

*City of Franklin
Johnson County, Indiana*

(Final)

*Franklin Downtown/I-65
Integrated Economic
Development Plan*

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Introduction & Purpose of the Integrated ED Plan

The City of Franklin (City) and the Franklin Redevelopment Commission (FRC) are developing this Integrated Economic Development Plan (Integrated ED Plan) in response to a new awareness related to the importance of economic development to the community at large and the need for economic development planning to be woven into the fabric of the community. Historically, Indiana communities have philosophically and intellectually separated economic development strategies and projects from the strategies and projects related to City planning, land use and infrastructure issues. This separation has generated several problems which have become more obvious with time and success in attracting new economic development.

Franklin's success in attracting new economic development, for example, has underscored the 'gap' between economic development strategies and thoroughfare planning. The northeast quadrant of the City has captured many new ED projects, and many new jobs to support the local economy. The presence of this economic activity generates increased traffic from heavy trucks, and the new jobs generate increased vehicular traffic by employees. These secondary impacts of successful ED Strategies have an obvious impact on the community and this Integrated ED Plan seeks to re-connect the City's ED Strategies with the realities of development – not just *economic* development, overall.

Development of new land for ED purposes is a good thing for the community and a proper goal. However, by focusing too heavily on the recruitment of new development, the older portions of the City are too often neglected. Unless and until that new development is carefully woven into the overall fabric of the community, the secondary impacts of new development are likely to result in disadvantage to the older areas. As a result, commercial interests in historic downtown areas are placed at a disadvantage, and a ripple effect leads to blighting influences which adversely affect historic residential areas, and lead to economic distress in the community.

This Integrated ED Plan seeks to begin a process of public discussion which is intended to make the community aware that huge economic development success, for example, at the interstate interchange does not necessarily translate into a vibrant historic downtown. In this Integrated ED Plan, the FRC and the City will begin to stimulate a discussion about the relationships between economic development and the overall economic health of the community at large, including the Historic Downtown, Franklin College, and the overall infrastructure networks of the entire City.

Economic development is not a separate activity. It is an important activity for every community, but economic development must be integrated into the planning and development activities of the entire community. This Integrated ED Plan is simply the first step in enabling Franklin to begin to form a more comprehensive view of the entire community and the efforts needed to increase the viability of the City, as a whole.

Description of the Integrated Economic Development Area

The Franklin Downtown/I-65 Integrated Economic Development Area is generally described as being located: east & west of I-65 at the Exit 90 interchange which directly serves the City; the north, east and south sides of the City; and all four gateways to the Historic Downtown as well as the US31 corridor. The Integrated ED Area has been configured specifically to enable the City to integrate the economic development goals and the community development goals of the community at large into a single, working strategy designed to address a full range of development issues throughout the community. This Integrated Strategy places emphasis on the need to revitalize the Historic Downtown area, as well as attracting new jobs and new economic investments in the suburban areas.

The following general sub-areas are included in the Integrated ED Areas:

- The SR44 corridor from I-65 to US31;
- The Main Street corridor from US31 on the north to US31 on the south;
- The Historic Downtown area, as defined in the 2005 Downtown Revitalization Plan;
- The Eastview/Musicland/Commerce corridor in the northeast quadrant of the City, from SR44 to US31;
- The existing ED Areas located at the intersection of I-65 and SR44; and
- The existing ED Areas located on the north side of Franklin.

A detailed legal description is provided with the Declaratory Resolution and included here as Appendix A. A GIS-generated map of the proposed Integrated Economic Development Area is included in this document as Map #1. The Integrated ED Plan specifically points out that the Integrated ED Plan has been generated to cover the entire existing and future Integrated ED Area, including areas designated with dotted boundaries, which might not currently be within the corporate limits of the City, but which are anticipated to be annexed as new development is proposed/implemented. The presentation of the future expansion of the Integrated ED Area is offered in the interests of full public disclosure, and to present the optimal opportunity for public discussion, as noted below.

New Integrated ED Area Designation Overlaps Previous Economic Development Sites & Areas

The FRC hereby designates the Franklin Downtown/I-65 Integrated Economic Development Area as overlapping a large number of the previous sites & areas where the City has successfully attracted economic development opportunities for the last 20 years or more, including those areas which have been previously designated as ED Areas.

New Integrated ED Area Includes Historic Downtown & Franklin College Gateway

The previous collective boundaries of the various ED Areas designated for single-site purposes have been modified to include the Historic Downtown area of Franklin, as well as the north/south/east/west gateways to the Historic Downtown and to the Franklin College campus. The long-term plan for downtown Franklin includes architectural

enhancement and integration of these ‘gateways’ in order to physically, visually, and aesthetically link the college campus with the City.

The 2008 Amendment to the ED Area includes not only the commercial sections of the Historic Downtown, but also includes the potential for development of undeveloped or underdeveloped property adjacent to the Historic Downtown, in accordance with the “Downtown Revitalization Plan” dated February 16, 2005. This Integrated ED Plan hereby incorporates the Downtown Revitalization Plan as a Foundation Document, which is intended to direct the projects and strategies for redevelopment and revitalization of Franklin’s Historic Downtown Area, as defined in the 2005 Plan.

In addition, the FRC intends to include Franklin College in the execution of infrastructure revitalization efforts, especially along the SR44 corridor, east of downtown. The purpose of this inclusion is to coordinate and refine efforts to enhance the entrance to the College and to underwrite the growth and success of the College over time.

New Integrated ED Area Emphasizes Development of Thoroughfare & Infrastructure Capacity

Franklin has been successful in attracting new economic development opportunities over the last 10-20 years. As a result of this success – and similar to other communities which have enjoyed success at attracting new jobs and economic diversification – there have been secondary impacts accruing to the community at large. One of the foremost of these secondary impacts is the manifestation of traffic congestion at and along certain thoroughfares. One of the primary incentives for the development of this 2008 Amendment to the Integrated ED Plan is the need to address these thoroughfare and infrastructure needs.

New economic development, by definition, results in increased traffic on certain thoroughfares. It is the intent of the FRC to address the existing and future traffic needs of the community by including major economic development corridors, as well as including provisions for future expansion of the City’s thoroughfare system by initiating the discussion for a “Southeastern Business Corridor” which would connect SR44 to US31 on the southeast side of Franklin.

At this time, the focus of the Integrated ED Plan lies on three primary existing corridors: SR44 (east & west gateways); US31 (old alignment into the Historic Downtown); and the combined northeast-side corridor consisting of Eastview Drive, Musicland Drive and Commerce Drive, where most of the new industrial/economic development sites have been located. In addition to these existing corridors, the FRC also intends to use this Integrated ED Plan as the basis for initiating discussions related to future development of two new thoroughfare corridors to enhance economic development, as well as other development opportunities. First, a well-planned and integrated corridor on the southeast side of Franklin, connecting SR44 to US31 on the south side of town (this corridor has no proposed location at this time). Second, the potential for discussion of additional or enhanced thoroughfare corridors located on the east side of I-65 to serve potential new industry and commerce in this area over time.

In addition, the FRC seeks to place equal emphasis on the need for revitalization of the Historic Downtown in order to keep the community viable and to keep the historic urban core from deteriorating into blight.

Economic Development Strategy

The City and the FRC are working collaboratively to establish an Integrated Economic Development Area (Integrated ED Area) along the north, south and east sides of Franklin and centered on Exit 90 (SR 44 interchange) of the I-65 corridor. Exit 90 represents a key interchange on the I-65 corridor, located approximately half way between Indianapolis and Columbus. SR 44 represents the primary east/west gateway to the City, while US31 represents the secondary north/south gateway (secondary to I-65) to the City. For these reasons, the Integrated Economic Development Area is recommended to assure the highest possible quality of commercial and industrial development at this interstate location, as well as addressing issues of infrastructure and the need for downtown revitalization of the Historic Downtown area, which generally lies along SR44 and Main Street.

