

RESOLUTION 2022- 27

A RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF FRANKLIN, INDIANA APPROVING THE RESOLUTION AMENDING THE DECLARATORY RESOLUTIONS FOR THE FRANKLIN DOWNTOWN/I-65 AMENDED INTEGRATED ECONOMIC DEVELOPMENT AREA AND MATTERS RELATED THERETO

WHEREAS, the City of Franklin Redevelopment Commission (the “Redevelopment Commission”), governing body of the City of Franklin Department of Redevelopment (the “Department”), previously has adopted, confirmed and amended resolutions (collectively, the “Previous Declaratory Resolutions”) establishing the Franklin Downtown/I-65 Amended Integrated Economic Development Area as an economic development area pursuant to Indiana Code 36-7-14, as amended (the “Act”), designating different portions of the Franklin Downtown/I-65 Amended Integrated Economic Development Area as separate “allocation areas” for purposes of Section 39 of the Act, and approving an economic development plan for the Franklin Downtown/I-65 Amended Integrated Economic Development Area, pursuant the Act; and

WHEREAS, on November 15, 2022, the Redevelopment Commission adopted Resolution No. 2022-16 (the “Resolution”), which amended the Previous Declaratory Resolutions, pursuant to Sections 15-17.5 of the Act, to (i) expand the area of City of Franklin, Indiana (the “City”) to be included in the Franklin Downtown/I-65 Amended Integrated Economic Development Area (as expanded, the “Economic Development Area”), such that the Economic Development Area shall include the additional area set forth on **Exhibit A** thereto; (ii) establish the boundaries of the Economic Development Area as set forth on **Exhibit B** thereto; and (iii) designate different portions of the Economic Development Area as new separate allocation areas pursuant to Section 39 of the Act to be known as:

- the “Graham Road Extension – Cold Summit Project Allocation Area” as depicted in **Exhibit C** thereto;
- the “SR 44 & 600 E Allocation Area” as depicted in **Exhibit D** thereto;
- the “Kelsay Farm Property Allocation Area” as depicted in **Exhibit E** thereto;
- the “Earlywood Drive – Patriot Products/Laugle Allocation Area” as depicted in **Exhibit F** thereto;

WHEREAS, the Resolution amended the Previous Declaratory Resolutions to remove the area described on **Exhibit G**, thereto, 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 designated 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 Resolution amended the Economic Development Plan – 2015 (“2015 Plan”) by (i) replacing the legal description set forth in Appendix A with **Appendix A-2022**; (ii) replacing the GIS-generated map, Map #1 with **Map 2022**; and (iii) including additional projects by supplementing Exhibit A- Preliminary Project List with **Exhibit A – Preliminary Project List - 2022**;

WHEREAS, the Redevelopment Commission submitted the Resolution to the City of Franklin Plan Commission;

WHEREAS, on November 15, 2022, the City of Franklin Plan Commission approved the Resolution and the amendments to the 2015 Plan and adopted a resolution (the "Plan Commission Order), determining that the Resolution and amendments to the Previous Declaratory Resolutions that are set forth in Exhibit A, Exhibit B, Exhibit C, Exhibit D, Exhibit E, Exhibit F, Exhibit G, and the amendments to the 2015 Plan that are set forth in Appendix A-2022, Map 2022, and Exhibit A – Preliminary Project List-2022 (hereafter these amendments and exhibits are collectively referred to as "Amendments") conform to the plan of development for the City and approving the Resolution and the Amendments proposed by the Resolution; and

WHEREAS, pursuant to Section 16(b) of the Act, the Redevelopment Commission has submitted the Resolution to this Common Council of the City (the "Council").

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Franklin, Indiana, as follows:

1. The Council hereby approves in all respects the Resolution, the enlargement of the boundaries of the Economic Development Area, the designation of the allocation areas, and the amendments to the 2015 Plan.
2. Pursuant to Section 16(b) of the Act, the Plan Commission Order is approved.
3. This Resolution shall be in full force and effect from and after its passage by the Council and approval by the Mayor, as required by law.

DULY PASSED on this 21 day of November 2022, by the Common Council of the City of Franklin, Johnson County, Indiana, having been passed by a vote of 6 in Favor and 0 Opposed.

