

AGENDA RESERVATION REQUEST

CITY OF FRANKLIN COMMON COUNCIL

Please type or print

Date Submitted:	11-16-2022	Meeting Date:	11-21-2022
Contact Information:			
Requested by:	Krista Linke		
On Behalf of Organization or Individual: Redevelopment Commission			
Telephone:	317-736-3631		
Email address:	klinke@franklin.in.gov		
Mailing Address:	70 E. Monroe St., Franklin, IN 46131		
Describe Request:			
I-65 Integrated TIF District Amendments			
US 31 TIF District Amendment			
List Supporting Documentation Provided:			
Approved RDC Resolutions and Exhibits			
Approved Plan Commission Resolutions			
Who will present the request?			
Name:	Krista Linke	Telephone:	317-736-3631

The Franklin City Council meets on the 1st and 3rd Monday of each month at 6:00 p.m. in the Council Chambers of City Hall located at 70 E. Monroe Street. In order for an individual and/or agency to be considered for new business on the agenda, this reservation form and supporting documents must be received in the Mayor's office no later than 12:00 p.m. on the Wednesday before the meeting.

RESOLUTION NO. 2022-16

RESOLUTION OF THE CITY OF FRANKLIN REDEVELOPMENT COMMISSION
(1) AMENDING THE DECLARATORY RESOLUTION FOR THE FRANKLIN
DOWNTOWN /I-65 AMENDED INTEGRATED ECONOMIC DEVELOPMENT AREA,
(2) AMENDING THE ECONOMIC DEVELOPMENT PLAN – 2015, AND
(3) APPROVING MATTERS RELATED THERETO

WHEREAS, the City of Franklin Redevelopment Commission (the “Commission”), as the governing body of the Franklin Department of Redevelopment (the “Department”), pursuant to Indiana Code 36-7-14, as amended (the “Act”), adopted a declaratory resolution, Resolution No. 08-03, on May 14, 2008, approving the Franklin Downtown / I-65 Integrated Economic Development Plan (“2008 Plan”) and determining that the geographic area known as the Franklin Downtown/I-65 Integrated Economic Development Area (“Integrated Economic Development Area”) was an economic development area under Section 41 of the Act;

WHEREAS, the Commission, adopted Resolution No. 08-04 on June 18, 2008, confirming Resolution No. 08-03;

WHEREAS, the Commission adopted a declaratory resolution, Resolution No. 2012-11, on April 19, 2012, enlarging the Integrated Economic Development Area to include the area known as the Franklin Business Park Economic Development Area and adopting the Amended Integrated Economic Development Plan – 2012 (“2012 Plan”) to serve as the economic development plan for the Franklin Downtown/I-65 Amended Integrated Economic Development Area;

WHEREAS, the Commission adopted Resolution No. 2012-19 on August 2, 2012 confirming Resolution 2012-11;

WHEREAS, the Commission adopted Resolution No. 2015-11 on April 21, 2015 amending the economic development plan for the Franklin Downtown/I-65 Amended Integrated Economic Development Area and approving and adopting the Economic Development Plan – 2015 (“2015 Plan”);

WHEREAS, the Commission adopted Resolution No. 2015-14 on May 19, 2015 confirming Resolution No. 2015-11;

WHEREAS, the Commission adopted declaratory resolution, Resolution No. 2020-13, on November 17, 2020 amending the declaratory resolutions pursuant to Section 15 through Section 17.5 of the Act to add an expansion area to the Franklin Downtown/I-65 Amended Integrated Economic Development Area; designating portions of the Franklin Downtown/I-65 Amended Integrated Economic Development Area as allocation areas pursuant to Section 39 of the Act to be known as:

- Franklin Sunbeam Malores Economic Development Allocation Area;
- Franklin Sunbeam Tresslar Economic Development Allocation Area;
- Franklin GDI/IW Economic Development Allocation Area;

and designating a “designated taxpayer” for purposes of Section 39.3 of the Act with respect to property in the Franklin Eastside Business Park Allocation Area;

WHEREAS, the Commission adopted Resolution No. 2020-15 on December 18, 2020, modifying Resolution No. 2020-13 by replacing Exhibit A thereto with a revised Exhibit A and confirming Resolution No. 2020-13;

WHEREAS, the Commission, pursuant to Section 17.5(b)(1), desires to amend the declaratory resolutions and the 2015 Plan for the existing Franklin Downtown/I-65 Amended Integrated Economic Development Area in a way that enlarges the boundaries of the Franklin Downtown/I-65 Amended Integrated Economic Development Area to include additional area more particularly described in **Exhibit A** attached hereto (“Expansion Area”);

WHEREAS, the Franklin Downtown/I-65 Amended Integrated Economic Development Area shall have the boundaries set forth on **Exhibit B** attached hereto;

WHEREAS, the Commission desires to amend the 2015 Plan by replacing the legal description of the Franklin Downtown/I-65 Amended Integrated Economic Development Area that is set forth in Appendix A with **Appendix A-2022**, attached hereto, which includes the Expansion Area;

WHEREAS, the Commission desires to amend the 2015 Plan by replacing the GIS-generated map of the Franklin Downtown/I-65 Amended Integrated Economic Development Area, Map #1 with **Map 2022**, attached hereto, which includes the Expansion Area;

WHEREAS, the Commission desires to amend the 2015 Plan’s Exhibit A - Preliminary Project List, to include additional projects by supplementing Exhibit A – Preliminary Project List with **Exhibit A – Preliminary Project List – 2022**, attached hereto;

WHEREAS, pursuant to Section 17(c) of the Act, the Commission desires to amend an allocation provision and designate a portion of the Franklin Downtown/I-65 Amended Integrated Economic Development Area as an allocation area under Section 39 of the Act to be known as the “Graham Road Extension – Cold Summit Project Allocation Area”, as depicted on **Exhibit C**, attached hereto;

WHEREAS, pursuant to Section 17(c) of the Act, the Commission desires to amend an allocation provision and designate a portion of the Franklin Downtown/I-65 Amended Integrated Economic Development Area as an allocation area under Section 39 of the Act to be known as the “SR 44 & 600 E Allocation Area”, as depicted on **Exhibit D**, attached hereto;

WHEREAS, pursuant to Section 17(c) of the Act, the Commission desires to amend an allocation provision and designate a portion of the Franklin Downtown/I-65 Amended Integrated Economic Development Area as an allocation area under Section 39 of the Act to be known as the “Kelsay Farm Property Allocation Area”, as depicted on **Exhibit E**, attached hereto;

WHEREAS, pursuant to Section 17(c) of the Act, the Commission desires to amend an allocation provision and designate a portion of the Franklin Downtown/I-65 Amended Integrated Economic Development Area as an allocation area under Section 39 of the Act to be known as the “Earlywood Drive – Patriot Products/Laugle Allocation Area”, as depicted on **Exhibit F**, attached hereto;

WHEREAS, the Commission has previously adopted and confirmed declaratory resolutions which established and designated certain portions of the Franklin Downtown/I-65 Amended Integrated Economic Development Area as allocation areas known as the Franklin Eastside Business Park Allocation Area and the Expanded Franklin Eastside Business Park Allocation Area (“Eastside Business Park Allocation Areas”);

WHEREAS, pursuant to Section 17(c) of the Act, the Commission now desires to amend the declaratory resolutions to remove the area described on **Exhibit G**, attached hereto, from the Eastside Business Park Allocation Areas (to the extent that any of the area described on Exhibit G lies within either of the Eastside Business Park Allocation Areas) and to designate the area described on **Exhibit G** as a separate allocation area pursuant to Section 39 of the Act to be known as the “Jim Black Road – Pure Development Allocation Area”;

WHEREAS, the Commission finds:

(1) that the 2015 Plan, as amended:

- (A) Promotes significant opportunities for the gainful employment of its citizens;
- (B) Attracts a major new business enterprise to the City of Franklin;
- (C) Retains or expands a significant business enterprise existing in the boundaries of the City of Franklin; and/or
- (D) Meets other purposes of Sections 41, 2.5, and 43 of the Act.

(2) The 2015 Plan, as amended for the Franklin Downtown/I-65 Amended Integrated Economic Development Area cannot be achieved by regulatory processes or by the ordinary operation of private enterprise without resort to the powers allowed under Sections 41, 2.5, and 43 of the Act because of:

- (A) Lack of local public improvement;
- (B) Existence of improvements or conditions that lower the value of the land below that of nearby land;
- (C) Multiple ownership of land; or
- (D) Other similar conditions.