The Economic Development Strategy for the Franklin Downtown/I-65 Integrated Economic Development Area fundamentally consists of the following strategic elements:

- To recognize that Exit 90 on the I-65 corridor (SR44 interchange) represents a major gateway to the City, thereby creating a critical area for economic recruitment and diversification success, and to enable the City and the FRC to provide the necessary economic incentives to achieve standards of development which are necessary to support this critical area.
- To stimulate and capture new, high-quality economic development to the area, especially along the I-65 corridor at Exit 90, and including commercial office/retail development which will provide growth in the employment base of the community and help assure and support continued population growth for the City.
- To continue the City's competitive position with regard to continued attraction of new industrial development opportunities.
- To capture tax increment revenue streams for the purpose of developing high-quality aesthetics and development standards, as well as maintaining high-quality infrastructure service, which will further amplify the public image of the City for people traveling along the I-65 and US31 corridors.
 - The FRC notes that architectural enhancements to the 4-gateways to the Historic Downtown are proposed for high-priority consideration;
 - Also, the FRC states its intent to assist the City in implementing projects and suggestions to improve the Historic Downtown as recommended in the 2005 Downtown Revitalization Plan.
- To utilize tax increment revenues generated by previous and future development success for the purpose of improving and extending a well-planned system of public infrastructure to support long-term, optimal development in the Integrated Economic Development Area, as well as the surrounding area.

- To enable the City and the FRC to compete for and capture the highest possible quality of new economic development opportunities for central and southern Indiana, including new, high-tech businesses, as well as life sciences and other research and professional office development.
- To assist in the development of the Integrated ED Area and provide benefits to the residents of the Integrated ED Area by assisting in the development of employment and other business opportunities, as well as convenient commercial services and retail shopping in the Integrated ED Area and in the Historic Downtown area.
- To design and deploy infrastructure systems which connect and integrate commercial and industrial development centers throughout the community and provide infrastructure capacity to serve future demand.
- To incorporate and integrate all previous ED Plans and ED Areas into this single, Integrated ED Plan, which is designed to address a broader and more comprehensive set of economic development issues than were previously addressed.

In pursuit of this Economic Development Strategy, the FRC hereby offers this Integrated Economic Development Plan including statutory findings of fact, development goals, and anticipated projects for the purpose of generating and supporting appropriate public discussion of these matters, and creating solid, long-term public policy with regard to the economic development future of the City.

Goals of the Economic Development Plan

The Franklin Downtown/I-65 Integrated Economic Development Area is being designated for the purpose of capturing tax increment revenues in order to provide the following benefits to the community at large:

- general infrastructure planning, design and deployment to meet existing and future demands of full development/build-out for the entire area along the I-65 corridor;
 - Possibly including new corridors to promote/enhance development of the southeast side of Franklin;
 - To advance and implement existing, approved projects and plans related to the Historic Downtown;
 - To create new assessed value (AV), and to enhance existing AV throughout the community by addressing infrastructure needs throughout Franklin.
- appropriate planning, design and implementation of existing and future thoroughfare system improvements in order to accommodate projected traffic growth, as well as the potential to develop enhanced downtown parking and traffic management facilities;
 - Possibly including a new bypass-type corridor connecting SR44 with US31 on the southeast side;
 - Possibly including thoroughfare enhancements and intersection improvements along the Eastview/Musicland/Commerce Corridor to enhance traffic flow and improve access;
 - Including thoroughfare and infrastructure improvements within the Historic Downtown;
 - Including architectural and aesthetic enhancements to “Gateway” corridors to the Historic Downtown.

- appropriate planning and implementation of sewer, water and drainage infrastructure of sufficient size, configuration, and capacity to serve the overall area at full build-out;
- appropriate planning and implementation of 21st-century telecommunications infrastructure;
- appropriate planning and implementation of superior development standards for site aesthetics, including landscaping, constructed features, water features, as well as preservation of green space and environmentally sensitive areas;
- to potentially create enhanced public amenities for the Integrated ED Area;
- to prepare and establish high-quality development standards, commensurate with site locations with extremely high visibility along the interstate corridor which will serve to create a positive image for the City;
- to diversify the property tax base of the City;
- to enhance sufficient public service and infrastructure support to provide long-term, broad-based community growth along the I-65 & US31 corridors, including enhancement of public safety services and facilities.

Economic Development Projects

The FRC anticipates the need for a broad range of infrastructure projects necessary to support existing, proposed, and future development in the Integrated Economic Development Area, and its environs. This Economic Development Plan is being developed substantially in advance of specific economic development project proposals/approvals, and as such, there is only general knowledge of the general types of economic development projects which might be considered and/or supported with tax increment revenues. However, the FRC hereby makes specific note of the need to address issues related to economic development on a far more comprehensive level than has been previously attempted.

This Integrated ED Plan approach by the FRC includes the following basic elements related to ED Projects to be addressed in the Integrated ED Plan:

- Infrastructure improvements necessary to address secondary traffic and other infrastructure problems caused, in part, by previous success in capturing economic development opportunities, including;
 - Intersection improvements to improve traffic flow and reduce congestion, especially along major commercial/industrial corridors;
 - Corridor improvements to widen corridors where necessary to accommodate increased traffic resulting from economic development success;
 - Sewer and water capacity improvements to assure adequate sanitation and water pressure to support future economic development in Franklin;
 - Improvements to thoroughfare infrastructure in the Historic Downtown as recommended in the 2005 Downtown Revitalization Plan;
 - Improvements required to sustain and expand public safety services to a growing community;

- The implementation of architecturally significant gateways to enhance the aesthetics of the Historic Downtown, as well as to integrate the Historic Downtown with the positive attributes of Franklin College;
- Development of long-term planning and implementation for an expanded thoroughfare system to support suburban areas which are undeveloped or underdeveloped;
- Revitalization of the Historic Downtown area, as well as redevelopment of currently undeveloped or under-developed land in the Downtown Area as described in the 2005 Plan.

The Project List, below, attempts to identify the types of projects, which the FRC anticipates potentially supporting as development proposals are considered and approved. This project list and estimated costs should be considered *preliminary* until such time as specific development proposals have been approved by all appropriate authorities of the City, including the recommendation/approval of the development, per se, by the Plan Commission, final approval of the development by the City, and approval of any proposed investment of tax increment revenues by the FRC and the City, cooperatively.

Preliminary Project List

Based on information received from the City, the preliminary project list for the Integrated ED Plan would include the following projects (estimated costs are preliminary discussion numbers, only):

<i>General Project Description</i>	<i>Est. Cost Low</i>	<i>Est. Cost High</i>
Jefferson Street Improvements	\$ 2,000,000	\$ 4,000,000
SR44 & US31 Architectural Gateway Enhancements	\$ 6,000,000	\$ 10,000,000
Other Downtown Redevelopment Projects	\$ 4,000,000	\$ 6,000,000
Central L&M Property Redevelopment	\$ 1,000,000	\$ 2,000,000
Possible Future Southeast Commercial Corridor	\$ 15,000,000	\$ 25,000,000
Eastview Bypass Corridor development	\$ 1,000,000	\$ 2,000,000
Musicland Drive Improvements (inc. trails)	\$ 2,000,000	\$ 3,000,000
North Side Fire Station	\$ 2,000,000	\$ 3,000,000
Sewer, Water & Drainage Infrastructure	\$ 2,000,000	\$ 5,000,000
East Side Fire Station	\$2,000,000	\$3,000,000
Estimated Total of Potential Projects	\$ 37,000,000	\$ 63,000,000

Continuation of Jefferson Street Improvements (est. cost \$2 -- \$4 M)

The City has already initiated the first phase of improvements to Jefferson Street. The total cost of the current project is approximately \$600,000, with \$100,000 being local matching funds used to obtain a \$500,000 grant from the Community Focus Fund (CFF). This sort of leveraging of local funds with state/federal grants

represents a solid goal for the future activity of the City and FRC with regard to long-term financial strategies. Future phases of Jefferson Street are anticipated.

