

A Resolution confirming the approving order of the Fort Wayne Plan Commission and Fort Wayne Redevelopment Commission Resolution 2018-36 concerning establishment of the Broadway-Taylor Redevelopment Project Area and Economic Development Area

WHEREAS, pursuant to the provisions of the Redevelopment of Blighted Areas Act of 1981, P.L. 309 and 310 of Acts of 1981 of the General Assembly of the State of Indiana, as amended and supplemented, on August 13, 2018, the Fort Wayne Redevelopment Commission adopted Declaratory Resolution 2018-36, attached hereto as Exhibit A, for the purpose of establishing the Broadway-Taylor Redevelopment Project Area, Economic Development Area and tax allocation area ("EDA"); and

WHEREAS, on September 17, 2018, the Fort Wayne Plan Commission considered said Declaratory Resolution 2018-36 and the plan for redevelopment of the EDA attached thereto and adopted a Resolution, attached hereto as Exhibit B, whereby said Plan Commission determined that the plan for redevelopment of the EDA conformed to the plan for development of the City of Fort Wayne;

NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF FORT WAYNE, INDIANA, THAT:

Section 1. The approvals of the Fort Wayne Redevelopment Commission and Fort Wayne Plan Commission described herein are hereby approved, ratified and confirmed.

Section 2. The geographic area described in the redevelopment plan attached to Declaratory Resolution 2018-36 is an economic development area as defined at IC 36-7-14 et seq.

Section 3. This Resolution shall be in full force and effect from and after its passage and approval by the Fort Wayne Common Council and by the Mayor of the City of Fort Wayne.



Council Member

APPROVED as to form and legality



Carol Helton, City Attorney

Exhibit A

RESOLUTION 2018-36 FORT WAYNE REDEVELOPMENT COMMISSION

DECLARATORY RESOLUTION FOR ESTABLISHMENT OF THE BROADWAY-TAYLOR REDEVELOPMENT PROJECT AREA AND ECONOMIC DEVELOPMENT AREA

WHEREAS, the City of Fort Wayne, Indiana, ("City") desires to foster redevelopment of the former General Electric manufacturing plant, an idled, abandoned and unoccupied industrial campus consisting of over 1.2 million square feet of decaying historic buildings on approximately 31 acres of urban land on Broadway southwest of downtown Fort Wayne ("GE Campus"); and

WHEREAS, the GE Campus contains environmental contamination and the structures located upon it are deteriorated and deteriorating, constituting a potential hazard to health and safety; and

WHEREAS, the GE Campus and other vacant and/or underutilized industrial properties in the area exert a blighting influence on surrounding neighborhoods, contributing to the classification of the two Census Tracts containing the GE Campus as "severely distressed" by the United States Department of Housing and Urban Development; and

WHEREAS, without redevelopment, the GE Campus will continue to pose a hazard to the health and safety of residents, degrade physically, lose assessed value, and contribute towards local disinvestment; and

WHEREAS, the City has determined that stabilizing the GE Campus is in the best interests of the citizens and taxpayers of the City in terms of health, safety, general welfare, and economic development; and

WHEREAS, a private developer ("Developer") has approached the City with a master plan for redevelopment of the GE Campus, set forth in a project called "Electric Works" ("Project") and has provided documentation of the feasibility and benefits of the Project; and

WHEREAS, the City of Fort Wayne Redevelopment Commission ("Commission") contemplates the execution of an Economic Development Agreement with Developer for sixty-two million dollars (\$62,000,000) in economic incentives for the Project; and

WHEREAS, the Commission has investigated the existing public infrastructure in and serving the area, and has prepared a redevelopment plan for the area, attached hereto as Exhibit 1A, that will construct or reconstruct public infrastructure as necessary to implement the redevelopment plan for the area; and

WHEREAS, the Commission's commitment to redevelopment of the area requires the establishment of a redevelopment project area, an economic development area and a tax allocation area pursuant to Indiana Code 36-7-14, in order to fund local public improvements that will support the proposed redevelopment plan;

NOW, THEREFORE, BE IT RESOLVED by the Fort Wayne Redevelopment Commission ("Commission"), that:

1. The foregoing recitals are true and are incorporated herein and made a part hereof.

2. The land within the boundaries described in attached Exhibit 2C and shown on Map 1 in Section II: "Boundary Description, Economic Development Area" of the *Redevelopment Plan for the Broadway-Taylor Economic Development Area* ("Redevelopment Plan"), which Redevelopment Plan is attached hereto as Exhibit 1A, is a "redevelopment project area" as that term is defined in, and for the purposes of Indiana Code ("IC") 36-7-14 et seq. ("RPA").
3. Pursuant to IC 36-7-14-41(b), the Commission hereby determines that the RPA is also an "economic development area" (collectively the "Economic Development Area" or "EDA") in that:
 - A. The plan for the EDA:
 1. *Promotes significant opportunities for the gainful employment of its citizens.* The redevelopment and adaptive reuse of the GE Campus as a mixed use 'Innovation District' will create opportunities for new businesses and new employment and will be a unique product type in the region. The public improvements described in the Redevelopment Plan are necessary for these benefits to be realized.
 2. *Attracts a major new business enterprise to the City of Fort Wayne ("City").* Phase I of the Project includes the construction of approximately two hundred twenty-four thousand (224,000) square feet of Class A office space. According to a feasibility study produced by RCLCO dated May 9, 2018, Class A office space is undersupplied in the Fort Wayne market. According to their model, over the next five years, demand will exist for 650,000 square feet of additional office space in downtown Fort Wayne. Providing high-quality space for prospective tenants is essential to business attraction.
 3. *Retains or expands a significant business enterprise existing in the boundaries of the City.* Many local businesses have either relocated or expressed interest in relocating to the central business district of Fort Wayne. The Project offers many opportunities for existing businesses to relocate to this area. In addition, the Project could act as a catalyst for investment in other properties throughout the EDA.
 4. *Meets other purposes of this section and IC 36-7-14-2.5 and IC 36-7-14-43.* Due to the large scope of the Project, the condition of existing buildings, and local economic conditions, it is unlikely that the Project could be accomplished through the ordinary operations of private enterprise. The Project benefits the health, safety, general welfare, and economic well being of the citizens of Fort Wayne, and the public funds dedicated to the project will be used for public purposes. The Redevelopment Plan meets the purposes of IC 36-7-14-2.5 and IC 36-7-14-43 in all other respects.
 - B. The plan for the EDA cannot be achieved by regulatory processes or by the ordinary operation of private enterprise without resort to the powers allowed under this section and IC 36-7-14-2.5 and IC 36-7-14-43 because of:
 1. *Lack of local public improvement.* The level of service provided by existing infrastructure in and around the GE Campus, including streets and roads, is insufficient to accommodate the type of usage planned for the Project.
 2. *Existence of improvements or conditions that lower the value of the land below that of nearby land.* The GE Campus has 18 buildings spread over 39 acres. Manufacturing operations at the Campus declined over the last 20 years and ceased completely in 2015. Many of the buildings are deteriorating. The abandoned factory currently exerts a blighting influence on the surrounding area, depressing property values and creating a strong impediment to growth.

3. *Multiple ownership of land.* General Electric sold the property to Developer in 2017, and Developer is currently planning the redevelopment of the property. The City does not intend to acquire any portion of the property at this time, but instead plans to enter into a public-private partnership with Developer.
 4. *Other similar conditions.*
- C. *The public health and welfare will be benefited by accomplishment of the plan for the EDA.* In addition to the economic and fiscal impacts of the Project, improved infrastructure and public spaces in and around the Project area will benefit the public health and welfare. Renewed investment in the area presents an opportunity to address many of the socioeconomic challenges currently existing in the area.
- D. The accomplishment of the plan for the EDA will be a public utility and benefit as measured by:
1. *The attraction or retention of permanent jobs.* According to an IMPLAN report by Novogradac & Company, LLP, dated October 2, 2017, during construction, Phase I of the redevelopment project is expected to support 1,057 direct jobs as well as 924 induced and indirect jobs. Once in operation, Phase I is expected to sustain 1,565 direct jobs as well as 1,265 indirect and induced jobs.
 2. *An increase in the property tax base.* According to the Novogradac report, over 20 years, Phase I of the project is expected to generate approximately \$100,911,602 in local taxes (including direct, indirect, and induced tax impacts).
 3. *Improved diversity of the economic base.* The Project expects to create an "Innovation District" that includes office, retail, residential, institutional, amenity, and hospitality uses in a mixed-use, walkable area. Including multiple uses and emphasizing entrepreneurship and innovation creates a dynamic revenue model that is more resilient to economic cycles than single-use development.
 4. *Other similar public benefits.* Positive spillover effects beyond the Project site are expected. The Project area is located in a relatively dense and fully developed neighborhood on the periphery of downtown. Increases in property values, rents, business activity, and overall investment will occur due to the increased activity and vibrancy created by the project.
- E. *The plan for the EDA conforms to other development and redevelopment plans for the City.* The Redevelopment Plan is supported by numerous City policies and plans, including the Comprehensive Plan. Consistency with existing policies, zoning, and land use are described in Section VII of the Redevelopment Plan.
4. The Redevelopment Plan is hereby approved, subject to any amendments to it that the Commission may approve in a resolution either confirming or amending and confirming this Resolution.
 5. Pursuant to IC 36-7-14-15(a):
 - A. The land area described in the Redevelopment Plan is an area in the territory under the Redevelopment Commission's jurisdiction that is in need of redevelopment.

