET TO THE NORTH LINE OF CHEROKEE GARDENS SUBDIVISION EXTENDED AND THE NORTH LINE OF WAGNER'S REPLAT EXTENDED AS RECORDED IN PLAT BOOK C, PAGE 2 AND PLAT BOOK 24, PAGE W, RESPECTIVELY, IN THE OFFICE OF SAID RECORDER; THENCE NORTH 89 DEGREES 55 MINUTES 05 SECONDS WEST ALONG THE RESPECTIVE NORTH LINES OF SAID CHEROKEE GARDENS SUBDIVISION AND WAGNER'S REPLAT, A DISTANCE OF 1846.60 FEET TO THE NORTHWEST CORNER OF SAID CHEROKEE GARDENS; THENCE SOUTH 00 DEGREES 21 MINUTES 50 SECONDS EAST, A DISTANCE OF 1280.00 FEET TO THE NORTH RIGHT-OF-WAY LINE OF ADAMS ROAD; THENCE SOUTH 89 DEGREES 55 MINUTES 03 SECONDS EAST ALONG THE SOUTH LINE OF SAID CHEROKEE GARDENS SUBDIVISION EXTENDED, AND PARALLEL WITH THE NORTH LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 1844.57 FEET TO THE SOUTHWEST CORNER OF LOT 12 IN SAID CHEROKEE GARDENS; THENCE SOUTH 00 DEGREES 16 MINUTES 22 SECONDS EAST, PARALLEL WITH THE EAST LINE OF THE NORTHWEST QUARTER OF FRACTIONAL SECTION 8, A DISTANCE OF 40.01 FEET TO THE NORTH LINE OF THE NORTH HALF OF SAID SECTION 17; THENCE SOUTH 00 DEGREES 14 MINUTES 27 SECONDS EAST PARALLEL WITH THE EAST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 17, A DISTANCE OF 1330.14 FEET TO THE SOUTHWEST CORNER OF LOT 3 IN CHURCH'S MINOR SUBDIVISION AS RECORDED UNDER INSTRUMENT NUMBER 0038244 IN THE OFFICE OF SAID RECORDER; THENCE NORTH 89 DEGREES 50 MINUTES 53 SECONDS WEST, A DISTANCE OF 20.00 FEET; THENCE SOUTH 00 DEGREES 14 MINUTES 27 SECONDS EAST PARALLEL WITH THE EAST LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 531.84 FEET TO A POINT ON THE NORTH LINE OF J. LIGHTNER MINOR SUBDIVISION AS RECORDED UNDER INSTRUMENT NUMBER 9620477 IN THE OFFICE OF SAID RECORDER; THENCE SOUTH 89 DEGREES 52 MINUTES 17 SECONDS EAST ALONG THE NORTH LINE OF SAID J. LIGHTNER MINOR SUBDIVISION, A DISTANCE OF 20.00 FEET TO THE NORTHWEST CORNER OF LOT 1 IN SAID J. LIGHTNER MINOR SUBDIVISION; THENCE SOUTH 00 DEGREES 14 MINUTES 27 SECONDS EAST PARALLEL WITH THE EAST LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 133.00 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1 IN J. LIGHTNER MINOR SUBDIVISION; THENCE NORTH 89 DEGREES 52 MINUTES 17 SECONDS WEST ALONG THE SOUTH LINE OF SAID J. LIGHTNER MINOR SUBDIVISION, A DISTANCE OF 20.00 FEET; THENCE SOUTH 00 DEGREES 14 MINUTES 27 SECONDS EAST PARALLEL WITH THE EAST LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 665.38 FEET TO THE SOUTH LINE OF SAID NORTHWEST QUARTER PROJECTED; THENCE NORTH 89 DEGREES 57 MINUTES 13 SECONDS WEST ALONG SAID SOUTH LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 20.00 FEET TO THE SOUTHEAST CORNER OF THE NORTHWEST QUARTER OF SAID SECTION 17; THENCE CONTINUING NORTH 89 DEGREES 57 MINUTES 13 SECONDS WEST ALONG SOUTH LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 1298.64 FEET TO THE NORTHEAST CORNER OF THE WEST 1/2 OF THE SOUTHWEST QUARTER OF SAID SECTION 17; THENCE SOUTH 00 DEGREES 03 MINUTES 49 SECONDS WEST ALONG THE EAST LINE OF THE WEST 1/2 OF SAID SOUTHWEST 1/4 A DISTANCE OF 2465.70 FEET TO A POINT WHICH IS NORTH 00 DEGREES 03 MINUTES 49 SECONDS EAST A DISTANCE OF