- (3) The public health and welfare will be benefited by accomplishment of the 2015 Plan, as amended, for the Franklin Downtown/I-65 Amended Integrated Economic Development Area.
- (4) The accomplishment of the 2015 Plan, as amended, for the Franklin Downtown/I-65 Amended Integrated Economic Development Area will be a public utility and benefit as measured by:
 - (A) The attraction or retention of permanent jobs;
 - (B) An increase in the property tax base;
 - (C) Improved diversity of the economic base; or
 - (D) Other similar public benefits.
- (5) The 2015 Plan, as amended, for the Franklin Downtown/I-65 Amended Integrated Economic Development Area conforms to other development and redevelopment plans for the unit.

WHEREAS, the Commission has thoroughly studied the Expansion Area and the new allocation areas established by this resolution;

WHEREAS, the Commission caused to be prepared maps and plats showing the:

- boundaries of each Expansion Area;
- boundaries of the Franklin Downtown/I-65 Amended Integrated Economic Development Area;
- boundaries of each new allocation area established by this Resolution;
- location of the various parcels of property, streets, alleys, and other features affecting the acquisition, clearance, remediation, replatting, replanning, rezoning, or redevelopment of the Expansion Area and new allocation areas created by this Resolution,
- parts of the Expansion Area and of the new allocation areas to be devoted to public ways, levees, sewerage, parks, playgrounds, and other public purposes under the 2015 Plan, as amended.

WHEREAS, the Commission has prepared lists of the owners of the various parcels of property proposed to be acquired for, or otherwise affected by, the amendment of the declaratory resolutions and 2015 Plan;

WHEREAS, the Commission has prepared an estimate of the costs to be incurred for the acquisition and redevelopment of property;

WHEREAS, the amendments and supporting data were reviewed and considered at this meeting;

WHEREAS, Sections 41 and 43 of the Act permit the creation of economic development areas and provide that all of the rights, powers, privileges, and immunities that may be exercised by the Commission in a redevelopment project area or urban renewal area may be exercised by the Commission in an economic development area, subject to the conditions set out in Section 41(a) of the Act.

WHEREAS, Section 39(b) of the Act authorizes an amendment of a declaratory resolution to include a provision with respect to the allocation and distribution of property taxes for the purposes and in the manner provided in Section 39 of the Act.

WHEREAS, Section 39(b) of the Act requires that a declaratory resolution or amendment that establishes an allocation provision include a specific finding of fact, supported by evidence, that the adoption of the allocation provision will result in new property taxes in the area that would not have been generated but for the adoption of the allocation provision.

WHEREAS, the Commission deems it advisable to apply the provisions of Sections 15 to 17.5, 39, 41, and 43 of the Act to the Expansion Area and to the amendments of the 2015 Plan.

NOW, THEREFORE, BE IT RESOLVED by the City of Franklin Redevelopment Commission, as the governing body of the City of Franklin Department of Redevelopment, as follows:

1. The Commission has determined that the Expansion Area needs assessment, planning, replanning, remediation, development, and/or redevelopment as authorized by Section 2.5 of the Act and also hereby reaffirms that the Franklin Downtown/I-65 Amended Integrated Economic Development Area needs assessment, planning, replanning, remediation, development, and/or redevelopment as authorized by Section 2.5 of the Act.
2. The 2015 Plan, as amended, for the Franklin Downtown/I-65 Amended Integrated Economic Development Area promotes significant opportunities for the gainful employment of the citizens of the City; will attract a major new business enterprise to the City; retains or expands a significant business enterprise existing in the boundaries of the City; and meets other purposes of Sections 2.5, 41, and 43 of the Act.
3. The 2015 Plan for the Franklin Downtown/I-65 Amended Integrated Economic Development Area cannot be achieved by regulatory processes or by the ordinary operation of private enterprise without resort to the powers allowed under Sections 2.5, 41, and 43 of the Act because of lack of local improvement; the existence of improvements or conditions that lower the value of the land below that of nearby land; multiple ownership of land; or other similar conditions.

4. The public health and welfare will be benefited by accomplishment of the 2015 Plan, as amended, for the Franklin Downtown/I-65 Amended Integrated Economic Development Area.
5. The accomplishment of the 2015 Plan, as amended, for the Franklin Downtown/I-65 Amended 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; improved diversity of the economic base; and other similar public benefits.
6. The 2015 Plan, as amended, for the Franklin Downtown/I-65 Amended Integrated Economic Development Area conforms to other development and redevelopment plans for the City.
7. In support of the findings and determinations set forth in Sections 1 through 6 above, the Commission hereby adopts the specific findings set forth in the Plan.
8. The Commission does not at this time propose to acquire any specific parcel of land or interests in land within the boundaries of the Franklin Downtown/I-65 Amended Integrated Economic Development Area. If at any time the Commission proposes to acquire specific parcels of land, the required procedures for amending the 2015 Plan under the Act will be followed, including notice by publication and to affected property owners and a public hearing.
9. The Commission finds that no residents of the Franklin Downtown/I-65 Amended Integrated Economic Development Area will be displaced by any project resulting from the 2015 Plan, as amended, and therefore finds that it does not need to give consideration to transitional and permanent provisions for adequate housing for the residents.
10. The 2015 Plan, as amended, is hereby in all respects approved, and the secretary of the Commission is hereby directed to file a certified copy of the 2015 Plan, as amended, with the minutes of this meeting.
11. The Commission determines that the Franklin Downtown/I-65 Amended Integrated Economic Development Area which now includes the Expansion Area is an “economic development area” under Section 41 of the Act and designates it as an “economic development area.”
12. The area described on **Exhibit G**, attached hereto, is hereby removed from the Eastside Business Park Allocation Areas and is designated as a separate allocation area pursuant to Section 39 of the Act to be known as the “Jim Black Road – Pure Development Allocation Area.”
13. Each of the new allocation areas established by this Resolution are designated as a separate “allocation area” pursuant to Section 39 of the Act for purposes of the allocation

and distribution of property taxes on real property for the purposes and in the manner provided by Section 39 of the Act to be known respectively as the:

- “Graham Road Extension – Cold Summit Allocation Area”
- “SR 44 & 600 E Allocation Area”
- “Kelsay Farm Property Allocation Area”
- “Earlywood Drive – Patriot Products/Laugle Allocation Area”
- “Jim Black Road – Pure Development Allocation Area”

Pursuant to Section 39(b) of the Act, any taxes imposed under I.C. 6-1.1 on real property subsequently levied by or for the benefit of any public body entitled to a distribution of property taxes on taxable property in each allocation area established by this Resolution shall be allocated and distributed as follows:

- (A) Except as otherwise provided in Section 39 of the Act, the proceeds of the taxes attributable to the lesser of:
- (1) the assessed value of the property for the assessment date with respect to which the allocation and distribution is made; or
- (2) the base assessed value;
- shall be allocated to and, when collected, paid into the funds of the respective taxing units.
- (B) The excess of the proceeds of the property taxes imposed for the assessment date with respect to which the allocation and distribution is made that are attributable to taxes imposed after being approved by the voters in a referendum or local public question conducted after April 30, 2010, not otherwise included in subdivision (A) shall be allocated to and, when collected, paid into the funds of the taxing unit for which the referendum or local public question was conducted.
- (C) Except as otherwise provided in Section 39 of the Act, property tax proceeds in excess of those described in subdivisions (A) and (B) shall be allocated to the redevelopment district and, when collected, paid into an allocation fund for the respective allocation area that may be used by the redevelopment district only to do one (1) or more of the things specified in Section 39(b)(3) of the Act, as the same may be amended from time to time.

The allocation fund may not be used for operating expenses of the Commission.

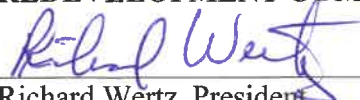
14. The allocation fund for the Graham Road Extension – Cold Summit Allocation Area is hereby designated as the “Graham Road Extension – Cold Summit Allocation Fund.”