City of Franklin, Indiana, by its Common Council:

Voting Affirmative:

Absent
Kenneth Austin, President
[Signature]
Josh Prine
[Signature]
Anne McGuinness

Voting Opposed:

Kenneth Austin, President

Josh Prine

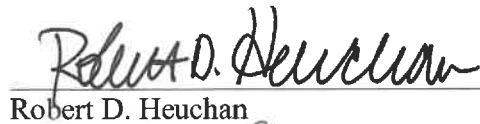
Anne McGuinness


Jennifer Price

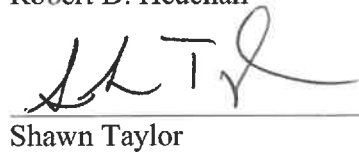
Jennifer Price


Irene Nalley

Irene Nalley


Robert D. Heuchan

Robert D. Heuchan


Shawn Taylor

Shawn Taylor

ATTEST:


Jayne Rhoades, City Clerk-Treasurer

Presented by me to the Mayor of the City of Franklin for his approval or veto pursuant to Indiana Code § 36-4-6-15 and 16 this 21 day of November, 2022 at 6:25 o'clock P.M.


Jayne Rhoades, City Clerk-Treasurer

This resolution having been passed by the legislative body and presented to me is **Approved** by me pursuant to Indiana Code § 36-4-6-16(a)(1) this 21 day of November, 2022 at 6:25 o'clock P.M.


Steve Barnett, Mayor

ATTEST:


Jayne Rhoades, City Clerk-Treasurer

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 Pennsylvanian 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 long 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