200.00 FEET FROM THE SOUTHEAST CORNER OF THE WEST 1/½ OF SAID SOUTHWEST 1/4; THENCE NORTH 89 DEGREES 39 MINUTES 06 SECONDS WEST, PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST 1/4 A DISTANCE OF 400.00 FEET; THENCE SOUTH 00 DEGREES 03 MINUTES 49 SECONDS WEST, PARALLEL WITH THE EAST LINE OF THE WEST 1/2 OF SAID SOUTHWEST 1/4, A DISTANCE OF 200.00 FEET TO THE SOUTH LINE OF SAID SOUTHWEST 1/4; THENCE NORTH 89 DEGREES 39 MINUTES 06 SECONDS WEST, ALONG SAID SOUTH LINE A DISTANCE OF 550 FEET, MORE OR LESS,TO THE WEST LINE OF KISKOWSKI 2ND MINOR SUBDIVISION, EXTENDED; THENCE DUE SOUTH , ALONG SAID WEST LINE TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF THE NEW CLEVELAND ROAD, SAID POINT BEING 170.85 FEET SOUTH OF AND 346.64 FEET EAST OF THE NORTHWEST CORNER OF SAID SECTION 20; THENCE SOUTHEASTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE OF THE NEW CLEVELAND ROAD TO THE POINT OF INTERSECTION WITH THE EAST LINE OF THE WEST 1/2 OF THE WEST 1/2 OF THE NORTHWEST 1/4 OF SAID SECTION 20; THENCE DUE NORTH ALONG SAID EAST LINE TO THE INTERSECTION WITH THE SOUTH RIGHT-OF-WAY LINE OF BRICK ROAD; THENCE DUE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF BRICK ROAD TO A POINT BEING DUE WEST AND 200 FEET FROM THE EAST LINE OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 20; THENCE DUE SOUTH 220 FEET; THENCE DUE EAST 200.00 FEET TO THE EAST LINE OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 20; THENCE DUE NORTH A DISTANCE OF 220 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF BRICK ROAD; THENCE EAST ALONG THE SOUTH RIGHT-OF-WAY LINE OF BRICK ROAD TO A POINT OF INTERSECTION WITH THE WEST RIGHT-OF-WAY LINE OF MAYFLOWER ROAD; THENCE DUE NORTH 20 FEET, MORE OR LESS, TO THE CENTERLINE OF BRICK ROAD; THENCE EAST 30 FEET, MORE OR LESS, ALONG SAID CENTERLINE OF BRICK ROAD TO A POINT OF INTERSECTION WITH THE CENTERLINE OF MAYFLOWER ROAD; THENCE EAST ALONG SAID CENTERLINE OF BRICK ROAD TO A POINT THAT IS 420 FEET WEST OF THE POINT OF INTERSECTION BETWEEN SAID CENTERLINE AND THE EAST LINE OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 20; THENCE SOUTH 750 FEET PARALLEL WITH THE WEST LINE OF THE HIGH MEADOWS ESTATES SUBDIVISION; THENCE EAST 420 FEET TO THE WEST LINE OF SAID SUBDIVISION, SAID WEST LINE BEING THE EAST LINE OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 20; THENCE SOUTH ALONG THE WEST LINE OF SAID SUBDIVISION TO THE SOUTHWEST CORNER OF LOT 35 OF THE HIGH MEADOWS ESTATES SUBDIVISION; THENCE EAST ALONG THE SOUTH LINE OF THE HIGH MEADOWS ESTATES SUBDIVISION AND THE HARTMAN & DEMAEGT SUBDIVISION TO THE SOUTHEAST CORNER OF LOT 8 OF THE HARTMAN & DEMAEGT SUBDIVISION; THENCE EAST ALONG THE SOUTH LINE OF THE HARTMAN & DEMAEGT SUBDIVISION, EXTENDED EAST, TO A POINT THAT IS 138.48 FEET WEST OF THE EAST LINE OF THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 21; THENCE NORTH 465 FEET, MORE OR LESS; THENCE EAST 138.48 FEET; THENCE NORTH 530 FEET TO THE CENTERLINE OF BRICK ROAD; THENCE EAST 661.02 FEET ALONG SAID CENTERLINE; THENCE SOUTH 1280 FEET, MORE OR LESS; THENCE EAST 661.02 FEET TO THE WEST LINE OF TOLL ROAD INDUSTRIAL PARK SUBDIVISION, ALSO BEING THE NORTH- SOUTH CENTERLINE OF SECTION 21; THENCE NORTH ALONG SAID WEST LINE OF TOLL ROAD INDUSTRIAL PARK A DISTANCE OF 685.077 FEET TO THE NORTHWEST CORNER OF OUTLOT 7C OF SAID TOLL ROAD INDUSTRIAL PARK, SECTION 7; THENCE NORTH 88 DEGREES 53 MINUTES 36 SECONDS EAST, 1327.59 FEET TO THE NORTHEAST CORNER OF LOT 11 OF THE TOLL ROAD INDUSTRIAL PARK, SECTION 6; THENCE SOUTH 00 DEGREES 56 MINUTES 57 SECONDS EAST, 366.66 FEET TO THE NORTH LINE OF LOT 14, SECTION 6, OF THE TOLL ROAD INDUSTRIAL PARK; THENCE EASTERLY A DISTANCE OF 1322.97 FEET ALONG THE NORTH LINE OF LOT 14 AND LOT 15 OF SAID SECTION 6 TO THE EAST LINE OF SAID LOT 15, ALSO BEING THE EAST LINE OF SECTION 21; THENCE ALONG THE SAID EAST LINE SOUTH 00 DEGREES 45 MINUTES 45 SECONDS EAST A DISTANCE OF 1590.77 FEET TO THE EAST QUARTER POST OF SAID SECTION; THENCE SOUTH 01 DEGREES 00 MINUTES 44 SECONDS EAST ALONG THE EAST LINE OF SAID SECTION, A DISTANCE OF 585.04 FEET; THENCE NORTH 89 DEGREES 44 MINUTES 31 SECONDS EAST A DISTANCE OF 1219.94 FEET TO THE CENTERLINE OF PORTAGE ROAD; THENCE SOUTH 21 DEGREES 44 MINUTES 25 SECONDS EAST ALONG SAID CENTERLINE A DISTANCE OF 292.53 FEET; THENCE NORTH 01 DEGREES 02 MINUTES 54 SECONDS WEST ALONG THE EAST LINE OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 22, TO THE EAST-WEST CENTERLINE OF SAID SECTION 22; THENCE EAST ALONG THE EAST-WEST CENTERLINE OF SAID SECTION 22 TO THE CENTER OF SAID SECTION 22; THENCE SOUTH ALONG THE NORTH-SOUTH CENTERLINE OF SAID SECTION 22 TO A POINT 214.50 FEET NORTH OF THE SOUTH 1/4 CORNER OF SAID SECTION 22; THENCE WEST, PARALLEL WITH THE SOUTH LINE OF SAID SECTION 22, A DISTANCE OF 99.00 FEET; THENCE SOUTH, PARALLEL WITH SAID NORTH-SOUTH CENTERLINE OF SECTION 22, A DISTANCE OF 214.50 FEET TO THE SOUTH LINE OF SAID SECTION 22; THENCE EAST ALONG SAID SOUTH LINE OF SECTION 22, A DISTANCE OF 99.00 FEET TO THE SOUTH 1/4 CORNER OF SAID SECTION 22 (ALSO BEING THE NORTH 1/4 CORNER OF SECTION 27); THENCE SOUTH ALONG THE NORTH - SOUTH CENTERLINE OF SAID SECTION 27 TO THE SOUTH RIGHT-OF-WAY LINE OF THE EAST - WEST INDIANA TOLL ROAD; THENCE WEST AND NORTHWEST ALONG THE