Architectural Gateways to the Historic Downtown & Franklin College (est. cost \$6 -- \$10M)

The Project List would include provisions to create an “architectural gateway” on both SR44 (both east and west) and Main Street (both north and south, off of US31).

- The purpose of the Gateway would be to identify and direct traffic into the Historic Downtown area, as well as directing the public toward the College.
- The presumption of the Integrated ED Plan is that the Franklin Redevelopment Commission (FRC) would work collectively with the City, the College and appropriate groups to develop both alternatives & consensus on the architectural design.
- The inclusion of the Gateway project in the Integrated ED Plan would enable the FRC to use unobligated TIF revenues as matching funds for state and federal grant funds (such as CFF).
- The Gateway project could be undertaken in as many as 4 Phases: from each direction, depending upon public interest and consensus.
- (As a basis for comparison, Carmel’s gateways to the ‘Arts & Design District’ were estimated to cost between \$250,000 and \$500,000.)

Projects Recommended in the “Downtown Revitalization Plan” (\$4 -- \$6 M)

In 2005, the City approved a “Downtown Revitalization Plan” which recommended a series of projects to assist in restoring economic vitality to the Historic Downtown area. The Vision Statement for the 2005 Downtown Plan states that the Project Goal is “*the creation of an activity center for the promotion and retention of local character. (p. 1)*”

The following projects are extracted from the 2005 Downtown Plan:

- Jefferson Street Improvements
 - Generally described in Section 3a, page 3a-1.
- South Main Street Improvements
 - Generally described in Section 3b, page 3b-1.
 - Also included in the Architectural Gateway concept.
- Monroe Street Improvements
 - Generally described in Section 3c, page 3c-1.

- City parking lot/Events Plaza
 - Generally described in Section 3d, page 3d-1.
- Development of the “Future Development Areas” (see Map 2b, page 10; Figure 2b.13)

Each of the recommended projects from the 2005 Downtown Plan includes the following elements (see “Physical Analysis,” page 2b-11):

- Sidewalk and curb rehabilitation/reconstruction;
- Crosswalk and handicapped accessibility;
- Public parking;
- Streetscape amenities;
- Historic Building (preservation);
- “Soft costs” associated with preliminary investigation, environmental review, architecture and engineering would be eligible for TIF revenues, as well as capital construction projects.
- (However, designation as an Economic Development Area does not permit the FRC to acquire property via eminent domain for purposes of parcel assembly and redevelopment.)

The project identified as “Development of Future Development Areas” (shown on 2005 Downtown Plan, Map 2b) is preliminary, but represents the potential for development of undeveloped/under-developed property located near the Historic Downtown. There are several potential development sites noted on Map 2b I the 2005 Plan, with the largest being located south of the Historic Downtown and north of Young’s Creek.

These projects are likely to require substantial site investigation, as well as civil engineering design, but represent redevelopment opportunities which could serve a broad range of downtown needs, ranging from conversion to parking to actual building redevelopment.

The larger tracts south of downtown may also present flood/drainage issues which will be investigated prior to redevelopment, and which must be presented to and approved by the Plan Commission and Common Council. The FRC will not consider any project which has not been approved by appropriate authorities.

Central L&M Property Redevelopment (est. cost \$1 -- \$2M)

Redevelopment of the Central L&M property is proposed for consideration.

Redevelopment of this property could potentially stimulate other redevelopment projects and investment in the overall area, as well as adding diversification to the local tax base and local economy.

Improvements to Transportation Infrastructure (est. cost \$18 -- \$30M)

One of the primary findings of this study is the need to develop a comprehensive and long-term understanding of the existing and projected traffic demands which have occurred in Franklin (as a result of previous economic development success), and which are likely to result from future development in and near the Integrated ED Area. These discussions acknowledge the fundamental reality that the existing thoroughfares serving the area have not been substantially upgraded, despite the new economic development which has occurred. As new development continues, therefore, traffic congestion will only become worse, unless new strategies are implemented to handle these problems. Therefore, this Integrated ED plan proposes to begin an implementation sequence for the priority portions of the Franklin Thoroughfare Plan, and to develop enhanced (and new) transportation corridors to serve the Integrated ED Area.

The FRC and City anticipate that some major intersections will likely need to be improved, and that a southeast side commercial corridor should be planned which would open up the south side of the planning area for additional development, with better access to the I-65 corridor. This Integrated ED Plan therefore seeks to accommodate the long term traffic demands by proposing major transportation improvements, and to make specific public note of the FRC's intent to use TIF revenues in partial support of these planned thoroughfare improvements (using TIF revenues as matching funds for state/federal grants, as has been done on Jefferson Street). The Integrated ED Plan does not identify specific thoroughfare projects, nor does it identify specific project timing and cost. This additional specificity can be addressed over time, with additional planning and public discussion, and as specific new development projects are identified and quantified.

The goal of the FRC and the City in this endeavor is to attempt to identify, quantify and anticipate the transportation needs of the community and the Integrated ED Area at full build-out, as much as 20 years into the future. Obviously, such projections are subject to variation in outcome. However, the need for a future southeast-side development corridor, as well as improvements to the Musicland and the Eastview corridors are noted as deserving initial consideration.

Sewer, Water & Drainage Infrastructure (est. cost \$2 -- \$5M)

The City and FRC are also concerned that there be adequate planning and projection to meet the long-term needs for sewer, water and drainage infrastructure in and near the Integrated ED Area. This local development policy could easily be determined to require the installation of sewer infrastructure in a size/capacity that could exceed the needs of current development (in order to meet the needs of future development), and as such, may require supplemental funding from the City & FRC to support the construction of sufficient infrastructure capacity to meet the needs of the area at full build-out. The future sewer, water and drainage infrastructure needs of the Integrated ED Area, as well as adjacent areas, must be carefully planned and negotiated between the City, FRC and other infrastructure service providers affected in the general vicinity of the Integrated ED Area.

As with the project identification and cost estimates for thoroughfare construction, this Integrated ED Plan contains only preliminary, planning-level projects and costs. All projects and costs identified (sewer, water, drainage and other) are to be considered as preliminary only, and will be subject to change, based on the development proposals received and approved by the City and Plan Commission.

Anticipated Retail & Office Commercial Development

The FRC's interest in creating an Integrated ED Area along the east side of the City and along I-65 is intended to generate interest in retail and office development proposals which would benefit from extremely high-visibility locations. These new forms of development are intended to compliment existing efforts to attract industrial development to the area. In response to these various proposals, the City and the FRC should undertake significant public discussions related to the developmental future of the area, as well as the implications of that development on infrastructure system demands. These discussions will likely reveal consensus that the proposed Integrated ED Area is very likely to experience very significant development pressure in the coming years, and as such, the City and FRC need to be fully prepared to provide high-quality municipal services at a capacity at least equal to the current and future demand.