- B. The public health and welfare will be benefited by the acquisition, as required, and redevelopment of the area in the Redevelopment Plan pursuant to IC 36-7-14 et seq. as a redevelopment project area.
6. Pursuant to IC 36-7-14-15(c) and the findings contained herein, the Commission, having prepared the Redevelopment Plan for the EDA declares that:
 - A. The EDA is a menace to the social and economic interest of the City of Fort Wayne and its inhabitants;
 - B. It will be of public utility and benefit to acquire the EDA and/or redevelop it pursuant to IC 36-7-14 et seq.; and
 - C. The EDA is designated as a redevelopment project area for purposes of IC 36-7-14.
7. The general boundaries of the EDA are depicted in the Redevelopment Plan and described in Exhibit 2C.
8. The Commission does not at this time intend to acquire any real estate within the boundaries of the EDA; however, the Commission will, through its Department of Redevelopment, acquire real estate as required to implement the Redevelopment Plan.
9. As provided by IC 36-7-14-39(a), IC 36-7-14-39(b) and IC 36-7-14-43(a)(6), the area labeled as "Allocation Area" in Map 2 in Section II of the Redevelopment Plan and described in Exhibit 2C "Allocation Area Boundary Description" is an allocation area as that term is defined in, and qualifies for the allocation and distribution of property taxes pursuant to IC 36-7-14-39 ("Allocation Area").
10. The adoption of the allocation provision in this Resolution will result in new property taxes in the Allocation Area. These new property taxes would not have been generated but for the adoption of the allocation provision because the improvements necessary to redevelop and stabilize the GE Campus cannot be accomplished solely with private-sector funds. Privately funding necessary improvements without an allocation provision would require rents that exceed what the market could bear, thereby rendering the Project financially infeasible.
11. Pursuant to IC 36-7-14-39(a)(1), "base assessed value" as used in this Resolution means:
 - A. The net assessed value of all the property as finally determined for the assessment date immediately preceding the effective date of the allocation provision of this Resolution, as adjusted under IC 36-7-14-39(h); plus
 - B. To the extent that it is not included in subsection (A), the net assessed value of property that is assessed as residential property under the rules of the Indiana Department of Local Government Finance, as finally determined for any assessment date after the effective date of the allocation provision.
12. Pursuant to IC 36-7-14-39(b), after the date of adoption of a resolution that confirms the establishment of the EDA and the Allocation Area, any property taxes levied by or for the benefit

of any public body entitled to a distribution of property taxes on taxable property in the Allocation Area shall be allocated and distributed as follows:

- A. Except as otherwise provided in this section, 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 subsection (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 this section, property tax proceeds in excess of those described in subsections (A) and (B) shall be allocated to the City's redevelopment district and, when collected, paid into the allocation fund established for the Allocation Area that may be used by the Commission only to do one (1) or more of the following:
 - 1. Pay the principal of and interest on any obligations payable solely from allocated tax proceeds which are incurred by the City's redevelopment district for the purpose of financing or refinancing the redevelopment of the Allocation Area.
 - 2. Establish, augment, or restore the debt service reserve for bonds payable solely or in part from allocated tax proceeds in the Allocation Area.
 - 3. Pay the principal of and interest on bonds payable from allocated tax proceeds in the Allocation Area and from the special tax levied under IC 36-7-14-27.
 - 4. Pay the principal of and interest on bonds issued by the City to pay for local public improvements that are physically located in or physically connected to the Allocation Area.
 - 5. Pay premiums on the redemption before maturity of bonds payable solely or in part from allocated tax proceeds in the Allocation Area.
 - 6. Make payments on leases payable from allocated tax proceeds in the Allocation Area under IC 36-7-14-25.2.
 - 7. Reimburse the City for expenditures made by it for local public improvements (which include buildings, parking facilities, and other items described in IC 36-7-14-25.1(a)) that are physically located in or physically connected to the Allocation Area.
 - 8. Reimburse the City for rentals paid by it for a building or parking facility that is physically located in or physically connected to the Allocation Area under any lease entered into under IC 36-1-10.
 - 9. For property taxes first due and payable before January 1, 2009, pay all or a part of a property tax replacement credit to taxpayers in the Allocation Area as determined by the Commission. This credit equals the amount determined under the following STEPS for each taxpayer in a taxing district (as defined in IC 6-1.1-1-20) that contains all or part of the Allocation Area:

- a. STEP ONE: Determine that part of the sum of the amounts under IC 6-1.1-21-2(g)(1)(A), IC 6-1.1-21-2(g)(2), IC 6-1.1-21-2(g)(3), IC 6-1.1-21-2(g)(4), and IC 6-1.1-21-2(g)(5) (before their repeal) that is attributable to the taxing district.
- b. STEP TWO: Divide:
 1. That part of each county's eligible property tax replacement amount (as defined in IC 6-1.1-21-2 (before its repeal)) for that year as determined under IC 6-1.1-21-4 (before its repeal) that is attributable to the taxing district; by
 2. The STEP ONE sum.
- c. STEP THREE: Multiply:
 1. The STEP TWO quotient; times
 2. The total amount of the taxpayer's taxes (as defined in IC 6-1.1-21-2 (before its repeal)) levied in the taxing district that have been allocated during that year to an allocation fund under this section.

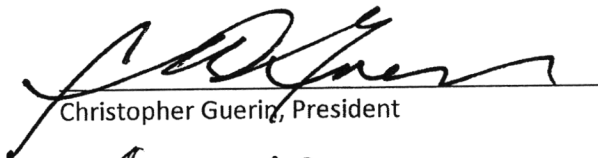
If not all the taxpayers in the Allocation Area receive the credit in full, each taxpayer in the Allocation Area is entitled to receive the same proportion of the credit. A taxpayer may not receive a credit under this section and a credit under IC 36-7-14-39.5 (before its repeal) in the same year.

10. Pay expenses incurred by the Commission for local public improvements that are in the Allocation Area or serving the Allocation Area. Public improvements include buildings, parking facilities, and other items described in IC 36-7-14-25.1(a).
11. Reimburse public and private entities for expenses incurred in training employees of industrial facilities that are located:
 - a. In the Allocation Area; and
 - b. On a parcel of real property that has been classified as industrial property under the rules of the Indiana Department of Local Government Finance; however, the total amount of money spent for this purpose in any year may not exceed the total amount of money in the allocation fund that is attributable to property taxes paid by the industrial facilities described in this section. The reimbursements under this subsection must be made within three (3) years after the date on which the investments that are the basis for the increment financing are made.
12. Pay the costs of carrying out an eligible efficiency project (as defined in IC 36-9-41-1.5) within the City. However, property tax proceeds may be used under this subsection to pay the costs of carrying out an eligible efficiency project only if those property tax proceeds exceed the amount necessary to do the following:
 - a. Make, when due, any payments required under subsections (1) through (11) above, including any payments of principal and interest on bonds and other obligations payable under this section, any payments of premiums under this section on the redemption before maturity of bonds, and any payments on leases payable under this section.
 - b. Make any reimbursements required under this section.
 - c. Pay any expenses required under this section.
 - d. Establish, augment, or restore any debt service reserve under this section.
13. Expend money and provide financial assistance as authorized in IC 36-7-14-12.2(a)(27).

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

13. Pursuant to IC 36-7-25-3(a), projects, improvements, or purposes that may be financed by the Commission in redevelopment project areas or economic development areas may be financed if the projects, improvements, or purposes are not located in those areas or the redevelopment district as long as the projects, improvements, or purposes directly serve or benefit those areas.
14. Pursuant to IC 36-7-14-39(b), the allocation provision in this Resolution shall expire on the later of:
 - A. Twenty-five (25) years after the date on which the first obligation is incurred to pay principal and interest on bonds, or lease rentals on leases, payable from tax increment revenues; or
 - B. Twenty-five (25) years after the date of adoption of a resolution confirming or amending and confirming this Resolution.
15. Pursuant to IC 36-7-14-39(g), a special zone fund shall be established and the Commission shall enter into a written agreement with the Fort Wayne Urban Enterprise Association, Inc., concerning the use of funds allocated to the special zone fund.
16. Following adoption of this Resolution, the Executive Director shall deliver a copy of this Resolution and Redevelopment Plan to the City's Plan Commission for its review and determination as to whether the Resolution and Redevelopment Plan conform to the plan of development for the City, and shall request that the Plan Commission issue its written order approving the Resolution and Redevelopment Plan.
17. Following receipt of the Plan Commission's written approving order, the Executive Director shall deliver the approving order together with this Resolution and Redevelopment Plan to the City's Common Council, and shall request that the Council issue its written order approving the Resolution and Redevelopment Plan.
18. Following receipt of the Common Council's written approving order, the Executive Director shall publish notice of the adoption and substance of this Resolution together with notice of a public hearing to be held by the Commission in accordance with IC 5-3-1, IC 36-7-14-17(a) and IC 36-7-14-17(b), and shall mail the notices required by IC 36-7-14-17(c). In the event this resolution amends an existing redevelopment area, the Executive Director shall mail the notices required by IC 36-7-14-17.5(a) and IC 36-7-14-17.5(b) as required.
19. Adopted and effective this 13th day of August, 2018.