SOUTHERLY RIGHT-OF-WAY LINE OF SAID EAST - WEST INDIANA TOLL ROAD TO THE INTERSECTION WITH THE EAST RIGHT-OF-WAY LINE OF MAPLE ROAD; THENCE SOUTHWEST AND SOUTHERLY ALONG THE EAST LINE OF SAID MAPLE ROAD AND BENDIX DRIVE TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM:

A PARCEL OF LAND IN THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 19, TOWNSHIP 38 NORTH, RANGE 2 EAST, GERMAN TOWNSHIP, ST. JOSEPH COUNTY, INDIANA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE WEST HALF OF THE EAST HALF OF THE SOUTHEAST QUARTER FO THE SOUTHWEST QUARTER OF SAID SECTION 19, LESS THE SOUTH 40 FEET THEREOF FOR RIGHT OF WAY PURPOSES.

SUBJECT TO RIGHTS-OF-WAY, EASEMENTS, COVENANTS, AND RESTRICTIONS OF RECORD.

Airport Economic Development Area
List of Properties to be Acquired

EXHIBIT B

Resolution #	Date	Property Address	Key #s	Owner's Name
965	11/9/90		25-1019-0632	Bradford
965	11/9/90		25-1010-0310.02	Corbridge
965	11/9/90		25-1019-0318.03	Hannah
965	11/9/90		25-1019-0315	Francoeur
965	11/9/90		25-1017-0610.06	Wendt
965	11/9/90		25-1017-0612	Pendl
965	11/9/90		25-1017-0612.01	Borough
965	11/9/90		25-1018-0622	Bradford
965	11/9/90		25-1018-0624.01	DeMaegt
965	11/9/90	DELETED		
1238	4/15/94		25-1013-0222	Industrial Foundation
1238	4/15/94		25-1013-0223	Industrial Foundation
1238	4/15/94		25-1013-0211.19	Industrial Foundation
1238	4/15/94		25-1013-0211.08	Industrial Foundation
1238	4/15/94		25-1013-0212.02	Industrial Foundation
1238	4/15/94		25-1013-0216 25-1013-0216.02	Industrial Foundation
1238	4/15/94		25-1017-0610	James Conboy
1238	4/15/94		25-1017-0610.02	State of Indiana
1238	4/15/94		25-1018-0628	St. Joseph County Airport Authority
1238	4/15/94		pt. 25-1019-0310 25-1020-0650.01 25-1020-0650.02 25-1020-0650.03 25-1019-0320 25-1019-0314 25-1019-0318.05	St. Joseph County Airport Authority

Airport Economic Development Area
List of Properties to be Acquired

Resolution #	**Date**	**Property Address**	**Key #s**	**Owner's Name**
			25-1019-0309 25-1019-0634 25-1019-0318.04 25-1020-0650.04 25-1020-0648.01 25-1020-0650 25-1019-0317 25-1019-0313 25-1019-0312 25-1019-0310.01 25-1019-0318.02	
1238	4/15/94		pt. 25-1019-0310	St. Joseph County Airport Authority
1516	7/18/97		25-1016-0600.01	Dale C. Park, Trustee of Doris J. Park Revocable Trust (½ interest) Dale C. Park, Roger W. Park, Janet P. Lewis (½ interest)
1670	3/5/99		04-1010-0177	Dale C. Park Doris J. Park Revocable Trust (½ interest) Dale C. Park, Roger W. Park, Janet Pl Lewis (½ Interest)
1798	10/20/00		04-1011-018704	James & Melissa Staszewski
1931	2/7/03		04-1011-0187.05	Beverly S. Grove
1931	2/7/03		04-1011-0187.01	Sharon Harlozinski
1931	2/7/04		04-1020-0334.01	Sharlene Kaye Stidham & Shirley A. Kline

Airport Economic Development Area
List of Properties to be Acquired

Resolution #	Date	Property Address	Key #s	Owner's Name
1958	3/7/03	Ameriplex Olive Road Minor Sub.	25-1011-0187.09	Ancon Construction Co., Inc.
2019	12/19/03	Brick Road	25-1009-015205	Robert E. & Carolyn L. Gaby
2064	7/2/04	V/L adj 2603 Lawton St.	18-2039-1358	St. Joseph County
2064	7/2/04	Lots 79, 80 81, 82 Washington	18-2039-1357	Help Investments, Inc.
2064	7/2/04	Lot 89 Lawton St.	28-2039-1356	Help Investments, Inc.
2064	7/2/04	Lot 88 Lawton St.	18-2039-1359	Help Investments, Inc.
2064	7/2/04	Lot 87 Lawton St.	18-2039-1362	Help Investments, Inc.
2064	7/2/04	Lot 86 Lawton St.	18-2039-1365	Help Investments, Inc.
2064	7/2/04	Lot 83, 84, 85	18-2039-1368	Help Investments, Inc.
2064	7/2/04	2615 W. Kenwood St.	18-2066-2436	James & Kathleen N. Clark
2064	7/2/04	2609 W. Kenwood St.	18-2066-2437	Ina Inez Goss
2064	7/2/04	2614 W. Kenwood St.	18-2066-2446	RCT Enterprises, LLC
2064	7/2/04	2610 W. Kenwood St.	18-2066-2448	Federal National Mortgage Ass.
2064	7/2/04	2606 W. Kenwood St.	18-2066-2448	Earl & Louisa Fuller
2064	7/2/04	E & adj 2611 Linden St.	18-2066-2456	Donald L. Alexander, Jr.
2064	7/2/04	2611 Linden St.	18-2066-2457	Donald L. Alexander, Jr.
2064	7/2/04	2618 Linden St.	18-2069-2532	Jack & Sandra Kendall
2064	7/2/04	2620 Linden St.	18-2069-2531	Jack & Sandra Kendall
2064	7/2/04	2626 Linden St.	18-2069-2530	Jack & Sandra Kendall
2064	7/2/04	V/L adj 2616 Linden St.	18-2069-2533	Randall W. Flanagan
2064	7/2/04	2610 Linden	18-2069-2534	Otis Von Jr. & Sanita Davis
2064	7/2/04	2606 Linden	18-2069-2535	Willie Frank & Wardean Allen
2064	7/2/04	2625 Lawton St.	18-2039-1373	Allen Sr. & Denis Marie Redding
2064	7/2/04	Lawton lot 92	18-2039-1367	Jack & Sandra Kendall
2064	7/2/04	Lawton lot 91	18-2039-1370	Jack & Sandra Kendall
2064	7/2/04	2615 Lawton St.	18-2039-1364	Roosevelt & Marie Walker
2064	7/2/04	Lawton lot 94	18-2039-1361	Roosevelt Walker
2090	10/22/04	Expansion Area No.19		
2091	10/22/04	5965 Brick Road	25-1009-0152.05	Doug & Janis Daugherty