Discussion Points for the City & FRC

The projects identified above are presented to the FRC for preliminary thought and consideration. In all cases, regardless of the preliminary estimated cost, it will be necessary for the FRC and the City to develop sufficient architectural/engineering detail to refine the cost estimate, as well as to develop sufficient technical documentation to develop public consensus.

In addition, the City's Financial Advisors will be required to develop a Tax Impact Analysis which will advise the FRC as to available revenues to support any of the projects identified, if any TIF debt is proposed for issuance.

Anticipating Multiple Development Projects & TAA's

The size of the Integrated ED Area has been determined as a result of careful review and consideration by the City's professional staff. The FRC has attempted to define an Integrated ED Area which contains both existing and future commercial (retail, office and other) development. The infrastructure needs of these developments, in addition to projected future residential development (which does not generate TIF revenues, but does affect infrastructure service demands), were all considered in the establishment of this Integrated ED Area.

Please note that the FRC has sought to offer full public disclosure of the issues related to economic development in the Integrated ED Area by noting that the current size of the proposed Integrated ED Area must be limited to areas within the corporate limits of the City, for obvious jurisdictional reasons. At the same time, the map accompanying this Integrated ED Plan clearly shows the FRC's long-term intent to expand/amend the Integrated ED Area as new development is proposed, approved, and incorporated into the City boundaries. By stating the FRC's intent to expand the Integrated ED Area as

development and annexation occur, the FRC seeks to make its development policies as transparent as possible to the general public.

Due to the size of the existing and potential future Integrated ED Areas, and due to the substantial need for significant investment in long-term infrastructure capacity to meet the needs of the Integrated ED Area and its environs at full development, the FRC fully expects that individual development projects/proposals may request/require TIF assistance. In order to accommodate the individual TIF requests from individual developers, the FRC anticipates the possibility that multiple Tax Allocation Areas (TAA's) will be designated within the Integrated ED Area, over time.

It is clear that the future development of the Integrated ED Area will require significant investment in a broad range of infrastructure types and capacities. It is equally clear that the existing infrastructure is inadequate to meet the future demands of the area at full development. Therefore, the FRC anticipates that the FRC expects to designate multiple TAA's within the Integrated ED Area in order to meet the long-term infrastructure needs of the Integrated ED Area, as well as the surrounding area.

Statutory Findings of Fact

Indiana statute provides for the designation of an Integrated Economic Development Area in accordance with the following criteria (IC 36-7-14):

1. The plan for the Integrated Economic Development Area: promotes significant opportunities for gainful employment of its citizens; attracts major new business enterprise to the unit (of government); retains or expands a significant business enterprise existing in the unit, or; meets other purposes of redevelopment and economic development.
2. The plan for the Integrated Economic Development Area cannot be achieved by regulatory processes or by the ordinary operation of private enterprise because of: lack of public improvements, existence of improvements or conditions that lower the value of land below that of nearby land; multiple ownership of land; or other, similar conditions.
3. The public health and welfare will be benefited by the plan for the economic development of the area.
4. The accomplishment of the plan for the Integrated Economic Development Area will be a public utility and benefit as measured by: the attraction or retention of permanent jobs; an increase in the property tax base, or; improve the diversity in the economic base or other similar benefits.
5. The plan for the Integrated Economic Development Area conforms to other development and redevelopment plans of the unit.

Finding of Fact #1a: “the plan... promotes significant opportunities for gainful employment of its citizens”

The Franklin Downtown/I-65 Integrated Economic Development Area is designed to support economic development on three separate, but interrelated, levels: currently proposed development; future development; and existing development. By designating this Integrated Economic Development Area, the City seeks to promote significant opportunities for gainful employment of its citizens by carefully planning and providing infrastructure and public service support for existing and future economic development projects which will provide permanent jobs to residents.

In addition, the City is designating this Integrated Economic Development Area for the purpose of supporting new development proposals, potentially including proposals which might straddle the corporate boundaries and occupy both incorporated and unincorporated parcels in/near the Integrated ED Area, especially near Exit 90. Franklin is designating this Integrated Economic Development Area for the purpose of capturing opportunities for gainful employment resulting from successful capture of new commercial and industrial development, as well as from expansion of existing businesses in the Integrated ED Area.

The City is designating this Integrated Economic Development Area for the purpose of promoting additional opportunities for future commercial and industrial development in and near the Integrated Economic Development Area. In order to achieve this goal, the

City intends to utilize the Integrated Economic Development Area designation for the purpose of enhancing infrastructure systems in order to meet existing and future levels of demand for municipal services such as sewer, water, thoroughfares, telecommunications, and other (including police and fire protection). In providing enhanced infrastructure, which is designed to meet the demands of any fully developed Integrated ED Area, the City is promoting significant opportunities for gainful employment of its citizens in the future.

In addition, the City and FRC are proposing this Integrated ED Area as a means of promoting redevelopment investment and activity in older, historic areas of the City, including the Historic Downtown. In recent years throughout Indiana, historic commercial areas have been displaced by new retail and commercial development in suburban areas. Clearly, it is not advantageous for the City as a whole to achieve new economic development in the suburbs at the expense of vacant buildings in the urban core. Such strategies, if left unaddressed, are often a precursor to urban blight. Therefore, this Integrated ED Plan intends to promote significant opportunities for gainful employment through redevelopment activity in areas such as the Historic Downtown, where business is often displaced to newer suburban development.

Finding of Fact #1b: "... attracts major new business enterprise"

The Franklin Redevelopment Commission (FRC) is designating this Integrated Economic Development Area for the purpose of supporting the capture of major new business enterprises in several forms, as well as capturing new business enterprise that will locate in the Integrated ED Area.

This Integrated ED Plan specifically seeks to encourage redevelopment of the Historic Downtown with the hope of attracting major new investment and employment to occupy rehabilitated historic buildings. The FRC and the City intend to redevelop Historic Downtown infrastructure, including the implementation of architectural 'gateways' marking downtown entrances in order to enhance the aesthetic environment. Such additions as new, modestly upscale restaurants would be considered a benefit to the economic viability of the Historic Downtown.

In addition, the City and FRC seek to initiate planning for expansion of the areas east of I-65 at Exit 90. Franklin has been successful in marketing this area previously, and seeks to attract new business investment in this high-visibility location. This new investment would include both commercial/professional offices, as well as new industrial facilities, which would help to diversify the local economy, as well as the property tax base.

As stated above, the FRC is seeking to attract major new commercial and industrial enterprise to the Integrated ED Area, as well as encouraging the expansion of existing business which had previously selected Franklin as their location. The FRC's ED Strategies are designed to attract major new business enterprise to the City, in accordance with statute.

Finding of Fact #1c: "...retains or expands a significant business enterprise existing in the unit"

The FRC is designating this Integrated Economic Development Area for the purpose of retaining and expanding the industrial development which has been successfully recruited to Franklin since the 1980's. Occupancy of the Integrated ED Area near Exit 90 is largely resulting from these successes. Therefore, one purpose of the economic area designation is to retain and expand existing industries by enabling & encouraging these plants to attract new product lines and new internal corporate investment in order for the existing plants to remain economically viable and to continue to provide high-quality employment for the entire region. The issue of retention/expansion is often misunderstood. Manufacturing facilities continue to be economically viable only if they continue to invest in competitive efficiencies and continue to produce products with market viability. As such, the attraction of new intra-corporate investment in the capture of new product lines is critical to Franklin's long term Economic Development Strategies because it continues to provide viable jobs, as well as continuing to avoid blighting influences resulting from down-sizing and/or abandonment. By encouraging retention and expansion investment, Franklin seeks to avoid declining economic dynamics resulting from corporate disinvestment, which would prevent the local economy from expanding, and as such this integrated ED Plan meets this statutory requirement.