FORT WAYNE REDEVELOPMENT COMMISSION


Christopher Guerin, President


Mark D. Becker, Secretary

Exhibit B

RESOLUTION AND APPROVING ORDER CITY OF FORT WAYNE PLAN COMMISSION

APPROVING REDEVELOPMENT COMMISSION DECLARATORY RESOLUTION 2018-36 AND ESTABLISHMENT OF THE BROADWAY-TAYLOR ECONOMIC DEVELOPMENT AREA

WHEREAS, on August 13, 2018, the Fort Wayne Redevelopment Commission ("Redevelopment Commission") adopted Declaratory Resolution 2018-36, for the purpose of establishing the Broadway-Taylor Economic Development Area and tax allocation area; and

WHEREAS, pursuant to IC 36-7-14-16, the Redevelopment Commission submitted the Declaratory Resolution together with the redevelopment plan and related support documents to the Fort Wayne Plan Commission ("Plan Commission") for the Plan Commission's consideration; and

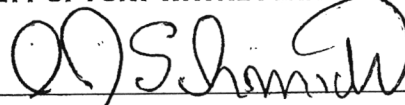
WHEREAS, after having been duly considered, the Plan Commission determined that the Declaratory Resolution, redevelopment plan and related support documents conform to the plan of development for the City of Fort Wayne;

NOW, THEREFORE, BE IT RESOLVED by the City of Fort Wayne Plan Commission that:

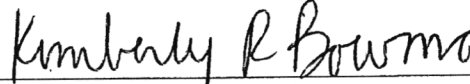
1. Redevelopment Commission Declaratory Resolution 2018-36, together with the redevelopment plan and related support documents attached thereto, conform to the plan of development for the City of Fort Wayne, and are hereby approved.
2. The Secretary of the Plan Commission is authorized to deliver to the Redevelopment Commission and to the City of Fort Wayne Common Council a copy of this fully executed Resolution, which shall constitute the approving order of the Plan Commission.

APPROVED AND ADOPTED by the Plan Commission at its Business Meeting on September 17, 2018.

CITY OF FORT WAYNE PLAN COMMISSION

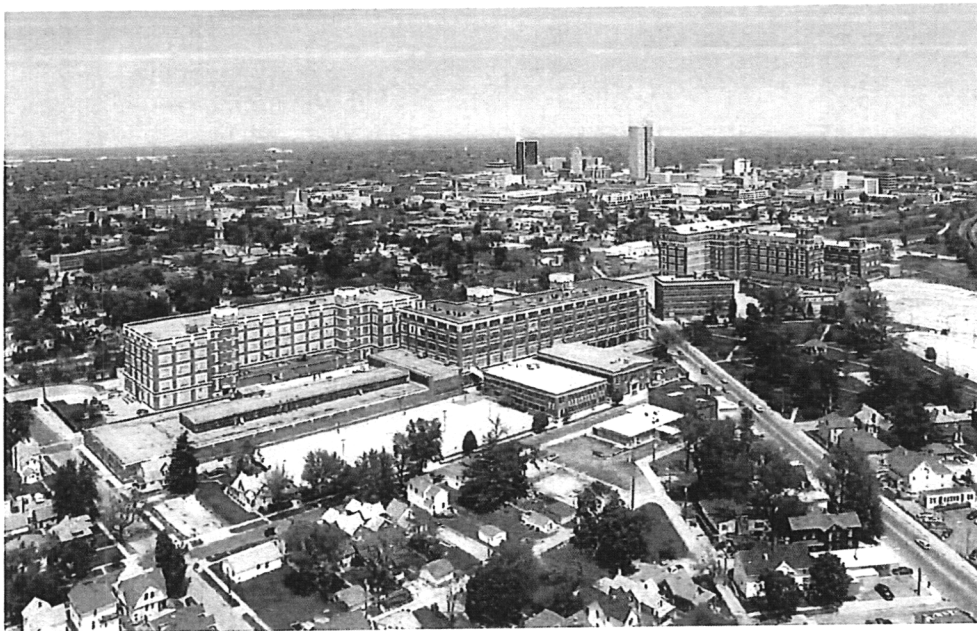


Don Schmidt, Vice President



Kimberly R. Bowman, Secretary

**REDEVELOPMENT PLAN
FOR THE
BROADWAY-TAYLOR
ECONOMIC DEVELOPMENT AREA**



**City of Fort Wayne Redevelopment Commission
August 13, 2018**



REDEVELOPMENT COMMISSION



I. OVERVIEW

General Electric ("GE"), located on the southern edge of downtown Fort Wayne, anchored the local economy for decades. At its height during World War II, the factory employed more than 20,000 workers. At one point it employed 40% of the local workforce. As manufacturing processes evolved in subsequent decades, however, the company gradually scaled back operations at this location until closing permanently in 2015. Today, the remaining 18 buildings on the 39-acre campus continue to cast a commanding presence, but rather than act as an economic engine, the monumental and sprawling structures exert a blighting influence over the neighborhood. The two Census tracts encompassing in the factory and surrounding area are classified as "severely distressed" by the US Office of Housing and Urban Development based on median household income. Investment in this area has lagged behind other nearby areas such as the West Central neighborhood to the north, and downtown Fort Wayne to the northeast.

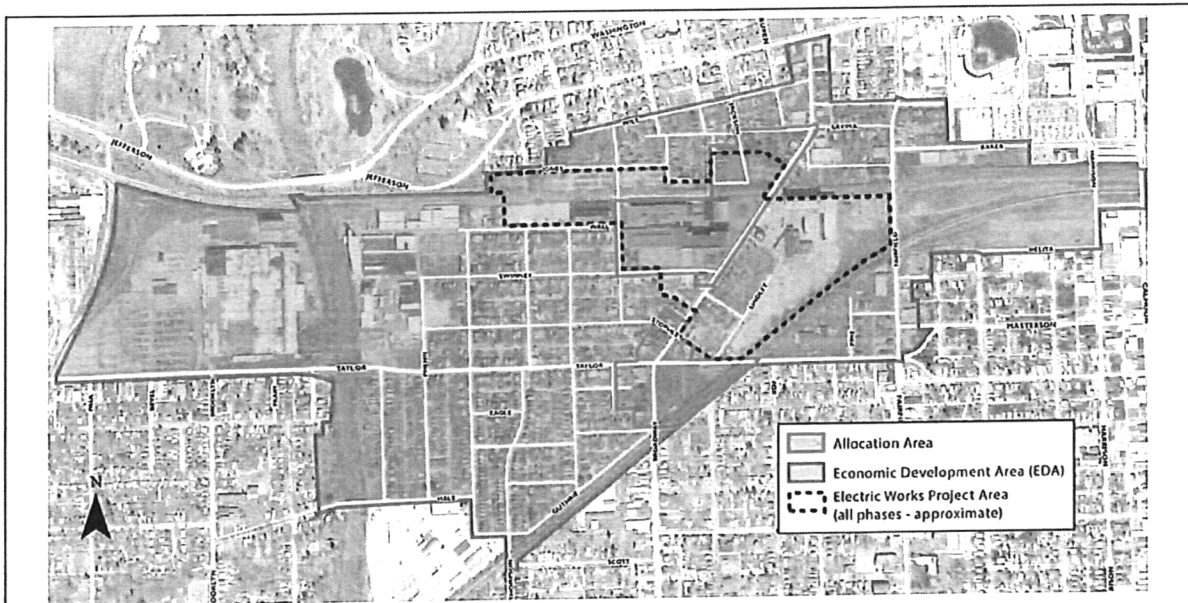
To facilitate redevelopment of the GE campus and catalyze revitalization in the surrounding neighborhoods, the Redevelopment Commission intends to establish an Economic Development Area ("EDA") encompassing the campus and the surrounding neighborhoods. This designation would occur in conjunction with a proposal to redevelop the campus as a mixed-use 'Innovation District'. The project, named Electric Works, calls for the phased rehabilitation of most of the existing buildings and the eventual construction of additional buildings throughout the campus for a total development capacity of up to 2.8 million square feet. It envisions space devoted to office, retail, residential, hospitality, innovation, entertainment, amenity, and educational uses. Phase I of the project primarily includes the redevelopment of the west campus, defined as the area west of Broadway. The scope of future phases is undetermined although development will likely correspond to the Electric Works Conceptual Plan and the approved Primary Development Plan, attached as [Exhibits 2A](#) and [2B](#), respectively. Phase I of the Electric Works project is expected to cost approximately \$221 million (not including property acquisition), of which \$65 million would come from local public sources. Off-site public infrastructure improvements necessary to support Phase I are expected to cost an additional \$7.3 million.