Airport Economic Development Area
List of Properties to be Acquired

Resolution #	Date	Property Address	Key #s	Owner's Name
2106	11/5/04	1743 Commerce Drive	25-1008-0335.03	Lauramar LLC
2144	3/4/05	23885 Brick Road	04-1009-0152.07	Gary& Nancy Beall
2144	3/4/05	23931 Brick Road	04-1009-0152.03	Jim & Donna Gregar
2245	7/21/06	4022 W Cleveland Road	25-1010-0380	May Mendenhall
2245	7/21/06	2929 Foundation Drive	25-1010-038001	Woodhurst Realty LLC c/o PJAX Trucking
2245	7/21/06	3922 Nimtz Parkway	25-1010-0384	Ruth E. Butler
2245	7/21/06	1827 N Bendix Drive	18-2184-693802	Great Lakes Industrial Partners
2245	7/21/06	1735 N Bendix Drive	18-2184-693807	Martindale Inc.
2254	8/25/06	23464 Adams Road	04-1009-0146	Waggoner Dairy Farms, Inc.; Waggoner Farm Development L.P.; Huron Partners
2279	12/15/06	52097 Olive Road	04-1011-0179	Albert and Marilyn Lichtenbarger
2352	7/20/07	1625 Knoblock St.	18-2183-6862	Helen White
2352	7/20/07	1629 Knoblock St.	18-2183-6859	Fred and Mary Goerke
2352	7/20/07	1633 Knoblock St.	18-2183-685901	Stephen and Terri Freel
2375	9/07/07	401 N Bendix Drive	18-2188-7089	River of Life Family Church Inc.
2375	9/07/07	Vac Lot on Ardmore	18-2191-719202	River of Life Family Church Inc.
2375	9/07/07	E ½ Vac Wellington	18-2191-719208	Cox Jesse H Inc Attn: John Wilhite
2375	9/07/07	1406 Franklin St.	18-8006-034201	Peter J. Nemeth and Peter H. Mullen
2375	9/07/07	1406 Franklin St.	18-8006-0344	Peter J. Nemeth and Peter H. Mullen
2375	9/07/07	1533 S Lafeyette	18-8006-0349	Peter J. Nemeth and Peter H. Mullen
2382	10/19/07	1624 Maplewood Ave.	18-2183-6861	Joan and Rodney Mayfield
2382	10/19/07	1630 Maplewood Ave.	18-2183-6858	William and Cheryl Ann Buckles
2450	5/16/08	18 Bendix Drive	18-2191-719204	Superclean Corp.
2450	5/16/08	1033 N. Bendix Drive	18-2191-719203	LaSalle Sq. Associates
2450	5/16/08	1007 N. Bendix Drive	18-2191-719205	Salamah Ramadan A. Tamilyn
2450	5/16/08	1202 S. Lafayette	18-8004-0162	Deister LLC.
2450	5/16/08	1202 S. Lafayette	18-8004-0164	Deister LLC.
2450	5/16/08	2014 S. Main Street	18-8011-0481	McDonalds of South Bend

Airport Economic Development Area
List of Properties to be Acquired

Resolution #	Date	Property Address	Key #s	Owner's Name
2450	5/16/08	2018 S. Main Street	18-8011-0484	B and R Investments LLC.
2450	5/16/08	2020 S. Main Street	18-8011-050001	EMI Inc.
2450	5/16/08	VL On Main adj. to 2020 S. Main Street	18-8011-0500	EMI Inc.
2455	6/13/08	1121 Grace Street	18-3059-2316, 18-3059-2317	Paul Fujawa
2455	6/13/08	1117 W. Grace Street	18-3059-2318	Mary Ann Manuszak
2455	6/13/08	1113 Grace Street	18-3059-2319	Michael and Christine Kruis
2455	6/13/08	1109 Grace Street	18-3059-2320	Michael and Christine Kruis
2455	6/13/08	1105 Grace Street	18-3059-2321	Terrance Findley
2455	6/13/08	1124 Grace Street	18-3059-2322	Stanley and V. Krol
2455	6/13/08	1122 Grace Street	18-3059-2323	Paul Fujawa
2455	6/13/08	1118 Grace Street	18-3059-2324	Pablo Alvarez
2455	6/13/08	1114 Grace Street	18-3059-2325	Patricia Meller and Raymond Neidbala and Res Life Est Irene
2455	6/13/08	614 Arnold Street	18-3059-2329	Domingo and Diocelina Orena
2455	6/13/08	Vac Lot 38 Ford Street	18-3059-2330	Domingo and Diocelina Orena
2455	6/13/08	1117-1119 Ford Street	18-3059-2331	Jalyn Properties
2455	6/13/08	1113 Ford Street	18-3059-2332	Keys to Success Realty llc.
2455	6/13/08	Ford Vac Lot 45 x 116	18-3059-2333	Russ Afhalter
2455	6/13/08	604 Scott Street	18-3043-1655	Millenium Environmental
2456	6/13/08	411 W. Indiana	18-8027-1106	Engel Ventures LLC..
2456	6/25/08	1519 S. Franklin	18-8027-1107	Bjr Investment Comp Inc % Waste Management
2456	6/25/08	1515 S. Franklin	18-8027-110402	Burton Barry D & Ilene R Burton % Waste Management
2456	6/25/08	1515 S. Franklin	18-8027-110401	Bjr Investment Comp Inc.
2456	6/25/08	319 Garst	18-8002-0078	Ziolkowski Ben
2456	6/25/08	315 Garst	18-8002-0079	Ziolkowski Properties