Finding of Fact #1d: "...meets other purposes of economic development"

The FRC is designating this Integrated Economic Development Area for other economic development purposes, as well. Generally, the FRC is seeking to assure that TIF revenues are made available to develop enhanced infrastructure systems that will support the entire area at full build-out, including residential as well as commercial and industrial development. For example, as time passes and new development occurs, increased traffic will strain the local thoroughfare system at certain locations, while the demand for sewer and water capacity will increase from both business development and residential development. The designation of this Integrated Economic Development Area is designed to meet these "other purposes of economic development" as provided in the statute, in order to enable the City to meet the infrastructure demands of the area well into the future. It is critical that the City and FRC develop and use this Integrated ED Plan as a basis for creating and implementing local public policy which supports the long-term interests of the community.

In addition, the FRC and the City seek this Integrated ED Area designation in preparation for economic impacts on the City which are related to the re-structuring of Indiana's property tax system, as well as the re-structuring of Indiana's economic development statutes. Both sets of statutes were amended during the 2008 Legislature, but the final outcomes are not yet fully determined on a City-specific level. As such, the FRC and the City are seeking this Integrated ED Area designation in order to provide potential additional tools for dealing with the repercussions of these legislative efforts, when the final results are known and fully absorbed as a matter of economic development policy.

Finding of Fact #2a: "...the plan for the Integrated ED Area cannot be achieved by regulatory processes...."

The FRC hereby states that the goals and strategies of the Economic Development Plan cannot be achieved by the regulatory processes available to the FRC. Although the City (Plan Commission) controls zoning and development standards designation, these regulatory processes do not provide for the development of enhanced infrastructure capacity necessary to meet the long-term demands of new development in the area. By designating the Integrated Economic Development Area, the FRC can capture TIF revenues for the purpose of enhancing infrastructure service in order to meet existing and projected future demands. This strategic goal is specifically beyond the capacity of regulatory processes to achieve, and therefore, the FRC finds that designation of the Integrated Economic Development Area is appropriate under the statute.

Furthermore, issues related to redevelopment in the Historic Downtown area are unlikely to be remediated through enforcement of regulatory processes, because regulatory processes can rarely generate significant redevelopment investment. The Historic Downtown contains numerous, high-quality commercial buildings of substantial architectural character. This Integrated ED Plan seeks to use TIF to create an investment environment where downtown redevelopment can be implemented, far in excess of mere enforcement of City codes and levying fines.

Finding of Fact #2b "the plan... cannot be achieved because of lack of public improvements..."

The FRC is seeking to stimulate optimal development in the undeveloped portions of the City, as well as to encourage expansion of existing industrial and commercial enterprises. At this time, public infrastructure is not adequately provided in the proposed Integrated Economic Development Area at a level necessary to stimulate and sustain preferable forms of development, especially with demand increasing over time. Public improvements must be designed to handle the demands of existing and future development at optimal levels of intensity. Many of these same arguments are also presented above in greater detail. Therefore, the FRC finds that the plan for developing the area cannot be attained due to a lack of public improvements necessary to assure infrastructure service to existing, proposed and future development in the area, unless this Integrated Economic Development Area is designated.

This argument can also be taken further. During the 2008 Legislative Session, advocates of property tax reform suggested that approximately \$1.72 in funding cuts to local government for every dollar of state funding invested. While the total, idiosyncratic outcomes have not yet been measured for Franklin, it is noted that municipal governments across the state indicate that 60% to 80% of the municipal budget is invested in public safety, which would remain as a high priority for local government. If public safety investment is not to be reduced, then it seems clear that the remaining \$0.72 in funding cuts would fall against other functions of local government. As such, this Integrated ED Plan seeks to assure that Franklin is capable of making secure investments in its economic future and continues to be capable of funding municipal services, even in the face of funding cuts for public improvements.

Finding of Fact #2c: "...the plan...cannot be achieved...because of... improvements or conditions that lower the value of land...."

The land within the proposed Integrated ED Area is partially undeveloped. The FRC is particularly sensitive to the economic future of the Integrated Economic Development Area and intends to focus a significant effort toward retaining and expanding existing industries and businesses in the Integrated ED Area. In the alternative – which is more likely if these industries do not re-invest in new product lines and expansion – the decline of these existing industries will, in fact, lead to a decline in the value of land within the Integrated ED Area. The economic failure of any major employer in or near the Integrated ED Area would predictably constitute a blighting influence on the area surrounding Exit 90 on I-65, including the proposed Integrated ED Area.

In spite of the fact that the proposed Integrated Economic Development Area is located in an area of substantial economic growth, existing infrastructure demand is creating developmental problems which the City must address through infrastructure expansion. The value of land which is served by inadequate infrastructure (to handle future demands) will also predictably decline.

This argument is amplified in the case of the Historic Downtown. The relocation of major commercial activity away from the Historic Downtown has created an environment where attraction of new investment is difficult, and where retail activity is pulled to new retail development along major traffic corridors, and downtown buildings are left empty and/or struggling. These conditions clearly lower the value of land.

Further, if the new property tax policies reduce municipal budgets for repair and maintenance of infrastructure, these historic areas of the City will suffer from inadequate infrastructure and these conditions are projected to lower the value of land in these areas.

Therefore, the FRC is seeking to designate this Integrated Economic Development Area, in part to overcome the impact of the lack of sufficient infrastructure expansion to meet existing growth as well as future demands. By beginning an aggressive program of infrastructure improvements, the FRC and City seek to enhance land values within the Integrated ED Area, including the Historic Downtown. As such, the plan for economic development of the area cannot be achieved because of conditions related to the current state of the infrastructure systems has depressed the value of land in the area and harmed the full development potential of the Franklin economy.

Finding of Fact #2d: "...the plan cannot be achieved... because of... multiple ownership of land...."

The proposed Integrated Economic Development Area is currently owned by a wide range of private individuals. In recent years, developer interest has increased in part because the City has engaged in an aggressive and highly successful economic development program. In order for successful, integrated industrial and commercial development to occur, large tracts of land will probably be required to be assembled under the control of individuals who have the expertise to propose and develop integrated, multi-use development projects for the area. This is expected to be especially

true in the portions of the Integrated ED Area near Exit 90. It is unlikely that optimal development patterns can be achieved with multiple ownership of land in the area, because multiple-ownership generally produces fragmented development proposals.

In addition, the issue of multiple ownership of land is likely to be an issue in the Historic Downtown. The City's 2005 Downtown Revitalization Plan notes that a number of actions will be necessary to generate new investment in the Historic Downtown, including the need to address various issues of public infrastructure, including parking and traffic flows. Multiple ownership of land is traditionally a problem for urban redevelopment policies and projects, especially when retail activity is being drawn from historic areas toward new retail development, and onto thoroughfare corridors which can be widened to support additional traffic more easily than can downtown thoroughfares.

Consequently, the FRC seeks to designate an Integrated Economic Development Area for the purpose of encouraging appropriate and optimal development patterns for integrated, multi-use economic development, which is likely to occur as a result of a single business/developer designing and controlling a substantial tract of land within the Integrated Economic Development Area. This strategic issue is also important for Franklin to continue to be competitive in attracting major new industrial development opportunities on a state-wide level.

Finding of Fact #2e: "... the plan cannot be achieved... because of... other, similar conditions..."