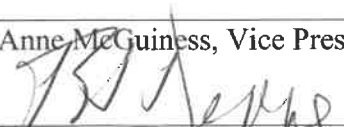
15. The allocation fund for the SR 44 & 600 E Allocation Area is hereby designated as the “SR 44 & 600 E Allocation Fund.”
16. The allocation fund for the Kelsay Farm Property Allocation Area is hereby designated as the “Kelsay Farm Property Allocation Fund.”
17. The allocation fund for the Earlywood Drive – Patriot Products/Laugle Allocation Area is hereby designated as the “Earlywood Drive – Patriot Products/Laugle Allocation Fund.”
18. The allocation fund for the Jim Black Road – Pure Development Allocation Area is hereby designated as the “Jim Black Road – Pure Development Allocation Fund.”
19. The base assessment date for each of the allocation areas established by this Resolution shall be January 1, 2022. The allocation provisions herein relating to each of the allocation areas established by this resolution shall expire on a date that is twenty-five (25) years after the date on which the first obligation was incurred to pay principal and interest on bonds or lease rentals on leases payable from tax increment revenues.
20. Except as otherwise provided in the Act, before June 15 of each year, the Commission shall take the actions set forth in Section 39(b)(4) of the Act.
21. The Commission hereby specifically finds and determines, based on its review of the proposed Franklin Downtown/I-65 Amended Integrated Economic Development Area, the new allocation areas established by this Resolution, the capture of tax increment revenues to finance the cost of construction of road and other infrastructure improvements to facilitate further investment in each new allocation area established by this resolution, and its reasonable expectations relating to expected growth of assessed value in the new allocation areas established by this Resolution, that the adoption of the allocation provision with respect to each new allocation area established by this Resolution will result in new property taxes in each of the new allocation areas that would not have been generated but for the adoption of the allocation provision.
22. The Commission finds that the amendments to Resolution 08-03, Resolution 2012-11, Resolution 2015-11, and Resolution 2020-13 are reasonable and appropriate when considered in relation to the original resolutions and the purposes of the Act.
23. The Commission finds that amending the declaratory resolutions establishing the Eastside Business Park Allocation Areas is reasonable and appropriate when considered in relation to the original resolutions and the purposes of the Act.
24. The Commission finds that the amendments to the 2015 Plan are reasonable and appropriate when considered in relation to the original 2015 Plan and the purposes of the Act.

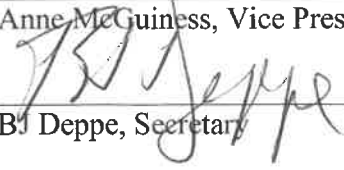
25. The Commission finds that this Resolution and the 2015 Plan, with the proposed amendments, conform to the comprehensive plan for the City of Franklin.
26. Except as set forth above, this Resolution shall not amend the terms of Resolution 08-03, Resolution 2012-11, Resolution 2015-11, and Resolution 2020-13.
27. Except as set forth above, this Resolution shall not amend the boundaries or other terms of any area within the Franklin Downtown/I 65 Amended Integrated Economic Development Area which was previously designated by the Commission as an allocation area under Section 39 of the Act.
28. The officers of the Commission are hereby directed to make any and all required filings with the Indiana Department of Local Government Finance and the Johnson County Auditor in connection with the creation of the Franklin Downtown/I-65 Amended Integrated Economic Development Area and the new allocation areas.
29. The provisions of this Resolution shall be subject in all respects to the Act and any amendments thereto.
30. This Resolution, together with any supporting data and together with the 2015 Plan, as amended, shall be submitted to the City of Franklin Plan Commission (the "Plan Commission") and the Common Council of the City of Franklin ("Common Council"), and if approved by the Plan Commission and the Common Council shall be submitted to a public hearing and remonstrance as provided in the Act, after public notice all as required by the Act.
31. This resolution shall take effect immediately upon its adoption by the Commission.

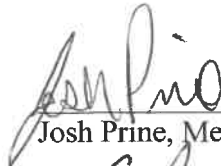
ADOPTED this 15th day of November, 2022.

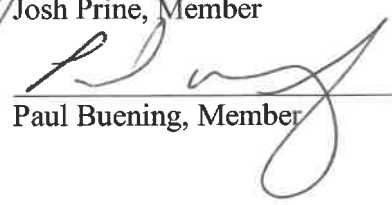
**CITY OF FRANKLIN
REDEVELOPMENT COMMISSION**


Richard Wertz, President


Anne McGuinness, Vice President


BJ Deppe, Secretary


Josh Prine, Member


Paul Buening, Member

Attest:

Jayne W. Rhoades,
Clerk-Treasurer of the City of Franklin, Indiana

EXHIBIT A TO RESOLUTION

Description of the Expansion Area

The Franklin Downtown/I-65 Amended Integrated Economic Development Area is expanded to include the following parcels:

Parcel No. 41-08-02-021-004.000-009

Parcel No. 41-07-16-033-002.000-018

Parcel No. 41-07-21-021-007.000-017

Including the right-of-way of S.R. 44 connecting the above two parcels to the Franklin Downtown/I-65 Amended Integrated Economic Development Area that is north of S.R. 44.

Parcel No. 41-05-34-022-001.001-064

Parcel No. 41-05-34-041-001.000-064

Parcel No. 41-05-35-022-016.000-064

EXHIBIT B TO RESOLUTION

LEGAL DESCRIPTION FRANKLIN DOWNTOWN/I-65 AMENDED 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.

and also the parcels listed on page 7.

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EXHIBIT B TO RESOLUTION

**LEGAL DESCRIPTION
FRANKLIN DOWNTOWN/I-65 AMENDED INTEGRATED ECONOMIC DEVELOPMENT AREA
(Continued)**

Parcel No. 41-07-18-041-002.000-018
Parcel No. 41-07-18-042-013.000-018

Parcel No. 41-07-17-011-001.000-018
Parcel No. 41-07-17-014-001.000-018
Parcel No. 41-07-17-021-006.000-018
Parcel No. 41-07-17-041-001.000-018

the right-of-way of Forrest Drive/County Road 525 East, connecting the following six (6) parcel and the six (6) parcels set forth below:

Parcel No. 41-07-20-034-002.000-018
Parcel No. 41-07-20-021-007.000-018
Parcel No. 41-07-20-012-004.000-017
Parcel No. 41-07-20-033-001.000-018
Parcel No. 41-07-20-034-001.000-018
Parcel No. 41-07-20-034-002.000-018

and also:

Parcel No. 41-08-02-021-004.000-009

Parcel No. 41-07-16-033-002.000-018
Parcel No. 41-07-21-021-007.000-017

Including the right-of-way of S.R. 44 connecting the above two parcels to the Franklin Downtown/I-65 Amended Integrated Economic Development Area that is north of S.R. 44.

and also:

Parcel No. 41-05-34-022-001.001-064
Parcel No. 41-05-34-041-001.000-064
Parcel No. 41-05-35-022-016.000-064