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Resolution #	Date	Property Address	Key #s	Owner's Name
2456	6/25/08	1014 Franklin	18-8002-0074	Ziolkowski Properties Llc
2456	6/25/08	1004 Franklin	18-8002-0070	Ziolkowski Properties
2456	6/25/08	1022 Franklin	18-8002-0076	Ziolkowski Properties
2456	6/25/08	1005 Lafayette	18-8002-0100	Ziolkowski Properties Llc
2456	6/25/08	1319 Lafayette	18-8006-0335	Ziolkowski Properties
2456	6/25/08	1317 Lafayette	18-8006-0331	Ziolkowski Properties
2456	6/25/08	1315 Lafayette	18-8006-0330	Ziolkowski Properties
2456	6/25/08	1311 Lafayette	18-8006-0325	Ziolkowski Ben % Ziolkowski Construction
2456	6/25/08	1015 Lafayette	18-8002-0104	Ziolkowski Properties
2456	6/25/08	1024 Franklin	18-8002-0077	Ziolkowski Properties
2456	6/25/08	Vac Lot Franklin+Sample	18-8002-0061	Ziolkowski Properties LLC Attn: Bill Favors
2456	6/25/08	1018 Franklin	18-8002-0075	Ziolkowski Properties
2456	6/25/08	1012 Franklin	18-8002-0073	Ziolkowski Properties LLC
2456	6/25/08	1006 Franklin	18-8002-0071	Ziolkowski Properties
2456	6/25/08	Vac. Lafayette	18-8002-0102	Ziolkowski Properties
2456	6/25/08	1005 Lafayette	18-8002-0101	Ziolkowski Properties
2456	6/25/08	Vac. Lafayette	18-8002-0099	Hamilton Richard C
2456	6/25/08	812 Lafayette	18-3042-1607	Hamilton Richard C
2456	6/25/08	808 Lafayette	18-3042-1608	Hamilton Richard C
2456	6/25/08	V/L N & ADJ. 808 Lafayette	18-3042-1609	Hamilton Richard C
2456	6/25/08	802 Lafayette	18-3042-1610	Hamilton Richard C
2456	6/25/08	V/L Lafayette	18-8001-0001	South Bend Civil City
2456	6/25/08	910 S. Lafayette	18-8001-000201	Hamilton Body Shop Inc.
2456	6/25/08	910 S. Lafayette	18-8001-0002	Hamilton Richard C
2456	6/25/08	Lafayette	18-8002-0098	Hamilton Richard C
2456	6/25/08	917 Lafayette	18-8002-0097	Hamilton Richard C

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Resolution #	Date	Property Address	Key #s	Owner's Name
2456	6/25/08	915 Lafayette	18-8002-0096	Hamilton Richard C
2456	6/25/08	901 Lafayette	18-8002-0094	Hamilton Body Shop Inc.
2456	6/25/08	V/L Adj. 322/324 Stull	18-8006-0292	Uzelac Thomas and Sara
2456	6/25/08	V/l adj 1201 Lafayette	18-8006-0294	Uzelac Thomas and Sara
2456	6/25/08	v/l adj 1304 Franklin	18-8006-0317	Uzelac Thomas and Sara
2456	6/25/08	v/l adj 1302 Franklin	18-8006-0316	Uzelac Thomas and Sara
2456	6/25/08	v/l adj 1301 Lafayette	18-8006-0318	Uzelac Thomas and Sara
2456	6/25/08	v/l adj 1303 Lafayette	18-8006-0319	Uzelac Thomas and Sara
2456	6/25/08	v/l adj 1308 Franklin	18-8006-0323	Uzelac Thomas and Sara
2456	6/25/08	v/l adj 1307 Lafayette	18-8006-0324	Uzelac Thomas and Sara
2456	6/25/08	v/l adj 1209 Lafayette	18-8006-0301	Uzelac Thomas and Sara
2456	6/25/08	v/l adj 1218 Franklin	18-8006-0311	Uzelac Thomas and Sara
2456	6/25/08	v/l adj 1223 Lafayette	18-8006-0313	Uzelac Thomas and Sara
2456	6/25/08	v/l adj 1218 Franklin	18-8006-0310	Uzelac Thomas and Sara
2456	6/25/08	v/l adj to 1213 Lafayette	18-8006-0312	Uzelac Thomas and Sara
2456	6/25/08	v/l adj 1206 Franklin	18-8006-029201	Uzelac Thomas and Sara
2456	6/25/08	Franklin	18-8006-0305	Uzelac Tom
2456	6/25/08	v/l adj 1213 Lafayette	18-8006-0307	Uzelac Thomas and Sara
2456	6/25/08	v/l adj 1212 Franklin	18-8006-0304	Uzelac Thomas and Sara
2456	6/25/08	v/l adj 1211 Lafayette	18-8006-0306	Uzelac Thomas and Sara
2456	6/25/08	v/l adj 1210 Franklin	18-8006-0299	Uzelac Thomas and Sara
2456	6/25/08	v/l adj 1208 Franklin	18-8006-0298	Uzelac Thomas and Sara
2456	6/25/08	v/l adj 1207 Lafayette	18-8006-0300	Uzelac Thomas and Sara
2456	6/25/08	v/l adj 1205 Lafayette	18-8006-0295	Uzelac Thomas and Sara
2456	6/25/08	v/l adj 312 Stull	18-8006-0293	Uzelac Thomas and Sara
2456	6/25/08	v/l adj 1320 Franklin	18-8006-0329	Graf Jerry and Diane
2456	6/25/08	1325 S. Michigan	18-8004-022701	Sergio Joseph P
2596	8/21/09	412 E Sample Street	18-7008-0300	Habitat for Humanity