To finance a share of these improvements, a tax allocation area ("Allocation Area") would be created pursuant to Indiana law encompassing a portion of the GE campus and selected properties along the Broadway corridor. Incremental increases in property tax revenues resulting from the project would be captured in the Allocation Area and would be used to finance public improvements within the EDA.

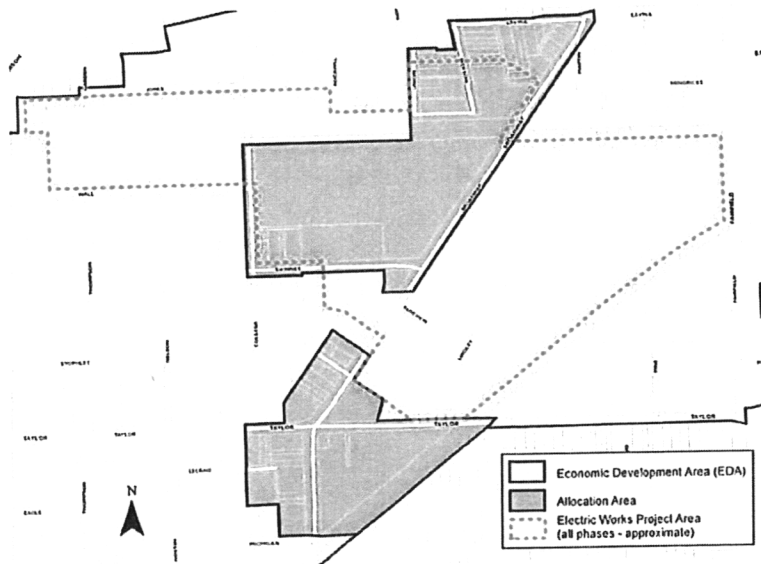
The project is expected to generate substantial economic benefits. An IMPLAN analysis estimated that, during construction, Phase I of the project would support a total of 1,057 direct jobs and 924 indirect and induced jobs. During operation, the project would support 1,565 direct (on-site) jobs and 1,265 indirect and induced jobs, generating a total local annual economic impact of \$387 million. In addition, over \$100 million in local tax revenue is projected to be generated over the first 20 years of operation.

II. BOUNDARY DESCRIPTION, ECONOMIC DEVELOPMENT AREA

The Broadway-Taylor EDA includes many of the neighborhoods surrounding the former GE campus and encompasses 363.9 acres. The Allocation Area, encompassing 34.7 acres, lies completely within the EDA, but only includes a portion of the former GE campus and other selected properties along the Broadway Corridor. Maps 1 and 2 (below) show the boundaries of the EDA and Allocation Area. A more detailed boundary description is contained in attached [Exhibit 2C](#).



Map 1: Aerial view of EDA, Allocation Area, and Electric Works Project Area



Map 2: Allocation Area and Electric Works Project Area

III. REAL PROPERTY WITHIN THE ALLOCATION AREA

Parcels of real estate within the boundaries of the Allocation Area are identified in [Exhibit 2D](#).

IV. REDEVELOPMENT PROJECT SUMMARY

The Electric Works project is largely centered on the rehabilitation of the former GE campus as an 'Innovation District'. According to the Brookings Institution, an Innovation District is a "geographic area where leading-edge anchor institutions and companies cluster and connect with start-ups, business incubators, and accelerators. They are physically compact, transit-accessible, and technically-wired and offer mixed-use housing, office, and retail."

The Electric Works project calls for the phased rehabilitation of existing buildings and the eventual construction of additional buildings throughout the campus for a total development capacity of up to 2.8 million square feet. Space would be devoted to office, retail, residential, hospitality, entertainment, and educational uses. A conceptual Master Plan for all phases of the project is attached as [Exhibit 2A](#) and the Primary Development Plan approved by the Plan Commission on May 21, 2018, is attached as [Exhibit 2B](#).

Phase I primarily includes the redevelopment of the west campus, defined as the area west of Broadway. Preliminarily, it is expected to include approximately 224,000 square feet of office space, 113,000 square feet of institutional/education space, 83,000 square feet for retail/restaurants and a food hall, 83,000 square feet of dedicated innovation space/facilities, 82,000 of residential space, and 31,000 square feet of amenity/recreation space, as well as outdoor public areas and site improvements at an estimated cost of approximately \$221,000,000. Funding for Phase I will come from a number of federal, state, local, and private sources. The City of Fort Wayne intends to contribute a portion of the \$65 million local share through the sale of lease revenue bonds and potentially through other sources such as Legacy and CEDIT. In addition, the City intends to construct off-site infrastructure improvements necessary to support Phase I at an estimated cost of \$7,325,000.

The timing and scope of future phases will be determined by a number of variables including local and national economic and demographic trends and the availability of funding. The second phase will likely involve the rehabilitation of the campus and buildings on the east side of Broadway as well as the construction of structured parking/multi-family housing on the north side of the CSX Railroad. Future phases will involve further infill development in and around the campus.

V. RELOCATION OF RESIDENTS AND BUSINESSES

The General Electric campus has been vacant since 2015. No relocation of residents or businesses is required for implementation of this Plan.

VI. ENVIRONMENTAL CONCERNS

The EDA contains at least two Brownfield sites: (1) the former General Electric campus, and (2) the former BAE site, located on the west side of the St. Marys River (Essex, located on the east side of the river, is an active industrial area and is therefore not considered a Brownfield). No plans are currently in place for the rehabilitation of the BAE site. However, it is likely that redevelopment efforts would require some degree of environmental remediation.

Industrial uses at the General Electric site endured for more than a century and predated many modern environmental regulations. As such, rehabilitation will require significant environmental cleanup. Remediation of the west campus is estimated at \$7,000,000, including more than \$200,000 for environmental studies.

The Development Agreement between the City and the developer requires the Developer to conduct thorough environmental testing on the project site and to disclose the findings to the City. The agreement further states that the Developer must remediate any areas of contamination pursuant to applicable federal, state, and local laws.

VII. COMPREHENSIVE PLAN, LAND USE, AND ZONING

Comprehensive Plan:

The establishment of the EDA and Allocation Area is consistent with the City of Fort Wayne Zoning Ordinance and Comprehensive Plan. Although many goals, objectives, and policies throughout the plan support this effort, the following objectives from the Comprehensive Plan are particularly relevant:

Chapter 1: Land Use

- LU 8: Use land resources efficiently by encouraging compact development alternatives in infill areas where utilities and other infrastructure currently exist.
- LU 10: Encourage sustainable growth by promoting quality, compatible infill development, revitalization, and redevelopment in the Fort Wayne urban area.

Chapter 2: Economic Development

- The Comprehensive Plan specifically addresses this geographic area, stating: *"This industrial corridor was generally anchored by GE on the west... (It) will continue to present significant rehabilitation challenges to the community in the years ahead, particularly to the immediately adjacent residential areas... Local and state government will be called upon continually to find vehicles for regulatory flexibility, financially feasible environmental cleanup, continued infrastructure reinvestment, and tax incentives to deal with this challenge."*

In addition, the following economic development objectives closely align with this project:

- ED2: Invest in strategic infrastructure and public services to support and guide future high-quality economic development.
- ED4: Encourage existing business retention and expansion, as well as the reuse and revitalization of existing industrial properties and areas.

VIII. EXISTING PUBLIC INFRASTRUCTURE

The former GE campus and the EDA are located in a fully developed portion of the city so public infrastructure and utilities are generally available. Although the existing infrastructure was built to support an intensively used industrial site, the age/condition of those systems as well as the non-industrial character of the proposed uses necessitates many upgrades.

Although exceptions exist, much of the EDA has experienced disinvestment over the years. Revitalization of the GE campus could bring activity and vibrancy to the area, but could also exacerbate infrastructure shortcomings. Therefore, it will be important to continuously monitor public infrastructure systems and address the potential off-site impacts of forthcoming development early in the planning process.

IX. FLOODPLAIN AND WETLANDS

The southern and western portions of the EDA are in the floodplain, including a portion of the Allocation Area located at the west side of the intersection of Taylor and Broadway. A floodplain map is available in Enclosure 2E, attached. At its closest point, the Electric Works campus is approximately 900 feet from the 500-year floodplain and approximately 1,250 feet from the 100-year floodplain. Proposed public improvements in flood-prone areas should not exacerbate the risk of flooding and must comply with local, state, and federal floodplain regulations.

X. POTENTIAL REDEVELOPMENT PROJECTS

Public Improvements within and serving the Broadway-Taylor EDA generally fall into three categories:

- (1) *Phase I public improvements on the Electric Works campus:* These projects will be financed in part through \$65 million in local funding. The location of these improvements is generally as depicted on the Primary Development Plan attached as Enclosure 2B.
- (2) *Off-site public improvements necessary for the completion of Phase I:* The estimated cost of these high-priority improvements is approximately \$7,325,000.
- (3) *Other on-site and off-site public improvements:* Due to the variable time frame and scope of future phases of Electric Works, and because impacts of the project on existing infrastructure systems cannot be always be anticipated, cost and timing are not included for projects in this category. It is intended that the Redevelopment Commission regard this category as a guide to the *types* of projects that could be undertaken in the EDA rather than an explicit list.