EXHIBIT C TO RESOLUTION

Description of the Graham Road Extension – Cold Summit Project
Allocation Area

Parcel No. 41-08-02-021-004.000-009

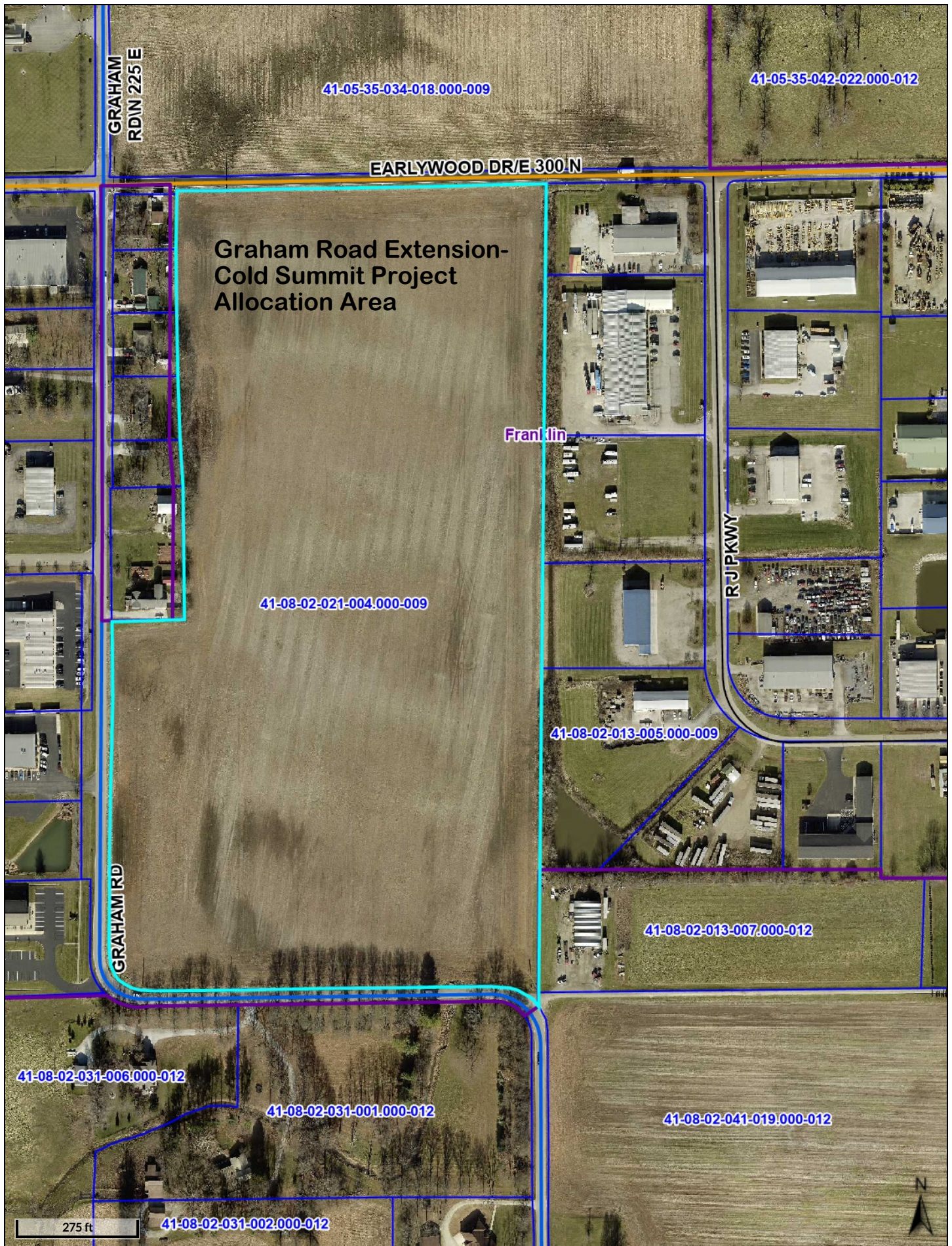


EXHIBIT D TO RESOLUTION

Description of the SR 44 & 600 E Allocation Area

Parcel No. 41-07-16-033-002.000-018

Parcel No. 41-07-21-021-007.000-017

Including the right-of-way of S.R. 44 connecting the above two parcels to the Franklin Downtown/I-65 Amended Integrated Economic Development Area that is north of S.R. 44