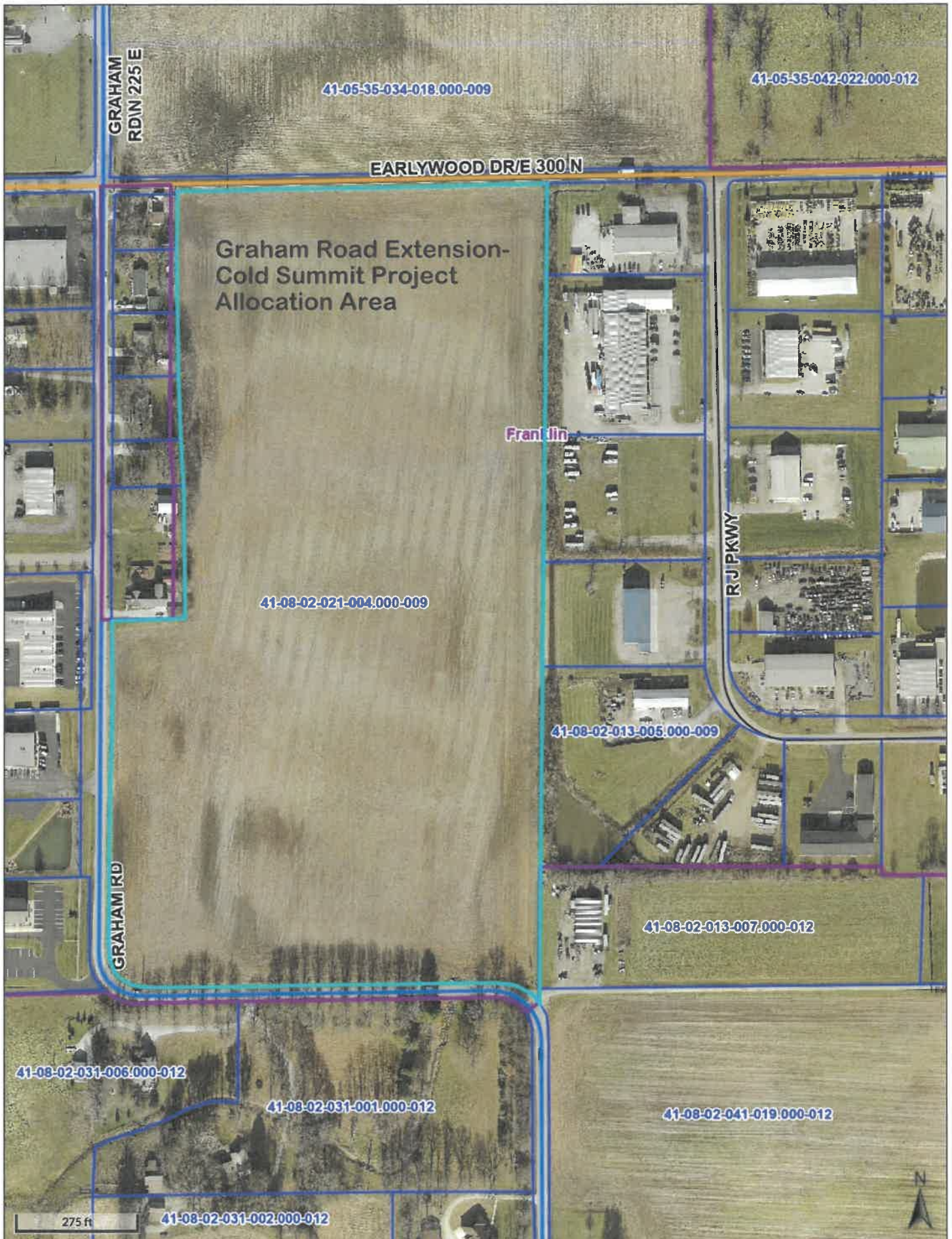


EXHIBIT D TO RESOLUTION

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