To fully implement this plan, many projects could require the use of one or more of the redevelopment activities described in IC 36-7-14. This includes, but is not limited to, strategic property acquisition, demolition, remediation, and site assembly. In addition, many projects will require professional design engineering and consulting services.

Generally, right-of-way improvements should be designed using Complete Streets principles to the greatest extent possible. The project is located in a portion of the city that developed prior to the widespread adoption of automobiles, so walkability, multimodal accessibility, and connectivity are vital to its success, as

REDEVELOPMENT COMMISSION

are traffic management and wayfinding. Many of the arterials serving this project also serve as gateways into downtown, and as such, they should incorporate high-quality designs and materials. Quality of Place improvements, including public art and aesthetic enhancements, should be strategically integrated into public improvements whenever possible. Per City Ordinance, brick streets and alleys must be reconstructed using like materials.

The public cost of improvements is contained in the table. All dollar figures are shown using 2018 dollars.

Table 1: Summary of Potential Redevelopment Project Costs:

1. Phase I Public Improvements on the Electric Works Campus	\$65,000,000
2. Off-Site Public Improvements Necessary for the Completion of Phase I (total)	\$7,325,000
Connectivity (subtotal)	\$417,000
Union St Pedestrian Tunnel	\$225,000
College/Washington bike lane to Rivergreenway	\$192,000
Utilities (subtotal)	\$2,438,000
Sewer*	\$1,204,000
Water	\$1,234,000
Roads/sidewalks (subtotal)	\$3,970,000
Broadway (including streetscape)	\$1,357,000
Broadway/Lavina intersection improvements	\$600,000
College St (Jones to Swinney)	\$358,600
Jones St (Garden to Rockhill)	\$633,600
Swinney Ave (Nelson to Broadway)	\$497,000
Wall St (Thompson to College)	\$524,000
Railroad Overpasses (subtotal)	\$500,000
CSX Railroad at Broadway	\$250,000
CSX Railroad at College St	\$250,000
3. Other On-Site and Off-Site Public Improvements	N/A
*Option 1 displayed. Option 2 estimated at \$1,557,000	

Descriptions of Potential Redevelopment Projects:

Category 1: Phase I public improvements on the Electric Works campus:

- a. Portion of Building #27 rehabilitated as a food hall/market;
- b. Former GE Club in building #23 rehabilitated as a community space;
- c. Creation of pedestrian street called Dynamo Alley, running east/west from College St to Broadway, generally along the original platting of Wall St;
- d. Pedestrian/bike circulation throughout the site;

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- e. Interior circulation path on south side of CSX railroad;
- f. Connector path / streetscape improvements along Broadway;
- g. Surface parking lot improvements;
- h. Demolition of non-historic structures;
- i. Infrastructure for indoor/outdoor farmers market;
- j. Installation/Replacement of non-public storm sewers, potable water, sanitary sewer, and other infrastructure systems;
- k. Environmental remediation;
- l. Creation / rehabilitation of other public spaces, plazas, etc.

No property acquisition required.

Estimated Cost: \$65,000,000

Category 2: Off-site public improvements necessary for the completion of Phase I:

a. **Connectivity:**

- i. Rehabilitation of Union St pedestrian tunnel underneath the CSX Railroad to building #22 and improvements to Union St / Leykauf St intersection.
Cost: \$225,000
- ii. Bike lane (or equivalent) on Broadway between Lavina and Taylor St. Cost integrated into estimate for Broadway reconstruction (see item d2 in this section);
- iii. Bike lane (or equivalent) connecting Electric Works to the Rivergreenway through the West Central neighborhood. Preliminary route design contemplates bike infrastructure along College St to Washington Blvd, then along Washington Blvd to the St Marys Trail. Cost: \$192,000 (1,100' @ \$175psf)

Property Acquisition: Not anticipated.

Estimated Cost: \$417,000

b. **Storm Sewer:**

- i. Phase I Storm Sewer improvements will separate stormwater and sanitary sewers in an area where sewer lines are currently combined. New storm sewer lines will be constructed under portions of Broadway adjacent to the west campus (approx. 425 lineal feet), on Swinney Ave from Broadway to College St (approx. 760 lineal feet), and north along College St, from Swinney Ave to either:
 - 1. Alternative 1: Wall St, then westward to Nelson St (approx. 800 lineal ft),
or
 - 2. Alternative 2: Underneath the railroad to Jones St, then westward to Nelson St. (approx. 1,200 lineal feet).
- ii. In a future phase, a new storm sewer line will extend from Nelson St to the St. Marys River (approx. 1,500 lineal feet). **Private** storm sewer lines will serve the campus and will connect to the new **public** line running underneath College St. Neither the segment to be built in a future phase nor the private segment is included in the cost estimate.

No property acquisition required.

Estimated Cost:

REDEVELOPMENT COMMISSION

Alternative 1: \$1,204,000;

Alternative 2: \$1,557,000

(Note: costs for replacing disturbed brick/asphalt streets included in the section describing necessary street repairs)

c. Water:

- i. Beginning at Van Buren St and Jefferson Blvd, a large main will be constructed along Van Buren St, to Lavina St, along Lavina St to Broadway, and along Broadway to Swinney Ave, (approx. 2,300 lineal feet);
- ii. Smaller mains will be installed along:
 1. Swinney Ave, from Broadway to College St,
 2. College St, from Swinney Ave to Jones St, /
 3. Wall St, from Thompson St to College St,
 4. Jones St, from Nelson St to Rockhill St.

No property acquisition required.

Estimated Cost: \$1,234,000

d. Streets and Sidewalks:

i. Broadway and Lavina St Intersection Improvements: \$600,000

1. Excess vehicular right-of-way on northbound lane of Broadway would be converted to curb and sidewalk. Project also contemplates streetscape enhancements.

ii. Broadway (Lavina St to Parkview Ave): \$1,357,000

1. Asphalt street: 1,468' / \$261,000
2. Curb/gutter: 2,970' / \$178,200
3. Sidewalk: 2,970' / \$168,300
4. Landscaping (includes trees, benches, planting urns, and lighting): \$750,000
5. Note: As the primary street in the EDA, and the link between the district and downtown, an enhanced streetscape plan is warranted. Reconstruction of Broadway should incorporate Complete Streets principles (multi-modal transportation, limited curb cuts, aesthetic enhancements, pedestrian-scale lighting, etc.). In addition, the following specific improvements have been identified:
 - a. Create buffer between the sidewalk and curb where possible, especially adjacent to McCullough Park;
 - b. Create better-designed on-street parking (bump-outs, etc.);
 - c. Intersection enhancement/mid-block crossing (ex. pavers) adjacent to intersection with Dynamo Alley;

iii. College St (Jones St to Swinney Ave): \$358,600

1. Brick street: 770' / \$227,900
2. Curb/gutter: 3,600' / \$84,000
3. Sidewalk: 3,526' / \$46,700
4. Note: New water, storm sewer, and gas lines underneath College are high-priority projects.

iv. Jones St (Garden St to Rockhill St): \$633,600

1. Brick/asphalt street: 1,230' / \$429,200

REDEVELOPMENT COMMISSION

2. Curb/gutter: 2,190' / \$131,400
3. Sidewalk: 2,190' / \$73,000
4. Note: New water and gas lines underneath Jones are high-priority projects. Storm sewer line is Alternative 2 for a high-priority project.

v. **Swinney Ave** (Nelson St to Broadway): \$496,500

1. Brick street: 770' / \$359,000
2. Curb/gutter: 1,470' / \$88,200
3. Sidewalk: 1,470' / \$49,000
4. Note: (1) New water, storm sewer, and gas lines underneath Swinney are high-priority projects. (2) Reconstruction of Swinney should not preclude or unduly complicate the conversion of Swinney into a pedestrian street between Broadway and College St.

vi. **Wall St** (Thompson St to College St): \$524,000

1. Brick street: 825' / \$385,000
2. Curb/gutter: 1,490' / \$89,400
3. Sidewalk: 1,490' / \$49,700
4. Note: New water line under Wall is a high-priority project.

No property acquisition required.