EXHIBIT E TO RESOLUTION

Description of the Kelsay Farm Property Allocation Area

Parcel No. 41-05-34-022-001.001-064

Parcel No. 41-05-34-041-001.000-064

Parcel No. 41-05-35-022-016.000-064

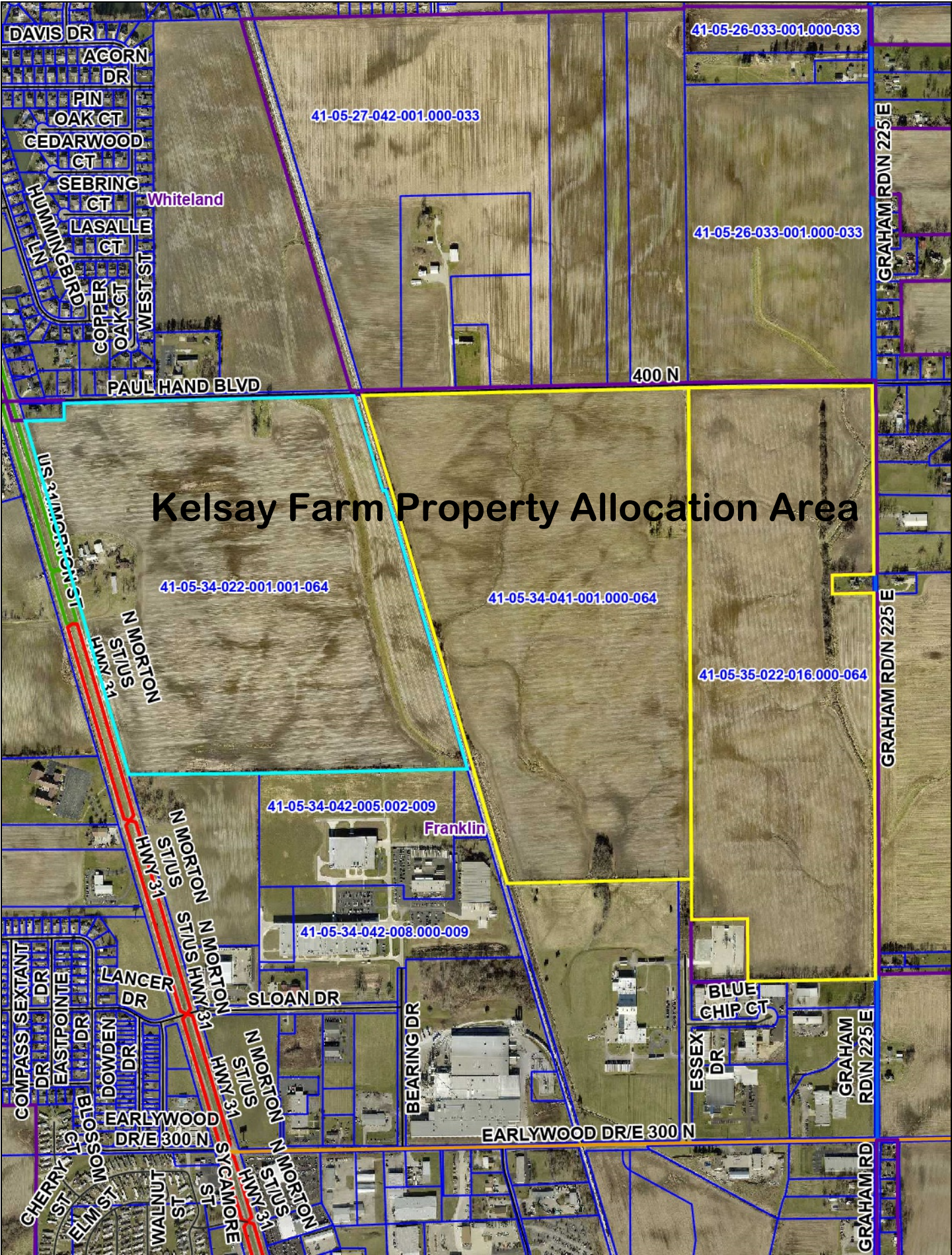


EXHIBIT F TO RESOLUTION

Description of the Earlywood Drive – Patriot Products/Laugle Allocation Area

Parcel No. 41-08-03-011-001.000-009

Parcel No. 41-08-03-011-008.000-009

Parcel No. 41-08-02-022-002.000.009

Parcel No. 41-08-02-022-009.000-009

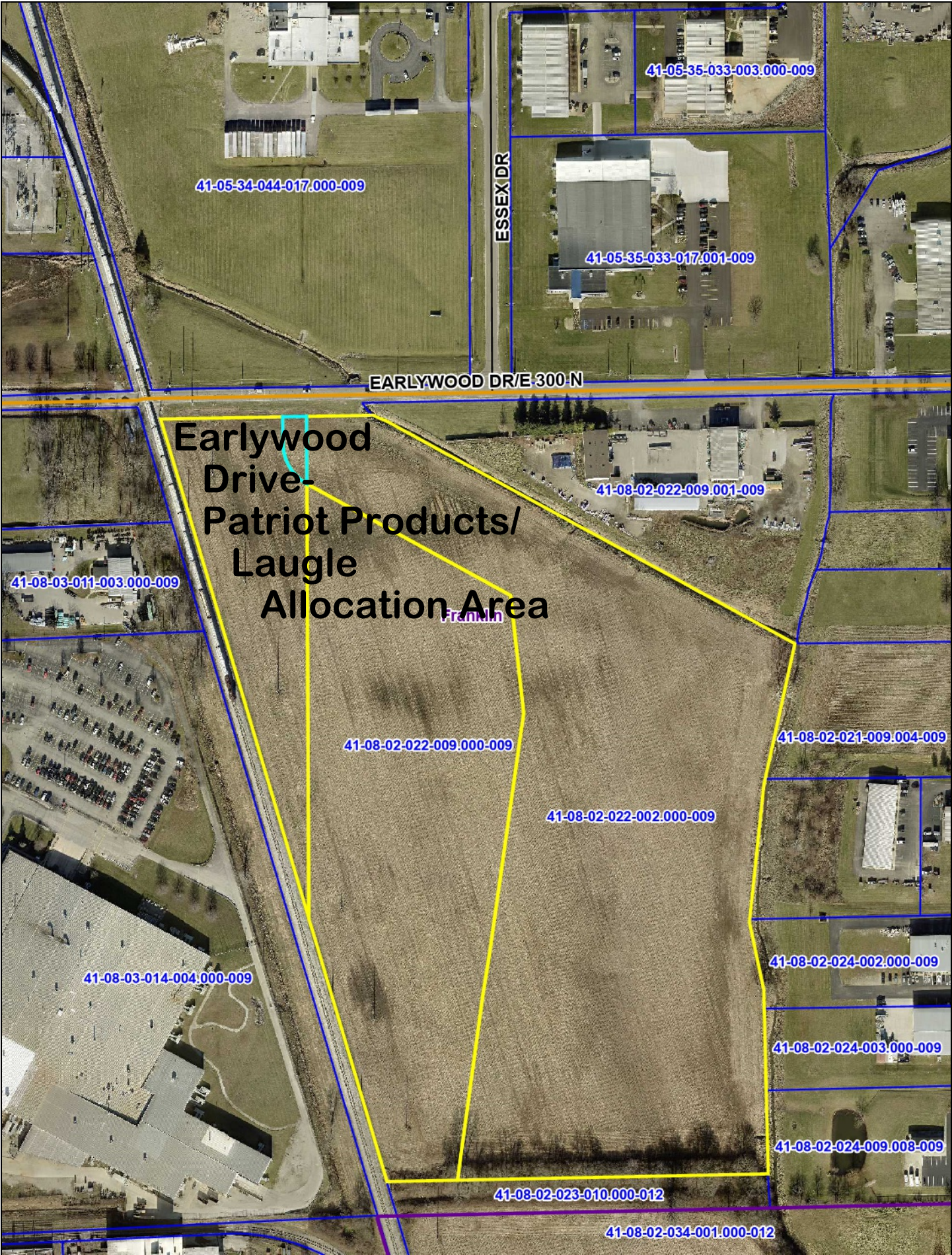
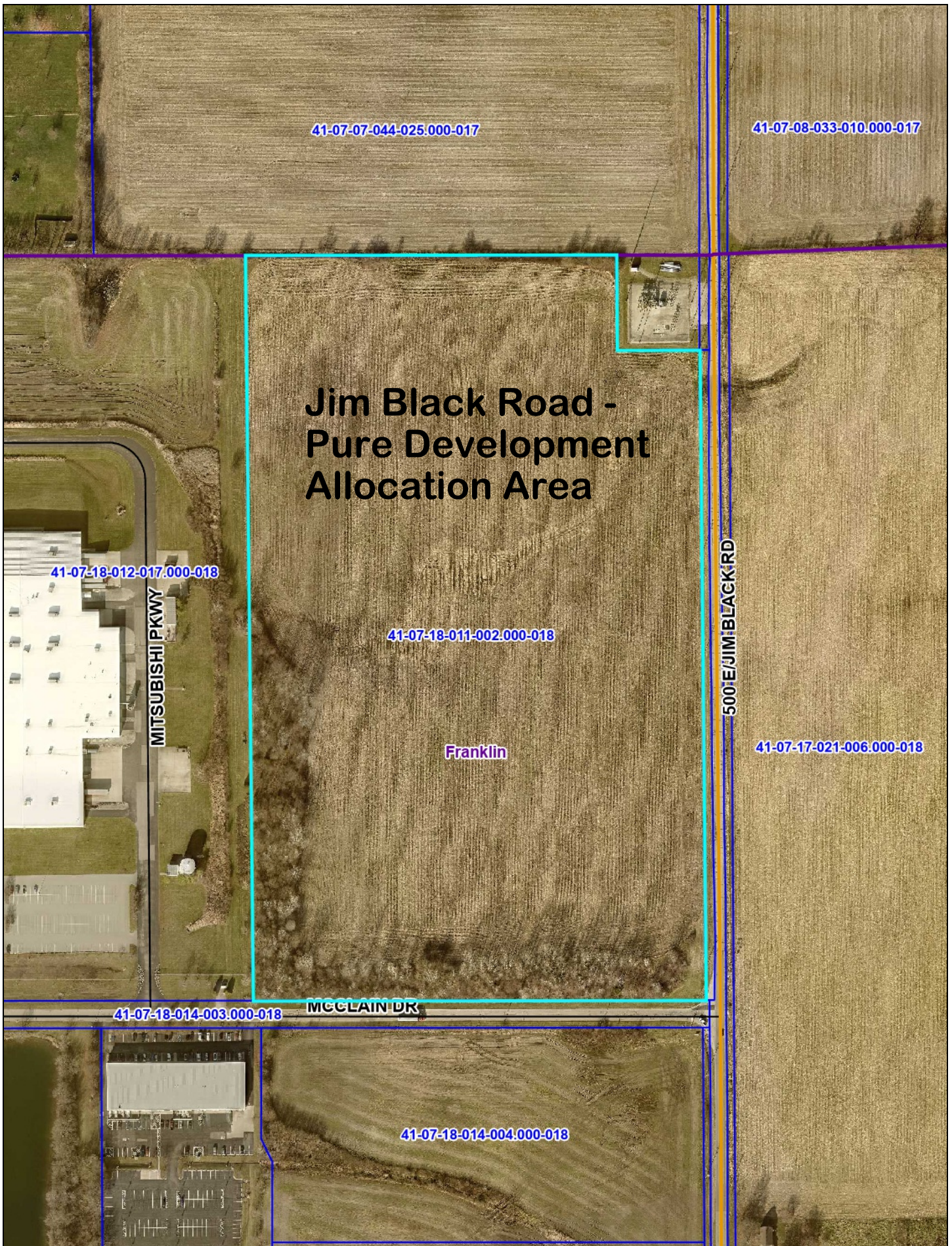


EXHIBIT G TO RESOLUTION

Description of the Jim Black Road – Pure Development Allocation Area

Parcel No. 41-07-18-011-002.000-018



APPENDIX A-2022

LEGAL DESCRIPTION FRANKLIN DOWNTOWN/I-65 AMENDED 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.

and also the parcels listed on page 7.

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Appendix A-2022

LEGAL DESCRIPTION
FRANKLIN DOWNTOWN/I-65 AMENDED INTEGRATED ECONOMIC DEVELOPMENT AREA
(Continued)

Parcel No. 41-07-18-041-002.000-018
Parcel No. 41-07-18-042-013.000-018

Parcel No. 41-07-17-011-001.000-018
Parcel No. 41-07-17-014-001.000-018
Parcel No. 41-07-17-021-006.000-018
Parcel No. 41-07-17-041-001.000-018

the right-of-way of Forrest Drive/County Road 525 East, connecting the following six (6) parcel and the six (6) parcels set forth below:

Parcel No. 41-07-20-034-002.000-018
Parcel No. 41-07-20-021-007.000-018
Parcel No. 41-07-20-012-004.000-017
Parcel No. 41-07-20-033-001.000-018
Parcel No. 41-07-20-034-001.000-018
Parcel No. 41-07-20-034-002.000-018

and also:

Parcel No. 41-08-02-021-004.000-009

Parcel No. 41-07-16-033-002.000-018
Parcel No. 41-07-21-021-007.000-017

Including the right-of-way of S.R. 44 connecting the above two parcels to the Franklin Downtown/I-65 Amended Integrated Economic Development Area that is north of S.R. 44.

and also:

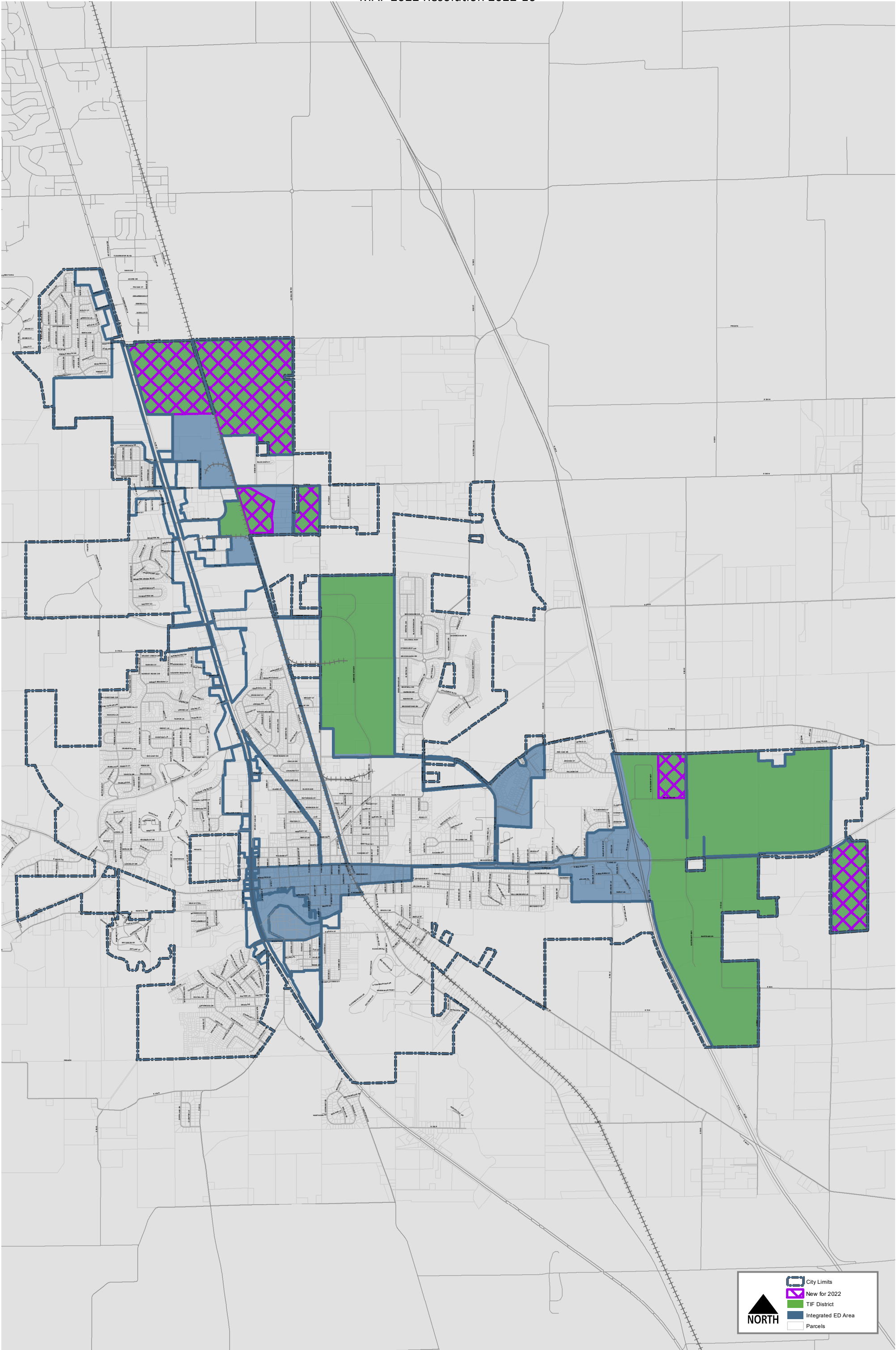
Parcel No. 41-05-34-022-001.001-064
Parcel No. 41-05-34-041-001.000-064
Parcel No. 41-05-35-022-016.000-064