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Resolution #	Date	Property Address	Key #s	Owner's Name
2596	8/21/09	313 E Ohio Street	18-7008-0301 18-7008-030301 18-7008-0302 18-7008-0303 18-7008-0304 18-7008-0305 18-7008-0306 18-7008-0307 18-7008-0308 18-7008-0309 18-7008-0310 18-7008-0311	New Hope Missionary Baptist Church
2596	8/21/09	222 E Sample Street	18-7001-0007 18-7001-0039	Philip Magaldi
2596	8/21/09	230 E Sample Street	18-7001-000301 18-7008-0279	Rick Singleton
2596	8/21/09	914 S Lafayette Blvd	18-8001-0003 18-8001-0004 18-8001-0005 18-8001-0006 18-8001-0007 18-8001-0008	Air Gas Inc
2596	8/21/09	1500 S Taylor Street	18-8027-1082	Arnold & Sally Dorey
2596	8/21/09	1508 S Taylor Street	18-8027-1083	J & W Properties LLC
2596	8/21/09	1510 S Taylor Street	18-8027-1084	Bill Wooley
2596	8/21/09	1520 S Taylor Street	18-8027-1090	Calvin Peterson Sr.
2596	8/21/09	531 W Indiana Ave	18-8027-1091	John & Jeanette Lymburner
2596	8/21/09	527-529 W Indiana Ave	18-8027-1092	Robert Williams & Sharon Pehling
2596	8/21/09	525 W Indiana Ave	18-8027-1093 18-8027-109301	Jean Winterrowd

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2596	8/21/09	521 W Indiana Ave	18-8027-1094	Willard & Geneva Parchman
2596	8/21/09	509 W Indiana Ave	18-8027-1096	Geraldine White
2596	8/21/09	505 W Indiana Ave	18-8027-1097	Francis Gay
2596	8/21/09	411 W Indiana Ave	18-8027-1100 18-8027-1101 18-8027-1108	Engel Ventures LLC
2668	5/21/10	v/l 3 8 9 William St	018.8027.1085	South Bend Board of Public Works
2668	5/21/10	1517 S Taylor	018.8027.1086	South Bend Board of Public Works
2668	5/21/10	1518 S Taylor	018.8027.1087	South Bend Board of Public Works
2668	5/21/10	513 W Indiana	018.8027.1095	South Bend Board of Public Works
2668	5/21/10	PO Box 2647	018.8027.1098	South Bend Board of Public Works
2668	5/21/10	2647 v/l William St	018.8027.1099	South Bend Board of Public Works
2668	5/21/10	1040 W Sample	018-8021-084102	Central Transport
2668	5/21/10	1008 W Sample	018-8021-084203	Suzanne L Crofoot Rev Trust
2668	5/21/10	1008 W Sample	018-8021-084204	Curtis L Crofoot Rev Trust
2668	5/21/10	1008 W Sample	018-8021-0842	Curtis L Crofoot
2668	5/21/10	1000 W Sample	018-8021-804201	Cao Enterprises LLC
2668	5/21/10	1015 Prairie	018-8022-0899	Missionary Church North Central District
2668	5/21/10	18 S Prairie	018-8021-084710	JVH Inc
2668	5/21/10	1313 Prairie	018-8021-084708	JVH Inc
2668	5/21/10	1503 Prairie	018-8052-2114	Indiana Land Trust 1503
2668	5/21/10	1505 Prairie	018-8052-211401	Indiana Land Trust 3051
2668	5/21/10	116 E Sample	18.7001.0017	Fidencio & Esperanza Bueno
2668	5/21/10	114 E Sample	18.7001.0018	Fidencio & Esperanza Bueno
2668	5/21/10	115 E Ohio	18.7001.0026	FidencioBueno
2668	5/21/10	120 E Sample	18.7001.0016	Patricia A Enyart Rev Trust
2668	5/21/10	117 E Ohio	18.7001.0027	Patricia A Enyart Rev Trust
2668	5/21/10	119 E Ohio	18.7001.0028	Patricia A Enyart Rev Trust

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Resolution #	Date	Property Address	Key #s	Owner's Name
2668	5/21/10	121 E Ohio	18.7001.0029	Patricia A Enyart Rev Trust
2668	5/21/10	123 E Ohio	18.7001.0030	Patricia A Enyart Rev Trust
2668	5/21/10	202 E Sample	18.7001.0013	Leonard & Karen A Sears
2668	5/21/10	130 E Sample	18.7001.0014	Leonard & Karen A Sears
2668	5/21/10	125 E Ohio	18.7001.0031	Leonard & Karen A Sears
2668	5/21/10	127 E Ohio	18.7001.0032	Leonard & Karen A Sears
2668	5/21/10	129 E Ohio	18.7001.0033	Norwest Bank as Succ Trustee Family Trust for Justin S Barron
2668	5/21/10	122 E Garst St	018.8003.0139	Joseph A & Geraldine L Gorny
2668	5/21/10	1116 S Main St	018.8003.0145	Joseph A & Geraldine L Gorny
2668	5/21/10	1107 S Michigan St	018.8003.0151	Joseph A & Geraldine L Gorny
2668	5/21/10	1402 Prairie	018-8024-0981	Amundson James M & Carol D
2668	5/21/10	1402 Prairie Ave	018-8024-098201	Amundson James M & Carol D
2668	5/21/10	1504 Prairie Ave	018-8053-2120	Veen Lois -- Problem Deed
2668	5/21/10	1512 Prairie Ave	018-8053-2121	Veen Beene D
2668	5/21/10	1514 Prairie Ave	018-8053-2122	Veen Beene D
2668	5/21/10	1522 Prairie Ave	018-8053-2127	Bottorff Arthur E
2668	5/21/10	1524 Prairie Ave	018-8053-2129	Magee Thomas And Mary
2668	5/21/10	1526 Prairie Ave	018-8053-2130	Magee Thomas & Mary
2668	5/21/10	1534 1536 Prairie Ave	018-8053-2131	Trotter James C
2668	5/21/10	1025 1027 Indiana Ave	018-8053-2132	Bautista Arrmando & Elva C
2668	5/21/10	1538 Prairie	018-8053-2133	Bautista Armando & Elva C
2668	5/21/10	1017 W Indiana	018-8053-2134	Hardin Albert *Prob Deed*
2668	5/21/10	1530 Kemble	018-8053-2141	City Of South Bend
2668	5/21/10	1531 Kemble	018-8053-2139	Taylor Distributors Of Indiana Inc
2668	5/21/10	1527 Kemble	018-8053-2138	Delgado Carlos & Monica
2668	5/21/10	1525 Kemble Ave	018-8053-2137	Thomas Betty B % Smith Betty
2668	5/21/10	1521 Kemble Ave	018-8053-2136	Rice Shirley D As The Mother And Legal Guardian Of Rice Corderyl D