Total Estimated Cost for Streets and Sidewalks: \$3,970,000

(e) **Railroad Overpasses**: Phase I Improvements to the CSX Railroad overpasses at College St and Broadway focus on safety, restoration, and accessibility. Improvements are estimated to cost \$250,000 per overpass and include the following:

- i. Spot repair of any failing concrete on the retaining walls for the bridge itself and adjacent walks
- ii. Blast, prime, and repaint the "ceiling area", comprised primarily of steel
- iii. Run electrical service and install LED lighting to current City standards
- iv. Install new handrails to meet current ADA standards are met
- v. Paint and seal concrete associated with the bridge, including the retaining walls adjacent to the street and sidewalk that extend past the overpasses

No property acquisition required

Total Estimated Cost for Railroad Overpasses: \$500,000

Category 3: Other On-Site and Off-Site Public Improvements

- a. **New street** extending parallel to the north side of the CSX Railroad from Jefferson Blvd to Union St, including deceleration lane along Jefferson Blvd and pedestrian connections to Swinney Park.
- b. **Bike lane** along Taylor St. from the Rivergreenway connection at Electric Ave to Fairfield Ave
- c. **Right-of-way improvements** as needed to accommodate increased activity, including enhanced right-of-way improvements along Broadway to emphasize its importance as a gateway. In order to accommodate a planned parking garage and multi-family structure adjacent to Broadway on the north side of the CSX railway, improvements to Lavina St, and sections of Jackson St, Union St, Rockhill St, and Leykauf St south of Lavina St are likely

REDEVELOPMENT COMMISSION

- d. Roundabout at Taylor and Broadway. Land acquisition would likely be required
- e. Utility improvements necessary for future phases of Electric Works
- f. Urban Trail providing enhanced non-motorized transportation access from downtown
- g. Indoor and outdoor public spaces incorporated into future phases of Electric Works such as community facilities, event spaces, or plazas
- h. Above-grade and/or below-grade parking structures (or surface parking as a placeholder for future development), as well as right-of-way improvements necessary to access parking areas.
- i. Interior circulation pathways on the east campus for both motorized and non-motorized transportation, including the planned pathway adjacent to CSX Railroad
- j. Screening, buffering, and mitigation, potentially including visual screening and noise mitigation between Electric Works / area residences and the CSX Railroad, and vegetative screening of above-ground infrastructure such as power lines, parking areas, and other utility equipment
- k. Conversion of Swinney Ave to a pedestrian street between College St and Broadway and corresponding infrastructure improvements (for example, a new vehicular street may be necessary to provide access between parking areas and Broadway)
- l. McCullough Park and Moody Park improvements, guided by the Parks and Recreation Master Plan and an assessment of community needs
- m. Railroad Overpasses:
 - i. High-priority improvements for safety, aesthetics, and accessibility are included in Category 2. Other short-term improvements include artistic enhancements to the CSX overpasses at Broadway and College St
 - ii. Lowering Fairfield Ave under the south overpass (Norfolk Southern railroad) to accommodate delivery trucks
 - iii. Maintenance and structural restoration of all 5 Railroad Overpasses will eventually be necessary. In the long term, depending on many factors, public projects could include improvements necessary to support passenger rail, or possibly even converting the rails to trails
- n. Environmental Remediation may be required to redevelop other contaminated sites throughout the EDA, in particular those properties included in the Electric Works Conceptual Plan
- o. Environmental Sustainability and Conservation projects including, but not limited to, stormwater management systems, green roofs, sustainable energy systems, riverbank stabilization, and other projects designed to decrease the project's ecological footprint
- p. Strategic Redevelopment Opportunities such as transit-oriented development supporting passenger rail / Citilink, and the redevelopment of the "Rudy's Block"
- q. Other Redevelopment Opportunities: Revitalization of the GE campus will likely lead to redevelopment opportunities throughout the EDA. Many of these opportunities could

REDEVELOPMENT COMMISSION

increase the intensity of existing land uses, which could require upgrades to existing public infrastructure

XI. PROPERTY TO BE ACQUIRED

The Electric Works project comprises several parcels that are owned by a private developer. No property acquisition by the Commission is necessary for the development of the project itself. At this time no property acquisition is needed to implement Phase I off-site improvements.

Several of the projects outlined in Section X, Category 3 of this report could potentially require property acquisition. For example, depending on design, property acquisition may be required to increase right-of-way width to allow sidewalks, bike lanes, travel lanes, and other right-of-way improvements. Lavina St has been identified as a road that may need to be widened to accommodate traffic generated by future phases of Electric Works. This project would likely require right-of-way acquisition.

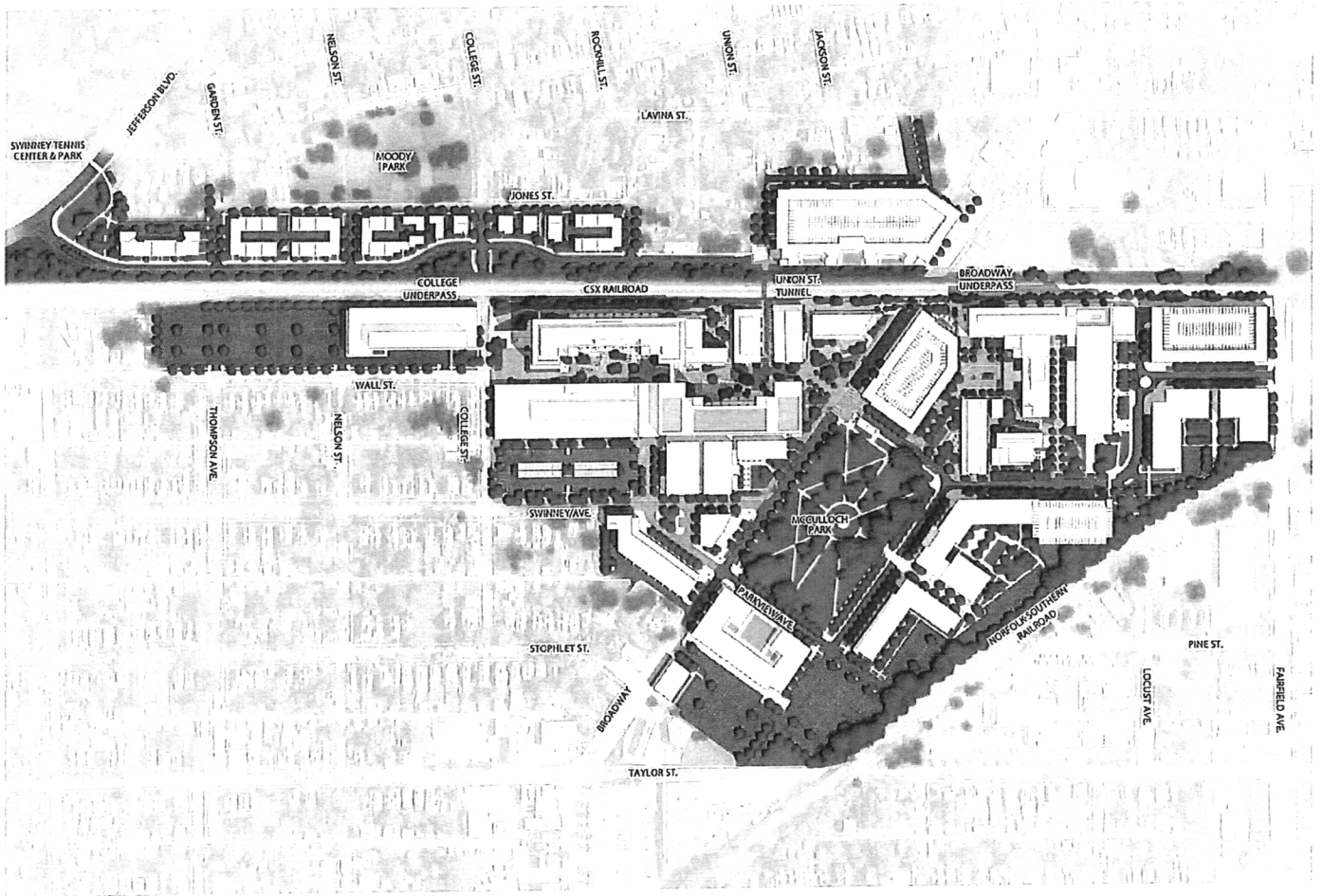
The catalytic impact of Electric Works could create opportunities for additional public-private partnerships within the EDA, which could require property acquisition. As such, strategic opportunities which may include property acquisition should be considered, provided those opportunities are consistent with this plan.

XII. FUNDING PRIORITIES

The Commission will, at its sole discretion, determine project funding priorities based on Allocation Area revenue, other resources, and specific project requirements, among other considerations.