EXHIBIT A – Preliminary Project List – 2022

Project Name & Description	Approximate Project Cost
Graham Road extension starting at southeast corner of Parcel No. 41-08-02-021-004.000-009 going directly north to Earlywood Drive	\$1,500,000.00

Project Name & Description	Approximate Project Cost
Design and engineering for the extension of Essex Drive to Paul Hand Road, improvements along Paul Hand Road from the Louisville & Indiana Railroad to Graham Road, and improvements to the intersection of Paul Hand Road and Graham Road.	\$1,209,280

Project Name & Description	Approximate Project Cost
Roundabout at Earlywood Drive and Graham Road intersection.	\$2,000,000
Earlywood Drive improvements west of Graham Road to US 31.	\$3,000,000
Graham Road improvements north of Earlywood Drive.	\$2,000,000
Paul Hand Road improvements west of Graham Road.	\$2,000,000
Essex Drive extension.	\$3,100,000
County Road 600 E improvements.	\$2,000,000



TIF Districts and Integrated Economic Development Areas

Created by: Alex Getchell - 11/14/2022
City of Franklin
Dept. Planning & Engineering

RESOLUTION NO. 2022-17

RESOLUTION OF THE CITY OF FRANKLIN REDEVELOPMENT COMMISSION
(1) AMENDING THE DECLARATORY RESOLUTION FOR THE U.S. 31 ECONOMIC
DEVELOPMENT AREA,
(2) AMENDING THE ECONOMIC DEVELOPMENT PLAN FOR THE U.S. 31
ECONOMIC DEVELOPMENT AREA, AND
(3) APPROVING MATTERS RELATED THERETO

WHEREAS, the City of Franklin Redevelopment Commission (the “Commission”), as the governing body of the Franklin Department of Redevelopment (the “Department”), pursuant to Indiana Code 36-7-14, as amended (the “Act”), adopted a declaratory resolution, Resolution No. 2015-31, on December 15, 2015, approving the Economic Development Plan for the U.S. 31 Economic Development Area (“U.S. 31 Plan”); determining that the geographic area known as the U.S. 31 Economic Development Area (“Economic Development Area”) was an economic development area under Section 41 of the Act; and designating a portion of the Economic Development Area as an allocation area known as the “U.S. 31 North Allocation Area” and another portion of the Economic Development Area as a separate allocation area known as the “U.S. 31 South Allocation Area” under Section 39 of the Act.

WHEREAS, the Commission, adopted Resolution No. 2016-19 on April 19, 2016, confirming Resolution No. 2015-31;

WHEREAS, the Commission adopted a declaratory resolution, Resolution No. 2019-28, on March 19, 2019 to add an area of the City of Franklin, Indiana (the “City”) to the Economic Development Area and to amend the U.S. 31 Plan;

WHEREAS, the Commission adopted Resolution No. 2019-35 on June 18, 2019 confirming Resolution 2019-28;

WHEREAS, originally only the eastern portion of Parcel No. 41-08-10-013-122.000-009 was included in the Economic Development Area by the previous declaratory resolutions, and the Commission would now like to include the remaining portion of Parcel No. 41-08-10-013-122.000-009 in the Economic Development Area;

WHEREAS, the Commission, pursuant to Section 17.5(b)(1), desires to amend the declaratory resolutions and the U.S. 31 Plan for the existing Economic Development Area in a way that enlarges the boundaries of the Economic Development Area to include the portion of Parcel No. 41-08-10-013-122.000-009 that was not previously included in the Economic Development Area. Parcel No. 41-08-10-013-122.000-009 is more particularly described in **Exhibit A** attached hereto (“Expansion Area”);

WHEREAS, the Economic Development Area shall have the boundaries set forth on **Exhibit B** attached hereto;

WHEREAS, the Commission desires to amend the U.S. 31 Plan by replacing the Exhibit A to the U.S. 31 Plan with **Exhibit A – 2022**, attached hereto;

WHEREAS, pursuant to Section 17(c) of the Act, the Commission desires to amend an allocation provision and designate a portion of the Economic Development Area described in **Exhibit A** as the “U.S. 31 North Amended Allocation Area” as a separate allocation area pursuant to Section 39 of the Act to provide for the allocation and distribution of property taxes for the purposes and in the manner provided in Section 39 of the Act which includes all of Parcel No. 41-08-10-013-122.000-009;

WHEREAS, the Commission desires to amend the U.S. 31 Plan by including the amendment attached hereto as **2022 U.S. 31 Plan Amendment** which shows the Expansion Area and the “U.S. 31 North Amended Allocation Area”;

WHEREAS, the Commission finds:

(1) that the U.S. 31 Plan, as amended:

- (A) Promotes significant opportunities for the gainful employment of its citizens;
- (B) Attracts a major new business enterprise to the City of Franklin;
- (C) Retains or expands a significant business enterprise existing in the boundaries of the City of Franklin; and/or
- (D) Meets other purposes of Sections 41, 2.5, and 43 of the Act.

(2) The U.S. 31 Plan, as amended for the Economic Development Area cannot be achieved by regulatory processes or by the ordinary operation of private enterprise without resort to the powers allowed under Sections 41, 2.5, and 43 of the Act because of:

- (A) Lack of local public improvement;
- (B) Existence of improvements or conditions that lower the value of the land below that of nearby land;
- (C) Multiple ownership of land; or
- (D) Other similar conditions.

(3) The public health and welfare will be benefited by accomplishment of the U.S. 31 Plan, as amended, for the Economic Development Area.

(4) The accomplishment of the U.S. 31 Plan, as amended, for the Economic Development Area will be a public utility and benefit as measured by:

- (A) The attraction or retention of permanent jobs;
- (B) An increase in the property tax base;
- (C) Improved diversity of the economic base; or

(D) Other similar public benefits.

(5) The U.S. 31 Plan, as amended, for the Economic Development Area conforms to other development and redevelopment plans for the unit.

WHEREAS, the Commission has thoroughly studied the Expansion Area and the new allocation area established by this resolution;

WHEREAS, the Commission caused to be prepared maps and plats showing the:

- boundaries of the Expansion Area;
- boundaries of the Economic Development Area;
- boundaries of each new allocation area established by this Resolution;
- location of the various parcels of property, streets, alleys, and other features affecting the acquisition, clearance, remediation, replatting, replanning, rezoning, or redevelopment of the Expansion Area and new allocation areas created by this Resolution,
- parts of the Expansion Area and of the new allocation areas to be devoted to public ways, levees, sewerage, parks, playgrounds, and other public purposes under the U.S. 31 Plan, as amended.

WHEREAS, the Commission has prepared lists of the owners of the various parcels of property proposed to be acquired for, or otherwise affected by, the amendment of the declaratory resolutions and U.S. 31 Plan;

WHEREAS, the Commission has prepared an estimate of the costs to be incurred for the acquisition and redevelopment of property;

WHEREAS, the amendments and supporting data were reviewed and considered at this meeting;

WHEREAS, Sections 41 and 43 of the Act permit the creation of economic development areas and provide that all of the rights, powers, privileges, and immunities that may be exercised by the Commission in a redevelopment project area or urban renewal area may be exercised by the Commission in an economic development area, subject to the conditions set out in Section 41(a) of the Act.