The FRC also notes that the Integrated Economic Development Area is located with high visibility from the I-65 corridor, halfway between Columbus and Indianapolis. This advantageous location gives potential new industry access to employment markets in Indianapolis, as well as areas of southern Indiana. The developmental attributes of the proposed Integrated Economic Development Area are such that a combination of development types is highly appropriate to the area.

High-level interstate access also makes the Integrated ED Area ideal for commercial/office development, as well as for major industrial development. Interfaces between these two development types can be expected to be extremely sensitive among the public, therefore, the FRC must make every effort to control the development patterns in order to achieve optimal and beneficial land use results, as well as optimal revenue streams to support municipal services.

The interface between residential and commercial development must also be handled with sensitivity in order to benefit all property values in the Integrated ED Area. These considerations, in the opinion of the FRC, constitute 'other similar conditions' as presented in statute.

As a matter of long term ED Strategy, Franklin would be benefited most by the attraction of more professional offices, and higher-paying professional and research jobs, in addition to its current emphasis on manufacturing. This is not to be taken as a criticism of an already successful ED program, but simply as a view to the future of the

community at large. If major, new, high-tech employment can be attracted to Franklin in the long term, the diversification of the local economy would be extremely beneficial to the community at large. As such, this Integrated ED Plan attempts to initiate the public discussion of longer term goals, such as the attraction of more investment in office and research development to the Integrated ED Area.

As stated above, the FRC is extremely sensitive about the future development patterns within this proposed Integrated Economic Development Area because of the current occupancy mix, as well as assuring optimal occupancy of any proposed commercial or industrial development which might be received/approved. The FRC hereby states that these considerations are determined to meet statutory criteria of “other, similar conditions.”

Finding of Fact #3: “... the public health and welfare will be benefited.... “

The FRC hereby finds that the public health and welfare will be benefited by designation of this Integrated Economic Development Area. The public welfare will be benefited in several ways.

First, the public welfare will be benefited as a result of the improved diversification of the property tax base of the City. This improvement in tax base will help to stabilize property tax rates for the City over time. Second, the public welfare will be benefited by virtue of the new jobs resulting from the business development which is anticipated in the Integrated Economic Development Area. Third, the public welfare will be benefited as a result of redevelopment of the Historic Downtown area, and the elimination of the blighting influences resulting from vacant and/or under-utilized buildings in the urban core.

The public health will also be benefited in several ways. First, the creation of new jobs in the immediate geographic area of Franklin directly compliments the population growth of the area. By increasing the number of jobs located in Franklin, the public health will be benefited by a reduction in the length of commuting trips by Franklin residents. It is logical to expect that a significant number of the new jobs created in the Integrated Economic Development Area will be captured by Franklin residents, as well as residents on the I-65 corridor, thereby reducing the commuting time between home and employment for Franklin residents. This reduction in passenger car travel will have a direct impact of reducing air pollution, thereby creating a benefit to public health. In addition, the reduction in commuting travel time will increase the amount of leisure and family time available to these employees, thereby improving mental and physical health.

The public health will also be benefited by thoroughfare and infrastructure improvements in and near the Integrated Economic Development Area. Currently, some thoroughfares have not been significantly improved, despite major increases in traffic levels. Improvements to the thoroughfares and other infrastructure serving the Integrated Economic Development Area are expected to increase traffic safety.

The public health will also benefit from improvements to water, sewer and drainage infrastructure. Sewer improvements will lead to improved sanitation on several levels, including removal of septic tanks, and reductions in CSO and other pollution discharges. Improvements to the water system will enhance water supplies for fire protection, which has obvious implications for public health.

Finding of Fact #4a: "...the accomplishment of the plan... will be a public utility... as measured by: the attraction or retention of jobs...."

The FRC seeks to stimulate economic growth through the designation of the Integrated ED Area, in order to retain the existing jobs from the existing industrial and commercial enterprises, as well as expanding the number of jobs located at the existing industrial and commercial enterprises within and near the Integrated ED Area. This economic expansion is to be achieved by facilitating the addition of new product lines and capturing new investment in more efficient process equipment which would keep products from these industries competitive in the world markets, as discussed previously.

In addition, the redevelopment of the Historic Downtown would be projected to enable the City to attract and capture new investment resulting in the creation of new jobs in the downtown area. This would include economic growth resulting from the expansion of Franklin College, which represents a major education asset of the community. Finally, the long term provisions for expansion and extension of the City's infrastructure systems are projected to enable the City and FRC to attract new jobs and diversify the economy by enabling the infrastructure capacity to meet the demands of economic growth, including the southeastern bypass.

By creating the Integrated ED Area, the FRC seeks to generate substantially more economic development in the area, as well as attracting other professional jobs via new development in the area, which also creates an increase in employment. In addition, by increasing the likelihood of success of commercial development, existing jobs will be retained and new jobs created. Obviously, the FRC's intent regarding retention of existing jobs, as well as the creation of new jobs, will be a public utility and benefit in accordance with statutory requirements.

Finding of Fact #4b: "...accomplishment of the plan... will be a public utility... as measured by... an increase in the property tax base..."

The FRC is seeking to designate this Integrated Economic Development Area for the express purpose of increasing the property tax base of the City. The property tax base is expected to increase in several specific ways. First, the FRC is seeking to stimulate full development and occupancy of all existing industries located in the Integrated ED Area, as well as encouraging future expansion of existing industries. Revenues from these expanding industries will be very beneficial for local government, and full occupancy should increase property tax revenues, as a result of the expanded property tax base offered by the expanding tenants.

Second, the FRC projects an increase in the property tax base as a result of new development, which is projected for the future. It can be reasonably expected that

additional development commitments will require the extension of economic development incentives as well as extension and enhancement of local infrastructure. The central purpose of designating this Integrated Economic Development Area is to offer those incentives and to expand/enhance local infrastructure.

It is also the position of the FRC that Exit 90 represents a prime location for commercial and industrial development, as well as other forms of new, high-visibility development. The FRC fully expects that additional development along I-65 will further increase and improve the property tax base, and the FRC fully intends to solicit, negotiate, and capture additional development proposals for the newly designated Integrated Economic Development Area in order to further increase the property tax base.

The provisions for redevelopment of the Historic Downtown are also expected to add to the property tax base of Franklin, both directly and indirectly. Direct improvements to the property tax base are projected to occur as a direct result of investment in the redevelopment of downtown buildings. Indirect improvements to the property tax base are projected to occur as a result of the elimination of blighting influences resulting from vacant downtown buildings. Both improvements will add new property tax revenues when they occur. As a comparison, this Integrated ED Plan notes that the Carmel downtown has been successfully redeveloped as a result of TIF-based investment. Franklin's downtown is, in fact, larger and more architecturally significant than that of Old Carmel, and it is hoped that similar successes can be achieved for Franklin.

Finally, the long term plan for improvements to thoroughfares on the east side of Franklin are expected to stabilize land use patterns and make provisions for handling long term demand for public infrastructure. Improvements to business corridors are anticipated to facilitate truck traffic, enhancing access to existing and future industrial areas, as well as enhancing patterns of commuting traffic. Proposed improvements to east-side corridors are expected to be of public utility by enhancing development patterns adjacent to the interstate corridor, as well as adding property value and property tax revenues to the community.

Finding of Fact #4c: "accomplishment of the plan... will be a public utility... as measured by... other similar benefits."

It is the position of the FRC that the accomplishment of this economic development plan will generate a number of positive benefits to the City. First, it is the intent of the FRC to stimulate new economic growth in the area resulting in new jobs. Second, additional economic development in the area is expected to provide secondary fiscal benefits in the form of enhanced property tax revenue streams and local option income tax revenue streams to all levels of local government.