Exhibit 2A:

Electric Works Conceptual Plan



ELECTRIC WORKS
BROADWAY | DISTRICT



Exhibit 2B:

Electric Works Primary Development Plan

(as approved by the Plan Commission May 21, 2018)

WEST BUILDING INFORMATION					
101	102	103	104	105	106
107	108	109	110	111	112
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995	996	997	998	999	1000

FLOOD SURVIVAL RATE MAP (FSRM)	
1	100% FLOOD SURVIVAL
2	90% FLOOD SURVIVAL
3	80% FLOOD SURVIVAL
4	70% FLOOD SURVIVAL
5	60% FLOOD SURVIVAL
6	50% FLOOD SURVIVAL
7	40% FLOOD SURVIVAL
8	30% FLOOD SURVIVAL
9	20% FLOOD SURVIVAL
10	10% FLOOD SURVIVAL
11	0% FLOOD SURVIVAL

LOT INFORMATION	
1	100% FLOOD SURVIVAL
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3	80% FLOOD SURVIVAL
4	70% FLOOD SURVIVAL
5	60% FLOOD SURVIVAL
6	50% FLOOD SURVIVAL
7	40% FLOOD SURVIVAL
8	30% FLOOD SURVIVAL
9	20% FLOOD SURVIVAL
10	10% FLOOD SURVIVAL
11	0% FLOOD SURVIVAL

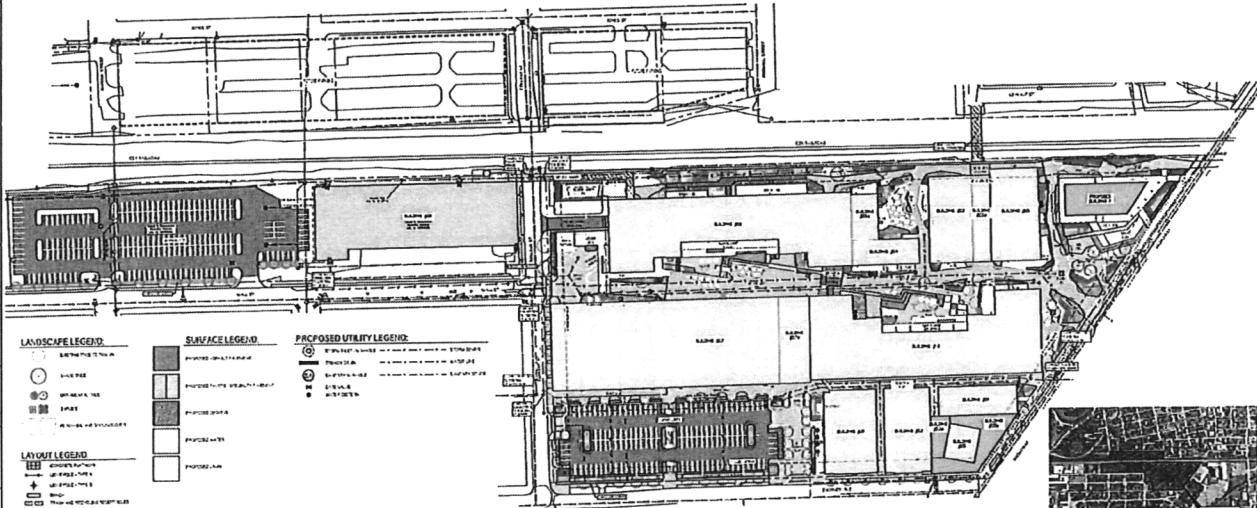
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2	90% FLOOD SURVIVAL
3	80% FLOOD SURVIVAL
4	70% FLOOD SURVIVAL
5	60% FLOOD SURVIVAL
6	50% FLOOD SURVIVAL
7	40% FLOOD SURVIVAL
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9	20% FLOOD SURVIVAL
10	10% FLOOD SURVIVAL
11	0% FLOOD SURVIVAL

ELEVATION	
1	100% FLOOD SURVIVAL
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3	80% FLOOD SURVIVAL
4	70% FLOOD SURVIVAL
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6	50% FLOOD SURVIVAL
7	40% FLOOD SURVIVAL
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10	10% FLOOD SURVIVAL
11	0% FLOOD SURVIVAL

ELECTRICAL	
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9	20% FLOOD SURVIVAL
10	10% FLOOD SURVIVAL
11	0% FLOOD SURVIVAL

PUMPINGS	
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2	90% FLOOD SURVIVAL
3	80% FLOOD SURVIVAL
4	70% FLOOD SURVIVAL
5	60% FLOOD SURVIVAL
6	50% FLOOD SURVIVAL
7	40% FLOOD SURVIVAL
8	30% FLOOD SURVIVAL
9	20% FLOOD SURVIVAL
10	10% FLOOD SURVIVAL
11	0% FLOOD SURVIVAL

SITE DEVELOPMENT AND LANDSCAPING	
1	100% FLOOD SURVIVAL
2	90% FLOOD SURVIVAL
3	80% FLOOD SURVIVAL
4	70% FLOOD SURVIVAL
5	60% FLOOD SURVIVAL
6	50% FLOOD SURVIVAL
7	40% FLOOD SURVIVAL
8	30% FLOOD SURVIVAL
9	20% FLOOD SURVIVAL
10	10% FLOOD SURVIVAL
11	0% FLOOD SURVIVAL



LANDSCAPE LEGEND	
1	100% FLOOD SURVIVAL
2	90% FLOOD SURVIVAL
3	80% FLOOD SURVIVAL
4	70% FLOOD SURVIVAL
5	60% FLOOD SURVIVAL
6	50% FLOOD SURVIVAL
7	40% FLOOD SURVIVAL
8	30% FLOOD SURVIVAL
9	20% FLOOD SURVIVAL
10	10% FLOOD SURVIVAL
11	0% FLOOD SURVIVAL

SURFACE LEGEND	
1	100% FLOOD SURVIVAL
2	90% FLOOD SURVIVAL
3	80% FLOOD SURVIVAL
4	70% FLOOD SURVIVAL
5	60% FLOOD SURVIVAL
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PROPOSED UTILITY LEGEND	
1	100% FLOOD SURVIVAL
2	90% FLOOD SURVIVAL
3	80% FLOOD SURVIVAL
4	70% FLOOD SURVIVAL
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LAYOUT LEGEND	
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ELECTRIC WORKS - WEST CAMPUS

LOCATION MAP



ELEVATUS
SURVEYING



ENGINEERING
RESOURCES, P.C.



PROFESSIONAL ENGINEER
STATE OF TEXAS
No. 12345
EXPIRES 12/31/2021

ELECTRIC WORKS
PRIMARY DEVELOPMENT PLAN
WEST CAMPUS
FOOTWAY, IN 4802

SCALE: 1" = 40'

DATE: 12/15/2021

SITE - ALL BUILDINGS

PD2

OWNER

REGINA VALLEY COUNTY APARTS LLC
 1000 WEST 10TH AVENUE
 SUITE 200
 DENVER, CO 80202
 P: 303.733.1111
 E: info@reginavalley.com

ARCHITECT

STANTEC
 1000 WEST 10TH AVENUE
 SUITE 200
 DENVER, CO 80202
 P: 303.733.1111
 E: info@stantec.com

ENGINEER

ELECTRIC WORKS
 1000 WEST 10TH AVENUE
 SUITE 200
 DENVER, CO 80202
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LANDSCAPE ARCHITECT

STANTEC
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PLUMBING

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ELECTRICAL

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MECHANICAL

STANTEC
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CONSTRUCTION

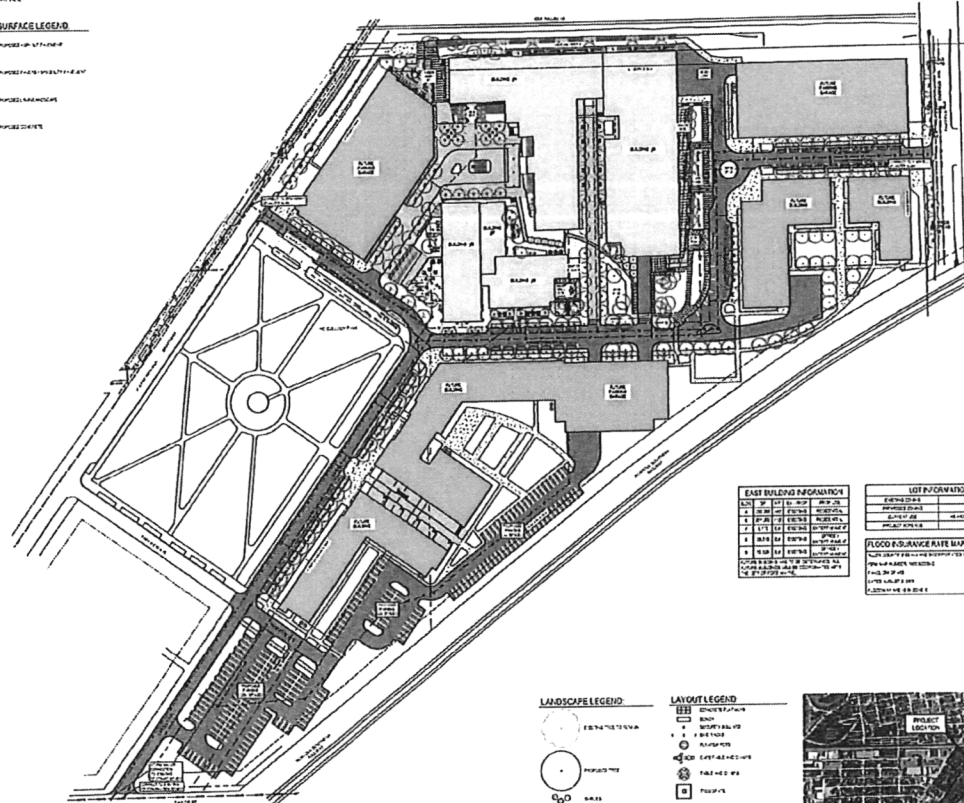
STANTEC
 1000 WEST 10TH AVENUE
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PROPOSED UTILITY LEGEND