WHEREAS, Section 39(b) of the Act authorizes an amendment of a declaratory resolution to include a provision with respect to the allocation and distribution of property taxes for the purposes and in the manner provided in Section 39 of the Act.

WHEREAS, Section 39(b) of the Act requires that a declaratory resolution or amendment that establishes an allocation provision include a specific finding of fact, supported by evidence, that the adoption of the allocation provision will result in new property taxes in the area that would not have been generated but for the adoption of the allocation provision.

WHEREAS, the Commission deems it advisable to apply the provisions of Sections 15 to 17.5, 39, 41, and 43 of the Act to the Expansion Area and to the amendments of the U.S. 31 Plan.

NOW, THEREFORE, BE IT RESOLVED by the City of Franklin Redevelopment Commission, as the governing body of the City of Franklin Department of Redevelopment, as follows:

1. The Commission has determined that the Expansion Area needs assessment, planning, replanning, remediation, development, and/or redevelopment as authorized by Section 2.5 of the Act and also hereby reaffirms that the Economic Development Area needs assessment, planning, replanning, remediation, development, and/or redevelopment as authorized by Section 2.5 of the Act.
2. The U.S. 31 Plan, as amended, for the Economic Development Area promotes significant opportunities for the gainful employment of the citizens of the City; will attract a major new business enterprise to the City; retains or expands a significant business enterprise existing in the boundaries of the City; and meets other purposes of Sections 2.5, 41, and 43 of the Act.
3. The U.S. 31 Plan for the Economic Development Area cannot be achieved by regulatory processes or by the ordinary operation of private enterprise without resort to the powers allowed under Sections 2.5, 41, and 43 of the Act because of lack of local improvement; the existence of improvements or conditions that lower the value of the land below that of nearby land; multiple ownership of land; or other similar conditions.
4. The public health and welfare will be benefited by accomplishment of the U.S. 31 Plan, as amended, for the Economic Development Area.
5. The accomplishment of the U.S. 31 Plan, as amended, for the 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; improved diversity of the economic base; and other similar public benefits.
6. The U.S. 31 Plan, as amended, for the Economic Development Area conforms to other development and redevelopment plans for the City.
7. In support of the findings and determinations set forth in Sections 1 through 6 above, the Commission hereby adopts the specific findings set forth in the Plan.

8. The Commission does not at this time propose to acquire any specific parcel of land or interests in land within the boundaries of the Economic Development Area. If at any time the Commission proposes to acquire specific parcels of land, the required procedures for amending the U.S. 31 Plan under the Act will be followed, including notice by publication and to affected property owners and a public hearing.
9. The Commission finds that no residents of the Economic Development Area will be displaced by any project resulting from the U.S. 31 Plan, as amended, and therefore finds that it does not need to give consideration to transitional and permanent provisions for adequate housing for the residents.
10. The U.S. 31 Plan, as amended, is hereby in all respects approved, and the secretary of the Commission is hereby directed to file a certified copy of the U.S. 31 Plan, as amended, with the minutes of this meeting.
11. The Commission determines that the Economic Development Area which now includes the Expansion Area is an “economic development area” under Section 41 of the Act and designates it as an “economic development area.”
12. The U.S. 31 North Amended Allocation Area established by this Resolution is designated as an “allocation area” pursuant to Section 39 of the Act for purposes of the allocation and distribution of property taxes on real property for the purposes and in the manner provided by Section 39 of the Act.

Pursuant to Section 39(b) of the Act, any taxes imposed under I.C. 6-1.1 on real property subsequently levied by or for the benefit of any public body entitled to a distribution of property taxes on taxable property in each allocation area established by this Resolution shall be allocated and distributed as follows:

- (A) Except as otherwise provided in Section 39 of the Act, the proceeds of the taxes attributable to the lesser of:
 - (1) the assessed value of the property for the assessment date with respect to which the allocation and distribution is made; or
 - (2) the base assessed value;shall be allocated to and, when collected, paid into the funds of the respective taxing units.
- (B) The excess of the proceeds of the property taxes imposed for the assessment date with respect to which the allocation and distribution is made that are attributable to taxes imposed after being approved by the voters in a referendum or local public question conducted after April 30, 2010, not otherwise included in subdivision (A) shall be allocated to and, when collected, paid into the funds of

the taxing unit for which the referendum or local public question was conducted.

- (C) Except as otherwise provided in Section 39 of the Act, property tax proceeds in excess of those described in subdivisions (A) and (B) shall be allocated to the redevelopment district and, when collected, paid into an allocation fund for the respective allocation area that may be used by the redevelopment district only to do one (1) or more of the things specified in Section 39(b)(3) of the Act, as the same may be amended from time to time.

The allocation fund may not be used for operating expenses of the Commission.

13. The allocation fund for the U.S. 31 North Amended Allocation Area is hereby designated as the “U.S. 31 North Amended Allocation Fund.”
14. The base assessment date for the U.S. 31 North Amended Allocation Area established by this Resolution shall be January 1, 2022. The allocation provisions herein relating to the allocation area established by this Resolution shall expire on a date that is twenty-five (25) years after the date on which the first obligation was incurred to pay principal and interest on bonds or lease rentals on leases payable from tax increment revenues.
15. Except as otherwise provided in the Act, before June 15 of each year, the Commission shall take the actions set forth in Section 39(b)(4) of the Act.
16. The Commission hereby specifically finds and determines, based on its review of the proposed Economic Development Area, the new allocation area established by this Resolution, the capture of tax increment revenues to finance the cost of construction of road and other infrastructure improvements to facilitate further investment in each new allocation area established by this resolution, and its reasonable expectations relating to expected growth of assessed value in the new allocation area established by this Resolution, that the adoption of the allocation provision with respect to the new allocation area established by this Resolution will result in new property taxes in the new allocation area that would not have been generated but for the adoption of the allocation provision.
17. The Commission finds that the amendments to Resolution 2015-31 and Resolution 2019-28, are reasonable and appropriate when considered in relation to the original resolutions and the purposes of the Act.
18. The Commission finds that the amendments to the U.S. 31 Plan are reasonable and appropriate when considered in relation to the original U.S. 31 Plan and the purposes of the Act.
19. The Commission finds that this Resolution and the U.S. 31 Plan, with the proposed amendments, conform to the comprehensive plan for the City of Franklin.

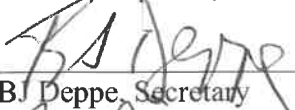
20. Except as set forth above, this Resolution shall not amend the terms of Resolution 2015-31 and 2019-28.
21. Except as set forth above, this Resolution shall not amend the boundaries or other terms of any area within the Economic Development Area which was previously designated by the Commission as an allocation area under Section 39 of the Act.
22. The officers of the Commission are hereby directed to make any and all required filings with the Indiana Department of Local Government Finance and the Johnson County Auditor in connection with the creation of the Economic Development Area and the new allocation areas.
23. The provisions of this Resolution shall be subject in all respects to the Act and any amendments thereto.
24. This Resolution, together with any supporting data and together with the U.S. 31 Plan, as amended, shall be submitted to the City of Franklin Plan Commission (the "Plan Commission") and the Common Council of the City of Franklin ("Common Council"), and if approved by the Plan Commission and the Common Council shall be submitted to a public hearing and remonstrance as provided in the Act, after public notice all as required by the Act.
25. This resolution shall take effect immediately upon its adoption by the Commission.

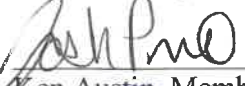
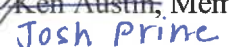
ADOPTED this 15th day of November, 2022.

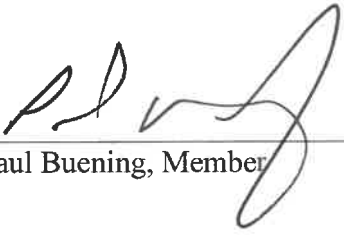
**CITY OF FRANKLIN
REDEVELOPMENT COMMISSION**


Richard Wertz, President


Anne McGuinness, Vice President


BJ Deppe, Secretary


Ken Austin, Member

Josh Prine


Paul Buening, Member

Attest:

Jayne W. Rhoades,
Clerk-Treasurer of the City of Franklin, Indiana

EXHIBIT A TO RESOLUTION

Description of the Expansion Area
Description of the “U.S. 31 North Amended Allocation Area”

The U.S. 31 Economic Development Area is expanded to include the following parcel:

Parcel No. 41-08-10-013-122.000-009

Exhibit B to Resolution

The U.S. 31 Economic Development Area shall have the boundaries shown in red on the attached map.