Third, new development in the proposed Integrated Economic Development Area will serve the growing economic needs of increasing populations in/near Franklin. New commercial and industrial development in the proposed Integrated Economic Development Area should serve to distribute traffic and expenditure patterns for the

growing Franklin population more effectively and equitably if infrastructure systems are expanded to meet future demands.

Finally, it is the intent of the FRC to provide “other similar benefits” in the form of enhanced aesthetics and development standards which reflect the high visibility of this location for the entire southern portion of the State of Indiana. The I-65 corridor serves the entirety of Indiana, and traffic along this corridor generally develops its image of the City by observing land uses and development standards along the corridor. It is in the best interest of the City and the FRC to create a positive public image for the City by providing the highest possible quality of development standards, especially at interchange access points, such as the Exit 90 area, as well as future interchanges.

In addition, the architectural enhancement of the SR44 and US31 entrances to the Historic Downtown is expected to enhance the public image of the Downtown, with special emphasis on the potential future synergies which could be developed between the City/FRC and Franklin College. The presence of the College is a tremendous asset to the community at large and if the economic health of the adjacent Historic Downtown can be restored, the synergies between the College and the Downtown can be amplified.

Finding of Fact #5: “the plan for the Integrated Economic Development Area conforms to other development and redevelopment plans of the unit.”

It is the position of the FRC that the designation of an Integrated Economic Development Area should not overrule previous zoning and land-use decisions of the Plan Commission, nor should the Integrated Economic Development Area designation usurp the authority of the Plan Commission and the City Administration (including the Common Council). Therefore, the FRC will make every effort to avoid making any decision or proposing/advocating any development without careful coordination with the Plan Commission. The purpose of this policy position by the FRC is to assure the community at large that the economic development plan will uniformly conform to the provisions of the comprehensive plan for this area.

Therefore, this economic development plan, as well as the policies of the FRC, conforms in all ways to the “other development and redevelopment plans of the City.

Appendix A

LEGAL DESCRIPTION FRANKLIN DOWNTOWN/I-65 INTEGRATED ECONOMIC DEVELOPMENT AREA

Beginning at the point of intersection of the north right of way line of King Street and the centerline of US31,

Then continuing in a southerly direction along the centerline of US31, to the point of intersection with the southern right of way line of South Street,

Then turning eastward along the southern right of way line of South Street to the point of intersection with the west right of way line of South Main Street,

Then turning southward along the west right of way line of South Main Street to the point of intersection with the centerline of US31,

Then turning southeastward along the centerline of US31 to the point of intersection with the east right of way line of South Main Street,

Then turning northward along the east right of way line of South Main Street to the point of intersection with the centerline of Young's Creek,

Then turning northeastward along the centerline of Young's Creek to the point of intersection with the east right of way line of Home Street,

Then turning northward along the east right of way line of Home Street to the point of intersection with the south right of way line of Monroe Street,

Then turning eastward along the south right of way line of Monroe Street to the point of intersection with the east right of way line of the old Pennsylvania Railroad,

Then turning northwestward along the east right of way line of the old Pennsylvania Railroad to the point of intersection with the south right of way line of SR44 (Jefferson Street),

Then turning eastward along the south right of way line of SR44 (Jefferson Street) to the point of intersection with the east right of way line of Forsythe Street,

Then turning northward along the east right of way line of Forsythe Street to the point of intersection with the south right of way line of SR44 (King Street),

Then turning eastward along the south right of way line of SR44 (King Street) to the point of intersection with the western boundary of parcel # 41-07-18-033-004.001 (Elks),

Then turning southward along the western boundary of parcel # 41-07-18-033-004.001 to the southwest corner of said parcel,

Then turning eastward along the southern boundary of parcel # 41-07-18-033-004.001 (Elks) to the point of intersection with the western boundary of parcel # 41-07-18-033-002.003-018 (Jones),

Then turning southward along the western boundary of parcel # 41-07-18-033-002.003-018 to the southwest corner of said parcel, which coincides with the corporate boundaries of the City of Franklin,

Then turning eastward along the corporate boundary of the City of Franklin to the point of intersection with the west right of way line of I-65,

Then continuing eastward along the corporate boundary of the City of Franklin, crossing the I-65 right of way, to the point of intersection with the western boundary of parcel # 41-07-19-011-001.003-018, which continues to coincide with the corporate boundaries of the City of Franklin,

Then turning southward along the western boundary of parcels numbered 41-07-19-011-001.003-018, and 41-07-20-032-006.005-018, to the southwest corner of parcel # 41-07-20-032-006.005-018, which continues to coincide with the corporate boundaries of the City of Franklin,

Then turning eastward along the southern boundary of parcel # 41-07-20-032-006.005-018 to the southeast corner of said parcel, which continues to coincide with the corporate boundaries of the City of Franklin,

Then continuing eastward along the southern boundary of parcel # 41-07-20-022-001.000-018 to the southeast corner of said parcel,

Then turning northward along the eastern boundary of parcels numbered # 41-07-20-022-001.000-018, 41-07-17-033-001.000-018 and 41-07-17-033-003.000-018 and including the right of way of CR525E, which continues to coincide with the corporate boundaries of the City of Franklin, to the point of intersection with the south right of way line of SR44,

Then continuing northward, across the right of way of SR44, to the point of intersection with the north right of way line of SR44, which continues to coincide with the corporate boundaries of the City of Franklin,

Then turning westward along the north right of way line of SR44, to the point of intersection with the eastern boundary of parcel # 41-07-178-032-002.000-018 which continues to coincide with the corporate boundaries of the City of Franklin,

Then turning northward along the eastern boundary of parcel # 41-07-178-032-002.000-018 to the northeast corner of said parcel, which continues to coincide with the corporate boundaries of the City of Franklin,

Then turning westward along the northern boundary of parcel # 41-07-178-032-002.000-018 to the point of intersection with the east right of way line of Jim Black Road (CR500E), which continues to coincide with the corporate boundaries of the City of Franklin,

Then turning northward along the east right of way line of Jim Black Road (CR500E), to the northeast corner of parcel # 41-07-18-001.000-018 which continues to coincide with the corporate boundaries of the City of Franklin,

Then turning westward along the corporate boundaries of the City of Franklin, to the point of intersection with the east right of way line of I-65, which continues to coincide with the corporate boundaries of the City of Franklin,

Then westward, crossing the right of way of I-65 to the point of intersection with the west right of way line of I-65,

Then turning southward along the west right of way line of I-65 to the point of intersection with the northern boundary of parcel # 41-07-18-042-012.000-018,

Then turning westward along the northern boundary of parcels numbered 41-07-18-042-012.000-018 and 41-07-18-042-011.000-018 to the point of intersection with the east right of way line of Paris Drive,

Then continuing across the right of way of Paris Drive to the point of intersection with the west right of way line of Paris Drive,

Then turning southward along the west right of way line of Paris Drive to the point of intersection with the northern boundary of parcel # 41-07-18-031-006.002-018,

Then turning westward along the northern boundary of parcel # 41-07-18-031-006.002-018 to the point of intersection with the east right of way line of Fairway Lakes Drive,

Then turning southward along the east right of way line of Fairway Lakes Drive to the point of intersection with the north right of way line of Longest Drive,

Then turning westward along the northern right of way line of Longest Drive to the point of intersection with the west right of way line of Milford Drive,

Then turning southward along the west right of way line of Milford Drive to the point of intersection with the north right of way line of SR44,