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Resolution #	Date	Property Address	Key #s	Owner's Name
2668	5/21/10	1521 Kemble Ave	018-8053-2135	Rice Shirley D As The Mother And Legal Guardian Of Rice Corderyl D
2668	5/21/10	1519 Kemble Ave	018-8053-2126	Ross Anthony Pierre
2668	5/21/10	1515 Kemble Ave	018-8053-2125	Peoples Choice National Homes * Problem Deed*
2668	5/21/10	1511 Kemble Ave	018-8053-2124	Davis Carla
2668	5/21/10	1503 1505 Kemble Ave	018-8053-2123	Carothers Alfred & Nathaniel Carothers
2668	5/21/10	18 Vac Lot 76x175 Kemble	018-8024-0962	New Jersey Ind And Ill Rr % Taxation Dept
2668	5/21/10	18 Vac Lot 76x165 Catalpa	018-8024-0980	New Jersey Ind And Ill Rr
2668	5/21/10	18 Vac Lot 50x350 Penn Cent	018-8024-0982	Railroad Property
2668	5/21/10	18 1500 Blk Kemble	018-8024-0973	Johnson James L & Cornelia A
2668	5/21/10	1504 Kemble	018-8024-0964	Allen Tom
2668	5/21/10	1506 Kemble	018-8024-0965	Smart Guys Llc
2668	5/21/10	1510 Kemble	018-8024-0966	Washington Arlenia
2668	5/21/10	1512 Kemble	018-8024-0967	White Rose E
2668	5/21/10	1514 Kemble	018-8024-0968	Foster Lillie & Hankin James Derick
2668	5/21/10	1518 Kemble	018-8024-0969	City Of South Bend
2668	5/21/10	1524 Kemble	018-8024-0970	City Of South Bend
2668	5/21/10	1528 Kemble	018-8024-0971	Perez Rosa
2668	5/21/10	1530 Kemble St	018-8024-0972	Dill William Charles
2668	5/21/10	913-915 W Indiana	018-8024-0990	Bottorff Arthur E
2668	5/21/10	909 W Indiana	018-8024-0991	B & R Properties A Gereral Partnership
2668	5/21/10	905 W Indiana	018-8024-0992	B & R Properties A General Partnership
2668	5/21/10	901-903 W Indiana	018-8024-0993	Up Ventures Ii Llc % Newbridge Realty Capital
2668	5/21/10	1525 Catalpa	018-8024-0989	Civil City Of South Bend
2668	5/21/10	1521 Catalpa	018-8024-0988	Sheneman Mike
2668	5/21/10	1517 Catalpa	018-8024-0987	Sheneman Mike
2668	5/21/10	1513 Catalpa	018-8024-0986	Shurn Gregory A

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2668	5/21/10	1509 Catalpa	018-8024-0985	Sheneman Mike
2668	5/21/10	1505 Catalpa	018-8024-0984	City Of South Bend
2668	5/21/10	1501 Catalpa	018-8024-0974	Sheneman Mike
2668	5/21/10	18 Vac Lot 66x124 Catalpa Av	018-8023-093001	Ney Jersey Ind And Ill Rr.
2668	5/21/10	18 Vac Lot 64x124 Raffs 1st	018-8023-093401	Ney Jersey Ind And Ill Rr.
2668	5/21/10	State Board Assessed	018-8023-0930	Ney Jersey Ind And Ill Rr.
2668	5/21/10	18 Vac Lot 63x124 Kendall	018-8023-094201	New Jersey Ind And Ill Rr
2668	5/21/10	1502 Catalpa	018-8025-0994	Frison Sam F & Willie Mae
2668	5/21/10	1506 Catalpa	018-8025-0995	Ungerecht Craig
2668	5/21/10	1510 Catalpa	018-8025-0996	Caribou Investment Group Llc
2668	5/21/10	1514 Catalpa	018-8025-0997	Spurlock Anthony D
2668	5/21/10	1518 Catalpa	018-8025-0998	Frison Rev Sam F & Willie Mae
2668	5/21/10	1522 Catalpa	018-8025-0999	Frison Sam
2668	5/21/10	1526 Catalpa	018-8025-1000	Scott Rose L And Jones Willie E
2668	5/21/10	823+823-1/2 W Indiana	018-8025-1022	Medich Dorothy
2668	5/21/10	817 W Indiana Av	018-8025-1023	Kendall Jack E
2668	5/21/10	813 Indiana	018-8025-1024	Kendall Sandra & Jack
2668	5/21/10	809 W Indiana Ave	018-8025-1025	Kendall Jack E & Sandra J
2668	5/21/10	807 W Indiana	018-8025-1026	Hells Angels Realty Trust
2668	5/21/10	801-805 Indiana-Vac Lot	018-8025-1027	Dowling Stephen T
2668	5/21/10	1525 Chapin	018-8025-1007	City Of South Bend
2668	5/21/10	1521 Chapin	018-8025-1006	City Of South Bend
2668	5/21/10	1517 Chapin	018-8025-1005	City Of South Bend
2668	5/21/10	1513 Chapin	018-8025-1004	Russell George E
2668	5/21/10	1509 Chapin	018-8025-1003	Bryce Peters Financial Corporation
2668	5/21/10	1505 Chapin	018-8025-1002	Murphy Linda
2668	5/21/10	1501 Chapin	018-8025-1001	Murphy Linda
2668	5/21/10	1502 Chapin	018-8025-1008	Pedraza Eduardo & Maria Del Carmen