The following separate allocation areas are depicted in yellow on the attached map:

- U.S. 31 North Allocation Area
- U.S. 31 South Allocation Area, and
- U.S. 31 North Amended Allocation Area

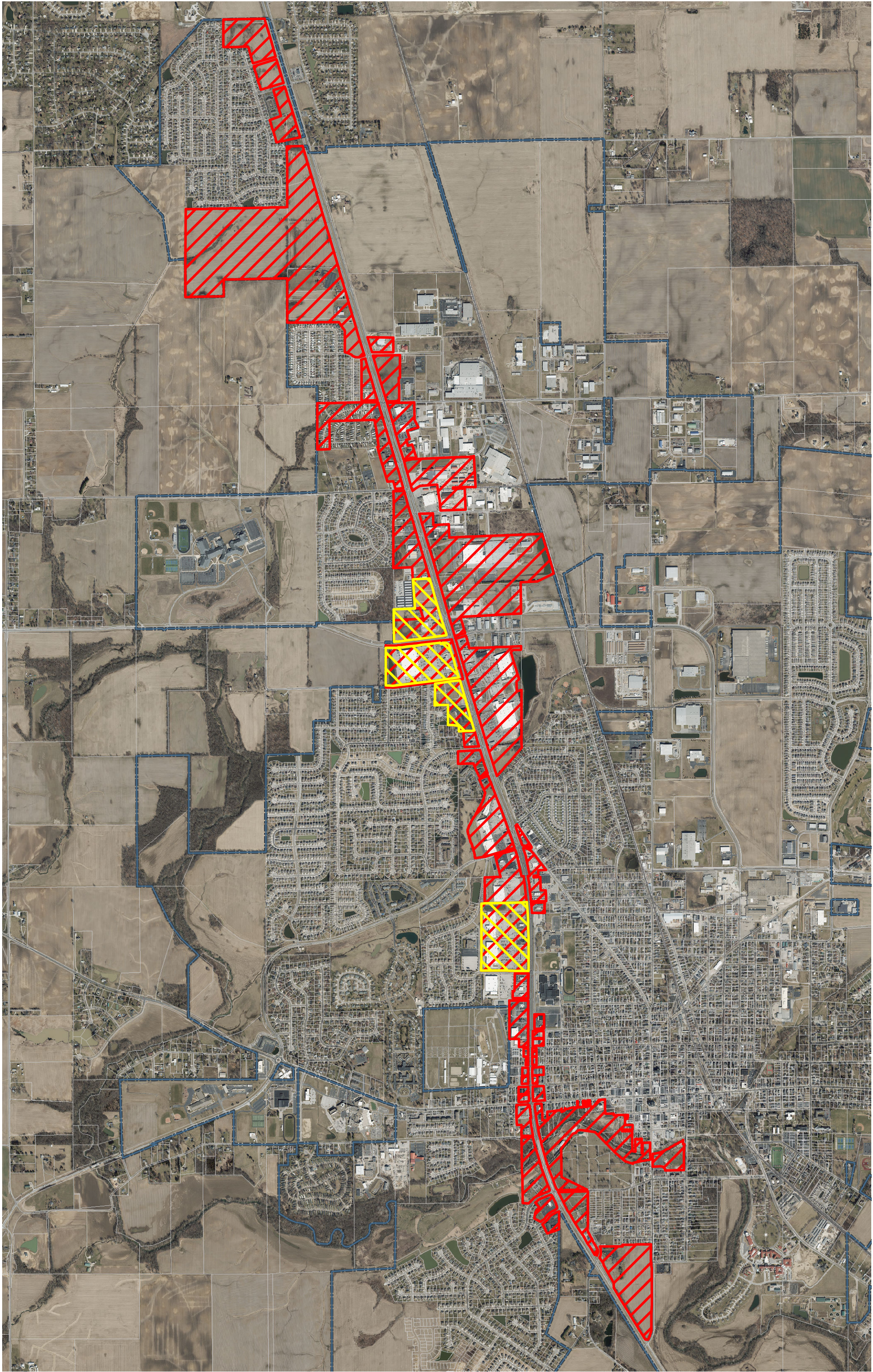


Exhibit A-2022

The U.S. 31 Economic Development Area shall have the boundaries shown in red on the attached map.

The following separate allocation areas are depicted in yellow on the attached map:

- U.S. 31 North Allocation Area
- U.S. 31 South Allocation Area, and
- U.S. 31 North Amended Allocation Area

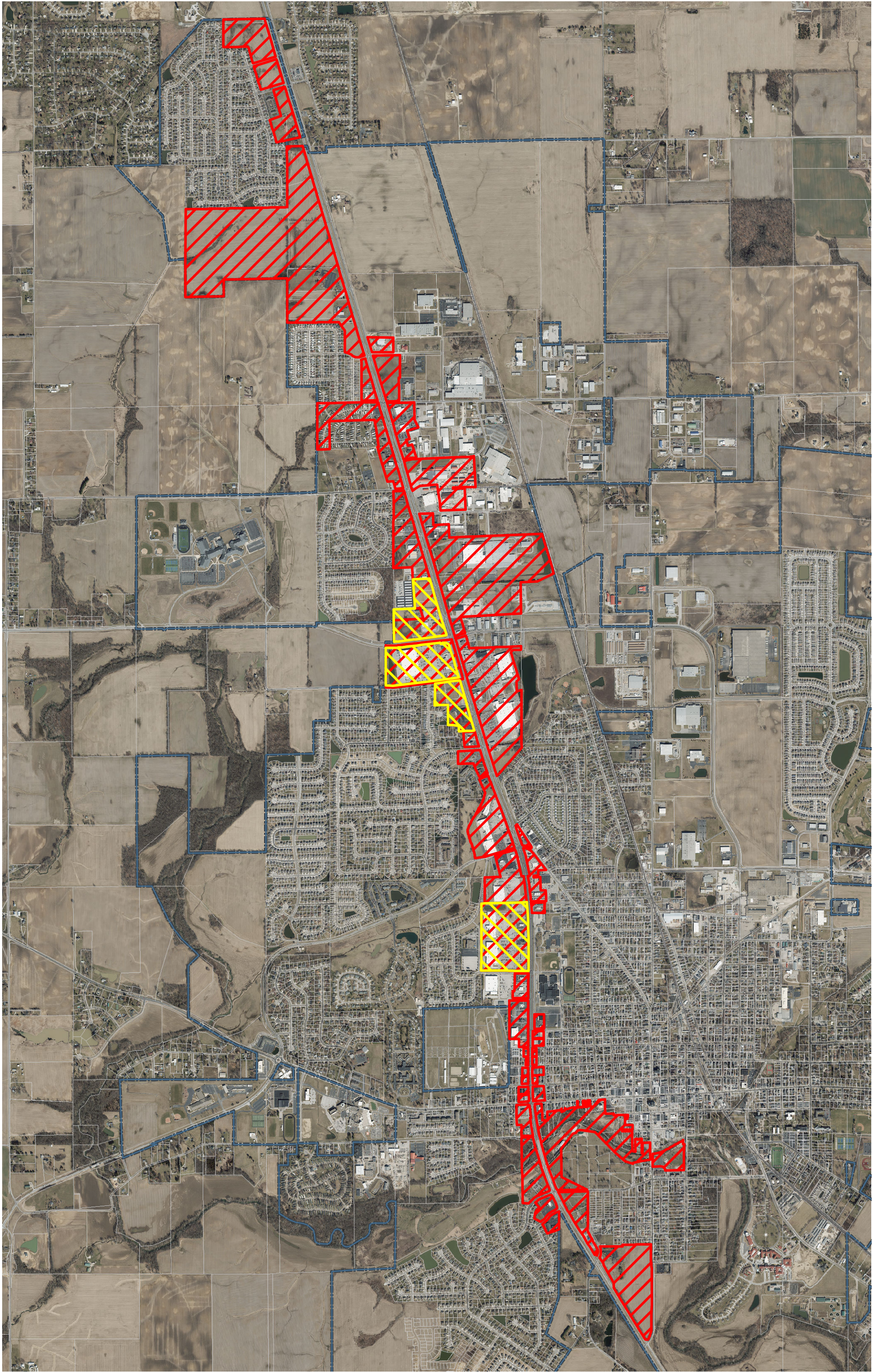


Exhibit A-2022

2022 U.S. 31 Plan Amendment

Description of the Expansion Area Description of the “U.S. 31 North Amended Allocation Area”

The U.S. 31 Economic Development Area is expanded to include the following parcel:

Parcel No. 41-08-10-013-122.000-009

U.S. 31 Expansion area and "U.S. 31 North Amended Allocation Area"