Then turning westward along the north right of way line of SR44 to the point of intersection with the east right of way line of Eastview Drive,

Then turning northward along the east right of way line of Eastview Drive to the point of intersection with the southern boundary of parcel # 41-08-13-011-002.000-018,

Then turning eastward along the southern boundary of parcel # 41-08-13-011-002.000-018, to the southeast corner of said parcel,

Then turning irregularly northward, eastward and northward along the eastern boundary of parcels numbered 41-08-13-011-002.000-018 and 41-08-12-044-017.000-018, to the northeast corner of parcel # 41-08-12-044-017.000-018 which coincides with the centerline of Upper Shelbyville Road,

Then continuing northward across the right of way of Upper Shelbyville Road to the point of intersection with the north right of way line of Upper Shelbyville Road,

Then turning southwestward along the north right of way line of Upper Shelbyville Road, to the point of intersection with the east right of way line of Eastview Drive, which coincides with the corporate boundaries of the City of Franklin, while excluding parcel # 41-08-12-044-016.000-018 from the ED Area,

Then continuing westward along the north right of way line of Upper Shelbyville Road, which coincides with the corporate boundaries of the City of Franklin, to the point of intersection with the east right of way line of Hurricane Road,

(with the intent of including the intervening portion of the right of way of Eastview Drive, between Upper Shelbyville Road and Hurricane Road, which is outside of the corporate limits of Franklin, as being "connected to" and/or "touching" the ED Area for purposes of expending TIF revenues for future improvements to Eastview Drive)

Then turning northward along the east right of way line of Hurricane Road to the point of intersection with the north right of way line of Eastview Drive (Arvin Drive),

Then turning westward along the north right of way line of Eastover Drive (Arvin Drive) to the point of intersection with the eastern boundary of parcel # 41-08-11-041-001.000-018,

Then turning northward along the eastern boundaries of parcels numbered 41-08-11-041-001.000-018 and 41-08-11-014-001.000-009 to the northeast corner of parcel # 41-08-11-014-001.000-009,

Then turning westward along the northern boundary of parcel # 41-08-11-014-001.000-009 to the point of intersection with the east right of way line of Musicland Drive,

Then turning northward in a curvilinear direction along the east right of way line of Musicland Drive to the point of intersection with the southeastern boundary of parcel # 41-08-02-043-022.000-009,

Then turning irregularly northward, eastward and northward along the southeastern, southern and eastern boundary of parcel # 41-08-02-043-022.000-009 to the northeast corner of said parcel,

Then turning westward along the northern boundary of parcel # 41-08-02-043-022.000-009, to the point of intersection with the eastern right of way line of Graham Road,

Then continuing westward across the right of way of Graham Road to the point of intersection with the west right of way line of Graham Road,

Then turning southward along the west right of way line of Graham Road to the point of intersection with the north right of way line of Commerce Drive,

Then turning westward along the north right of way line of Commerce Drive to the point of intersection with the centerline of the old Pennsylvania Railroad,

Then turning southward along the centerline of the old Pennsylvania Railroad to the point of intersection with the south right of way line of Commerce Drive,

Then turning eastward along the south right of way line of Commerce Drive to the point of intersection with the centerline of Graham Road,

Then turning southward along the centerline of Graham Road to the point of intersection with the southern boundary of parcel # 41-08-11-041-001.000-009,

Then turning eastward along the southern boundary of parcel # 41-08-11-041-001.000-009 to the point of intersection with the western boundary of parcel # 41-08-11-043-001.000-009,

Then turning southward along the western boundary of parcel # 41-08-11-043-001.000-009, to the point of intersection with the north right of way line of Arvin Drive,

Then continuing across the right of way of Arvin Drive to the point of intersection with the south right of way line of Arvin Drive,

Then turning eastward along the south right of way line of Arvin Drive to the point of intersection with the west right of way line of Hurricane Road,

Then turning southward along the west right of way line of Hurricane Road to the point of intersection with the south right of way line of Upper Shelbyville Road,

Then turning eastward along the south right of way line of Upper Shelbyville Road to the point of intersection with the west right of way line of Eastview Drive,

Then turning southward in a curvilinear along the west right of way line of Eastview Drive to the point of intersection with the north right of way line of SR44,

Then turning westward long the north right of way line of SR44 to the point of intersection with the east right of way line of the old Pennsylvania Railroad,

Then turning northward along the east right of way line of the old Pennsylvania Railroad to the point of intersection with the southern boundary of parcel # 41-08-02-022-009.000-009,

Then turning eastward along the southern boundary of parcels numbered 41-08-02-022-009.000-009 and 41-08-02-024-009.008-009 to the point of intersection with the west right of way line of Graham Road,

Then turning northward along the west right of way line of Graham Road to the point of intersection with the south right of way line of Earlywood Drive,

Then continuing north across the right of way of Earlywood Drive to the point of intersection with the north right of way line of Earlywood Drive,

Then turning westward along the north right of way line of Earlywood Drive to the point of intersection with the east right of way line of the old Pennsylvania Railroad,

Then turning northward along the east right of way line of the old Pennsylvania Railroad to the point of intersection with the corporate limits of the City of Franklin,

Then continuing northward along the corporate boundary of the City of Franklin (coinciding with the right of way of the old Pennsylvania Railroad), to the point of intersection with the northern boundary of parcel # 41-05-34-034-005.001-009, which coincides with the corporate boundary of the City of Franklin,

Then turning westward along the northern boundary of parcels number 41-05-34-034-005.001-009 which coincides with the corporate limits of the City of Franklin, to the northwest corner of said parcel,

Then turning southward along the western boundary of parcel # 41-05-34-034-005.001-009 to the point of intersection with the north right of way line of Sloan Drive,

Then continuing south across the right of way of Sloan Drive to the point of intersection with the south right of way of Sloan Drive,

Then turning eastward along the south right of way line of Sloan Drive to the point of intersection with the west right of way line of Bearing Drive,

Then turning southward along the west right of way line of Bearing Drive to the point of intersection with the south right of way line of Earlywood Drive,

Then turning eastward along the south right of way line of Earlywood Drive to the point of intersection with the west right of way line of the old Pennsylvania Railroad,

Then turning southward along the west right of way line of the old Pennsylvania Railroad to the point of intersection with the northern boundary of parcel # 41-08-03-014-004.000-009,

Then turning westward along the northern boundary of parcel # 41-08-03-014-004.000-009 to the northwest corner of said parcel,

Then turning irregularly southward along the western boundary of parcel # 41-08-03-014-004.000-009 to the southwest corner of said parcel,

Then turning eastward along the southern boundary of parcel # 41-08-03-014-004.000-009 to the point of intersection with the western boundary of parcel # 41-08-03-041-061.000-018,

Then turning southward along the western boundary of parcel # 41-08-03-041-061.000-018 to the southwest corner of said parcel,

Then turning eastward along the southern boundary of parcel # 41-08-03-041-061.000-018 to the point of intersection with the west right of way line of the old Pennsylvania Railroad,

Then turning southward along the west right of way line of the old Pennsylvania Railroad to the point of intersection with the north right of way line of King Street,

Then turning westward along the north right of way line of King Street to the point of intersection with the east right of way line of North Main Street,

Then turning irregularly northward along the east right of way line of North Main Street to the point of intersection with the east right of way line of US31,

Then turning southward along the east right of way line of US31 to the point of intersection with the west right of way line of North Main Street,

Then turning irregularly southward along the west right of way line of North Main Street to the point of intersection with the north right of way line of King Street,

Then turning westward along the north right of way line of King Street to the point of beginning.

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