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2668	5/21/10	1506 Chapin	018-8025-1009	City Of South Bend % Department Of Redevelopment
2668	5/21/10	1510 Chapin	018-8025-1010	Palma-Diaz Maria Del Carmen
2668	5/21/10	1514 Chapin	018-8025-1011	Dworecki Naomi
2668	5/21/10	1518 S Chapin	018-8025-1012	Stajkowski Angela M
2668	5/21/10	1520 Chapin	018-8025-1013	Taylor Lonnie E
2668	5/21/10	1526 Chapin	018-8025-1014	Taylor Lonnie E & Luther J Taylor
2668	5/21/10	725 W Indiana	018-8025-1028	Barany Sheet Metal Inc
2668	5/21/10		018-8025-1029	BARANY SHEET METAL INC
2668	5/21/10		018-8025-102801	BARANY SHEET METAL INC
2668	5/21/10	733 W Indiana	018-8025-1031	Mccune James
2668	5/21/10	729-731 Indiana Ave	018-8025-1032	Strantz George S & Theresa
2668	5/21/10	725-727 Indiana Ave	018-8025-1033	Strantz George S & Theresa
2668	5/21/10	1527 Kendall	018-8025-1021	Gammage Robert Jr
2668	5/21/10	1521 Kendall	018-8025-1020	Gammage Robert Jr
2668	5/21/10	1517 S Kendall	018-8025-1019	Girolamo Robert Jr
2668	5/21/10	1513 Kendall	018-8025-1018	Mcginness Eric & Luping W
2668	5/21/10	1509 Kendall	018-8025-1017	Franklin Louise
2668	5/21/10	1505 Kendall	018-8025-1016	Austin Darrel L
2668	5/21/10	1721 S Douglas (Vac Lot)	018-8025-1015	Austin Darrel L
2668	5/21/10	1502 Kendall	018-8026-1034	Banko Capital Lp
2668	5/21/10	V/L Adj 1504 Kendall	018-8026-1036	City Of South Bend Board Of P Works
2668	5/21/10	1510 Kendall	018-8026-1038	Villalba Irma & Marcos V Jt W/Ros
2668	5/21/10	1514 Kendall	018-8026-1040	Rum Village Neighborhood Assoc
2668	5/21/10	1518 Kendall	018-8026-1042	Rum Village Neighborhood Assoc
2668	5/21/10	1522 Kendall	018-8026-1044	Rum Village Neighborhood Assoc
2668	5/21/10	1528 Kendall	018-8026-1046	Rum Village Neighborhood Assoc
2668	5/21/10	721 Indiana	018-8026-1048	Kraft Tire Service Inc

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Resolution #	Date	Property Address	Key #s	Owner's Name
2668	5/21/10	713 W Indiana	018-8026-1050	Holmes Damon
2668	5/21/10	709 Indiana	018-8026-1051	Individual Family & Community Development
2668	5/21/10	705 W Indiana	018-8026-1052	Neff Ashley
2668	5/21/10	701 W Indiana	018-8026-1053	Fuzy Michael
2668	5/21/10	1521 S Scott	018-8026-1047	Rice Matthew L
2668	5/21/10	1521 S Scott	018-8026-1045	Rice Matthew L
2668	5/21/10	V\L Adj 1517 S Scott	018-8026-1043	Rice Matthew L
2668	5/21/10	1513 S Scott	018-8026-1041	Hale Yolanda J
2668	5/21/10	1509 S Scott	018-8026-1039	Strantz George S
2668	5/21/10	1505 S Scott	018-8026-1037	City Of South Bend
2668	5/21/10	1501 S Scott	018-8026-1035	City Of Sb /Bd Of Public Works
2668	5/21/10	1502 Scott St	018-8026-1054	City Of South Bend
2668	5/21/10	Scott-Vac Lot St	018-8026-1055	City Of South Bend
2668	5/21/10	1508 Scott St	018-8026-1058	Dbgfi Llc
2668	5/21/10	1512 S Scott St	018-8026-1059	Wesszo Julius J & Helen M
2668	5/21/10	1514 S Scott St	018-8026-1062	Cardenas Yolanda
2668	5/21/10	1518 S Scott St	018-8026-1063	Freitag Nancy K
2668	5/21/10	1520 Scott St	018-8026-106501	Mbaabu Alice
2668	5/21/10	1524 S Scott St	018-8026-106502	Badua Jayvee
2668	5/21/10	S Scott-Vac Lot St	018-8026-1065	Rector Everett And Erma
2668	5/21/10	627 W Indiana Av	018-8026-1066	Carrillo Lino G
2668	5/21/10	621 W Indiana Av	018-8026-1067	Thaumaturgus Inc
2668	5/21/10	617 W Indiana Av	018-8026-1068	Baker George
2668	5/21/10	615 W Indiana Av	018-8026-1069	Baker George
2668	5/21/10	609 W Indiana Av	018-8026-1070	Monique Inc
2668	5/21/10	605 Indiana Av	018-8026-1071	Thaumaturgus Inc
2668	5/21/10	601 Indiana Av	018-8026-1072	Us Bank Na As Trustee

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Resolution #	Date	Property Address	Key #s	Owner's Name
2668	5/21/10	1519 S Taylor St	018-8026-1064	City Of South Bend
2668	5/21/10	1507 S Taylor St	018-8026-1061	Erin Real Estate Inc
2668	5/21/10	1505 S Taylor St	018-8026-1060	Messinger, Linda & Werntz, June
2668	5/21/10	1503 S Taylor St	018-8026-1057	Thomas William
2668	5/21/10	1501 Taylor St	018-8026-1056	Horvat, Derhonda & Anglemeyer, Agnes * Problem Deed*
2668	5/21/10	V/L Maplewood Lot 36	018-2183-6854	1st Source Leasing
2736	8/20/10	755 S. Michigan St	018-3041-1558	Arthur R Leinen Jr & Brenda Sue Beinen
2736	8/20/10	A portion of 921 N. Bendix	018-2191-7192	Faith Apostolic Temple, Inc.
2875	7/12/11	3408 Ardmore Trail	18-2191-719201	St. Vincent DePaul Society of St. Joseph County, Inc.
2967	12/13/11	401 N. Bendix	18-2040-1387	Honeywell International, Inc.
2967	12/13/11	1300, 1013 S. Michigan	18-8004-0223, 0224	Vasiliades Dimitrios
2967	12/13/11	1327-1331 S. Michigan	18-8004-0227	Adams Elenora F. Living Trust, Elenora R. Adams as Trustee