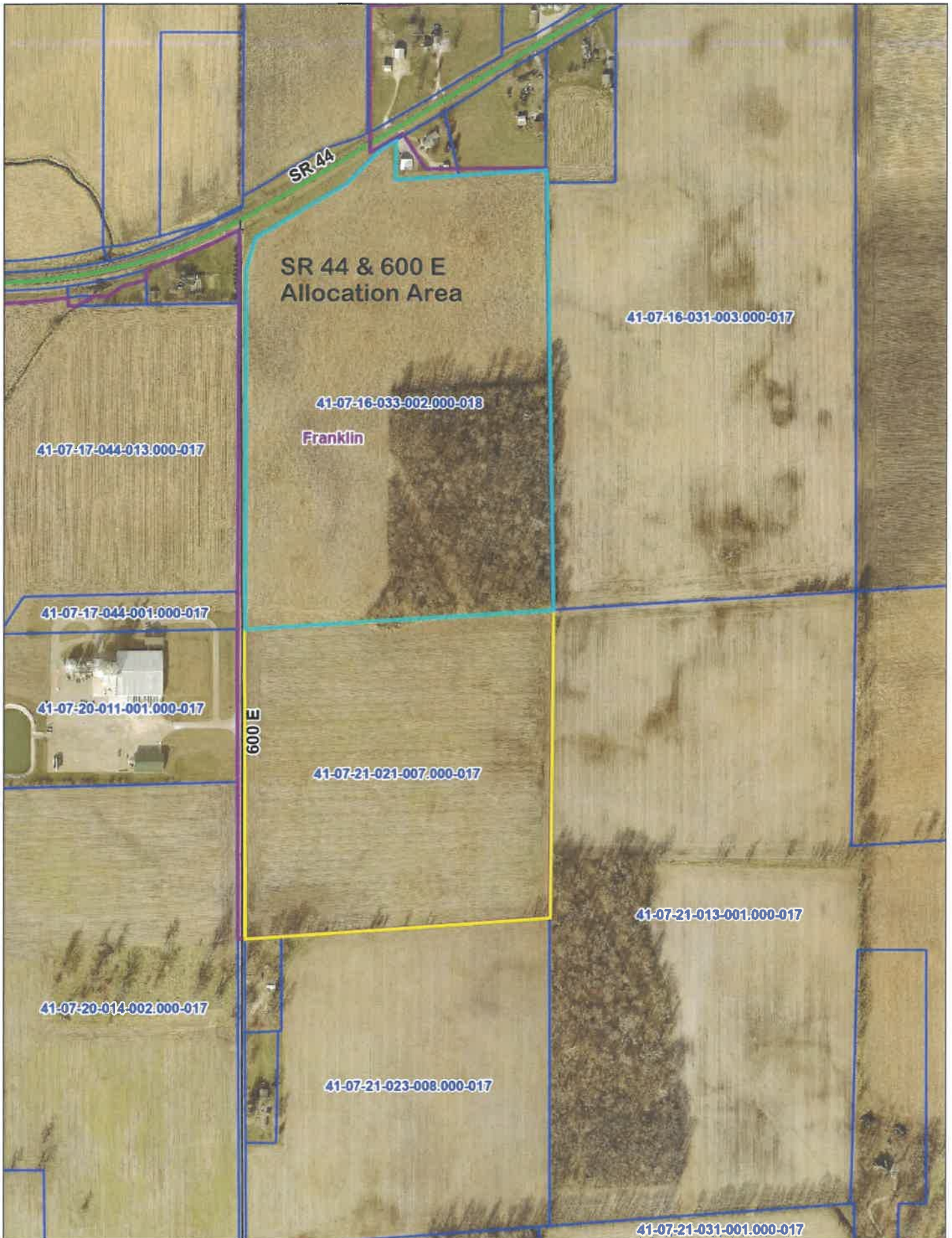


EXHIBIT E TO RESOLUTION

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

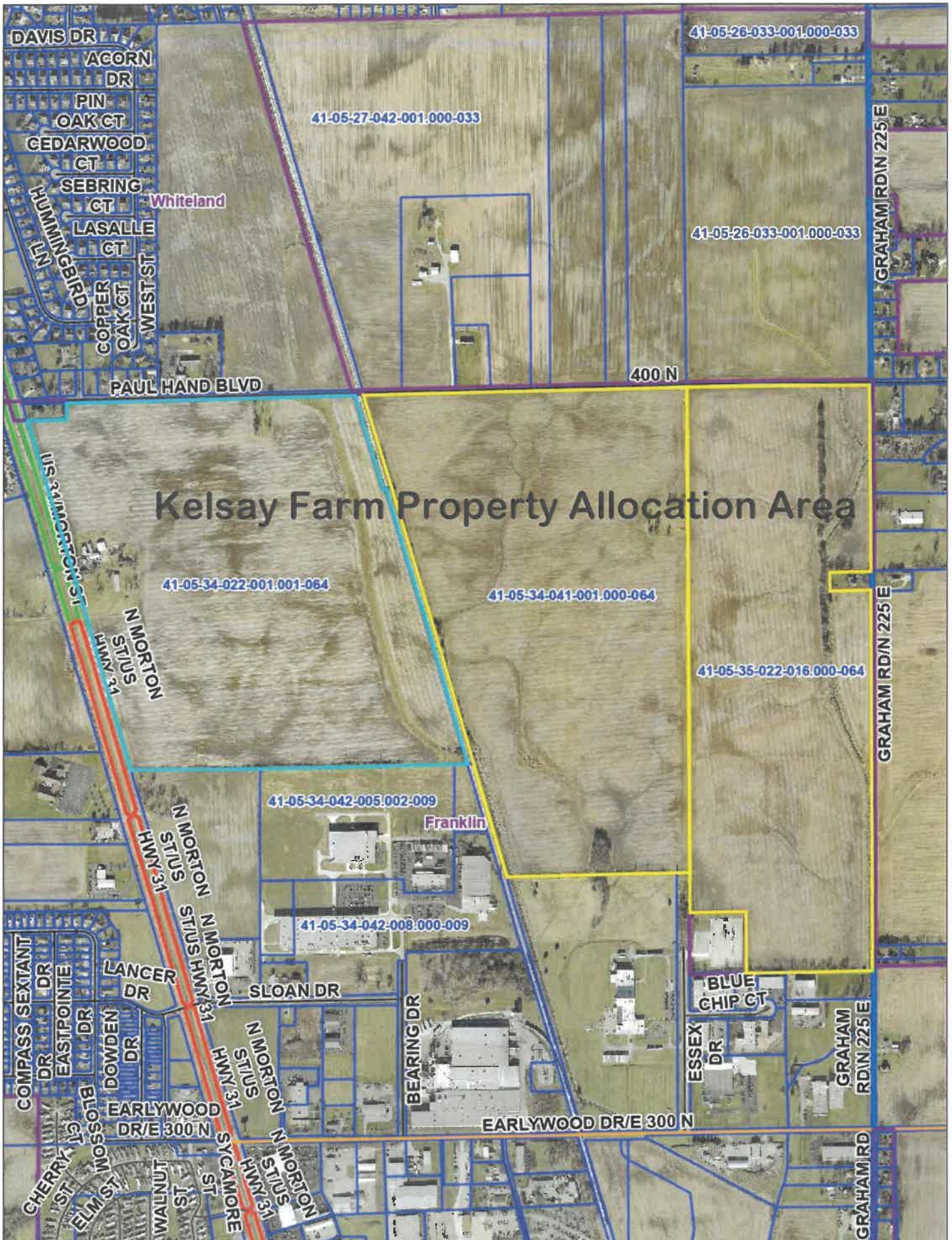


EXHIBIT F TO RESOLUTION

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

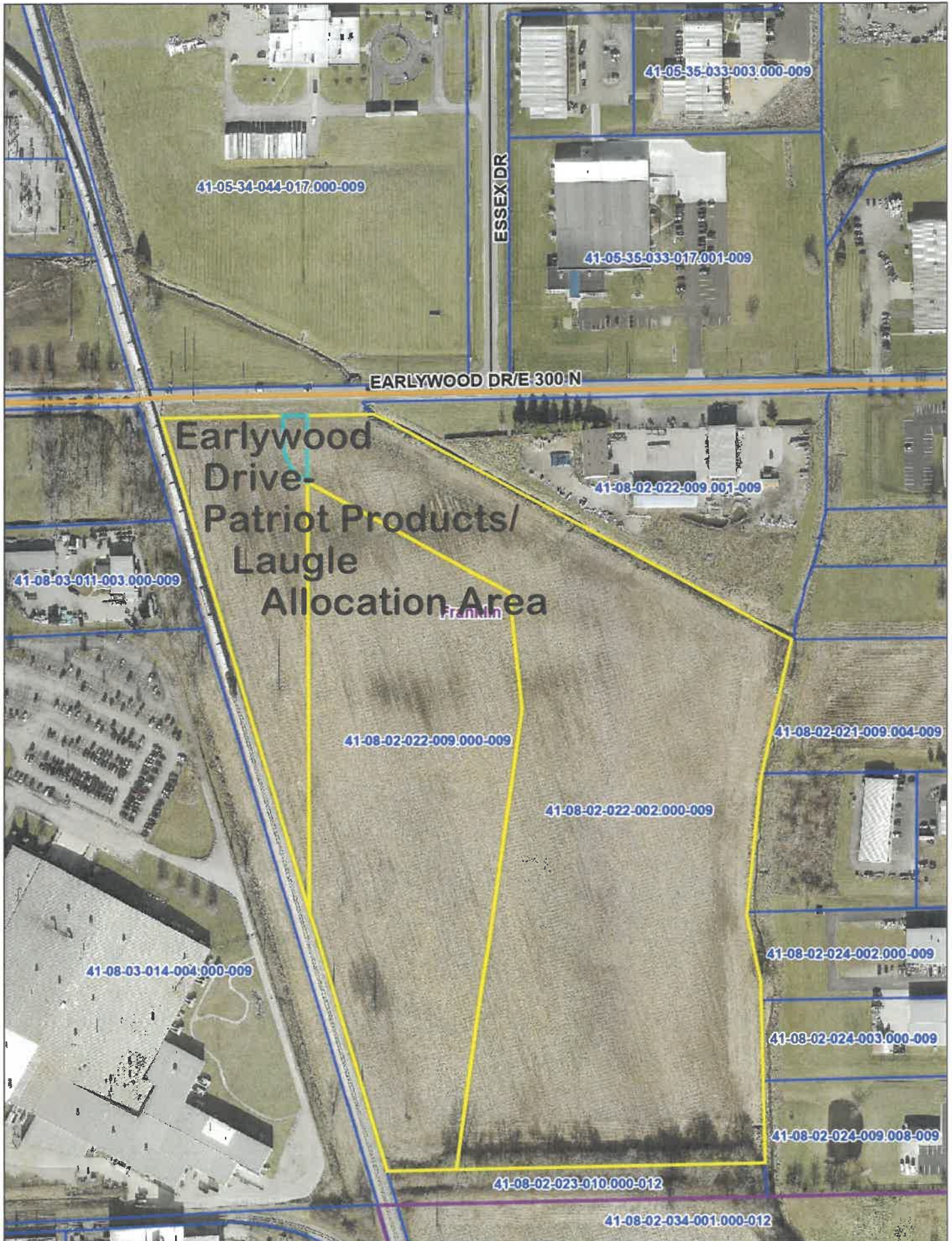
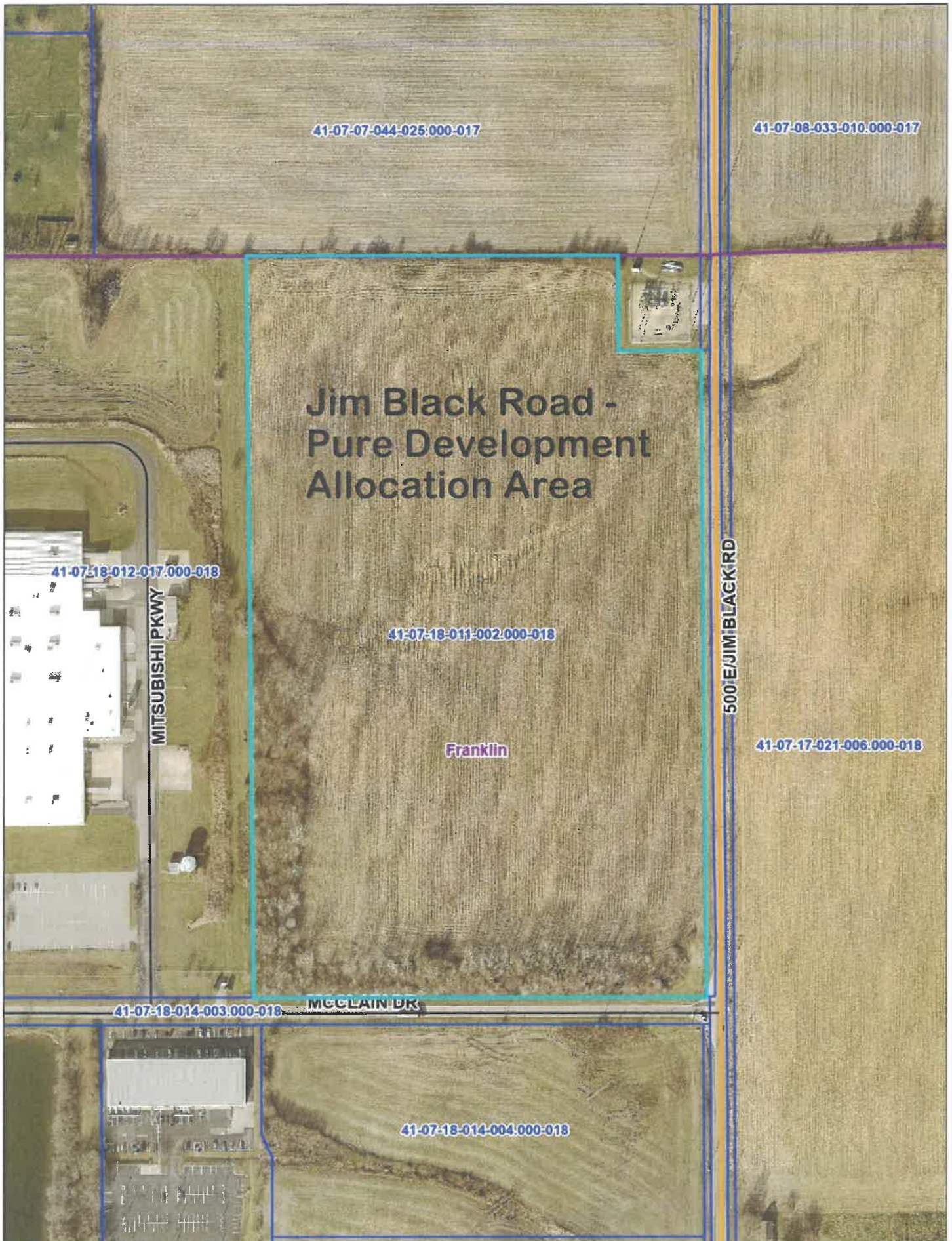


EXHIBIT G TO RESOLUTION

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