PROPOSED WATER
 PROPOSED SEWER
 PROPOSED GAS

SURFACE LEGEND

PROPOSED ASPHALT
 PROPOSED CONCRETE
 PROPOSED GRAVEL
 PROPOSED PAVEMENT



EAST BUILDING INFORMATION

LOT	AREA	TYPE	USE
1	10,000	RESIDENTIAL	APARTMENTS
2	10,000	RESIDENTIAL	APARTMENTS
3	10,000	RESIDENTIAL	APARTMENTS
4	10,000	RESIDENTIAL	APARTMENTS
5	10,000	RESIDENTIAL	APARTMENTS
6	10,000	RESIDENTIAL	APARTMENTS
7	10,000	RESIDENTIAL	APARTMENTS
8	10,000	RESIDENTIAL	APARTMENTS
9	10,000	RESIDENTIAL	APARTMENTS
10	10,000	RESIDENTIAL	APARTMENTS

LOT INFORMATION

LOT	AREA	TYPE	USE
1	10,000	RESIDENTIAL	APARTMENTS
2	10,000	RESIDENTIAL	APARTMENTS
3	10,000	RESIDENTIAL	APARTMENTS
4	10,000	RESIDENTIAL	APARTMENTS
5	10,000	RESIDENTIAL	APARTMENTS
6	10,000	RESIDENTIAL	APARTMENTS
7	10,000	RESIDENTIAL	APARTMENTS
8	10,000	RESIDENTIAL	APARTMENTS
9	10,000	RESIDENTIAL	APARTMENTS
10	10,000	RESIDENTIAL	APARTMENTS

FLOOD PLUNGE RATE MAP (FPR)

NO FLOOD PLUNGE RATE MAP (FPR) IS SHOWN ON THIS SITE.

LANDSCAPE LEGEND

PROPOSED TREES
 PROPOSED SHRUBS
 PROPOSED GRASS

LAYOUT LEGEND

CONCRETE
 ASPHALT
 GRAVEL
 PAVEMENT
 DRIVEWAY
 SIDEWALK



ELECTRIC WORKS - EAST CAMPUS
 SCALE: 1/8" = 1'-0"

LOCATION MAP
 SCALE: 1/8" = 1'-0"

ELEVATUS
 ENGINEERING

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 1000 WEST 10TH AVENUE
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 E: info@electricworks.com

PRIMARY DEVELOPMENT PLAN
 EAST CAMPUS
 FORT WARRNER BLVD

SITE - ALL BUILDINGS
 Primary Development Plan

PD1

Exhibit 2C:

**Boundary description of Economic Development Area
and tax allocation area**

Boundary Description of EDA and Allocation Area

Part I: Boundary Description of EDA:

Beginning at the southeast corner of the intersection of Taylor Street and the Norfolk Southern ("NS") railroad right-of-way, approximately 275 feet west of the intersection of Taylor Street and Paul Street, continuing eastward along the southern extent of the Taylor Street right-of-way to the west bank of the Saint Marys river, thence continuing southward along the east property line of those properties adjacent to the river until crossing Brown Street, thence continuing westward and then southward to encompass the northern and western boundaries of the Brown Street Pumping Station, thence continuing westward and then southward along the City-owned parcel adjacent to the river, thence continuing southward to the southern extent of the Hale Street right-of-way, thence continuing eastward along the southern extent of the Hale Street right-of-way to Riedmiller Avenue, thence continuing southward along the western extent of the Riedmiller Avenue right-of-way to Guthrie Street, thence continuing eastward along the southern extent of the Guthrie Street right-of-way to the southwest corner of the intersection of Guthrie Street and Thompson Avenue, thence continuing southward along the western extent of the Thompson Avenue right-of-way to the southwest corner of the intersection of Thompson Avenue and Scott Avenue, thence continuing eastward across Thompson Avenue and northward across Scott Avenue, to the southeast corner of the intersection of Thompson Avenue and the NS railroad right-of-way, thence continuing northeastward along the southern extent of the NS Railroad right-of-way to the southeastern corner of the intersection of Taylor Street and the NS Railroad right-of-way, thence continuing eastward along the southern extent of the Taylor Street right-of-way to the southeast corner of the intersection of Taylor Street and Fairfield Avenue, thence continuing northward across the intersection to the northern extent of the Taylor Street right-of-way, thence continuing generally northeastward along the southern extent of the Taylor Street right-of-way to the southwest corner of the intersection of Taylor Street and Masterson Avenue, thence continuing westward along the southern extent of the Masterson Avenue right-of-way to a point directly across Masterson Avenue from the rear lot line of the parcel located on the northeast corner of Masterson Avenue and Fairfield Avenue, thence continuing north, generally, in a manner that follows the rear property lines of those properties with frontage along Fairfield Avenue, to the southern extent of the Bass Street right-of-way, thence continuing eastward to a point directly across Bass Street from the rear lot line of the parcel located on the northeast corner of Bass Street and Fairfield Avenue, thence continuing northward to the northeast corner of said property, thence continuing eastward to the intersection of Hoagland Avenue and Melita Street, thence continuing along the southern extent of the Melita Street right-of-way, to the western extent of the Harrison Street right-of-way, thence continuing northward along the western extent of the Harrison Street right-of-way to the southeast corner of the intersection of Harrison Street and Grand Street, thence continuing eastward along the southern extent of the Grand Street right-of-way to the southeast corner of the intersection of Grand Street and Calhoun Street, thence continuing northward along the eastern extent of the Calhoun Street right-of-way across both the NS and CSX railroad rights-of-way, to the northern boundary of the CSX Railroad right-of-way, thence continuing westward along the northern boundary of the XX Railroad right-of-way to the southwest corner of the parcel containing the Baker Street Station and surface parking lot, thence continuing northward along the eastern lot line of said parcel, thence continuing, generally, northward to the northeast corner of the intersection of Baker Street and Webster Street, thence continuing westward along the northern extent of the Baker Street right-of-way to the northwest corner of the intersection of Baker Street and Ewing Street, thence continuing northward along the western extent of the Ewing Street right-of-way to the northwest corner of Brackenridge Street and Ewing Street, thence continuing westward along the northern extent of the Brackenridge Street right-of-way, to the southeast corner of the parcel located at the corner of Broadway Avenue and Brackenridge Street, thence continuing northward, to the southern extent of the Jefferson Boulevard right-of-way, thence continuing westward along the southern extent of the Jefferson Boulevard right-of-way to the strip of public right-of-way located approximately mid-block between Broadway Avenue and Van Buren Street, thence continuing southward along said strip of public right-of-way to the northern extent of the Wilt Street right-of-way, thence continuing westward along the northern extent

of the Wilt Street right-of-way to the northeast corner of the intersection of Wilt Street and Nelson Street, thence continuing southward along the eastern extent of the Nelson Street right-of-way to the termination of Nelson Street at the parcel containing Moody Park, thence continuing westward along the northern boundary of Moody Park to and continuing across the public alley on the western boundary of the parcel containing Moody Park, to the rear lot line of that parcel with frontage on Garden Street, thence continuing southward along the western extent of said public alley to the northwest corner of the intersection of said alley and Jones Street, thence continuing westward along the northern extent of the Jones Street right-of-way to the northwest corner of the intersection of Jones Street and Garden Street, thence continuing southward along the western extent of the Garden Street right-of-way to the southeast corner of the parcel located at the corner of Garden Street and Swinney Park Place, thence continuing westward along the public alley for approximately 283 feet, to the eastern boundary of a portion of Swinney Park located on the south side of Jefferson Boulevard, thence continuing southward along the eastern boundary of said parcel, to the point of intersection between said parcel and the CSX Railroad right-of-way, thence continuing westward along the northern extent of the CSX Railroad right-of-way to a point directly north of the northeast corner of the parcel commonly referred to as 2000 Taylor Street (legally described as LOT 6 GENERAL ELECTRIC CO, REPLAT ADD EX SE COR FOR ST), thence continuing southward across the CSX Railroad right-of-way to the northeast corner of 2000 Taylor Street, thence continuing westward, generally, along the northern lot line of said parcel to the point of intersection between the northern lot line of said parcel and the NS Railroad right-of-way, thence continuing southward, generally, along the eastern extent of the NS Railroad right-of-way, across Taylor Street, to the point of origin.

Part II: Boundary Description of Allocation Area:

North Section: Commencing at the northeast corner of the intersection of Broadway and Lavina Street, continuing southward to the southeast corner of said intersection, thence continuing southwest, generally, along the Broadway right-of-way, for approximately 1,473 feet, to the point directly east of the southern boundary of the parcel commonly referred to as 1800 Broadway (legally described as Lot 45 & Lot 45 Ex Fri W 27.5' Edsalls Addition), then westward across Broadway and along the southern boundary of said parcel to the southwest corner of said parcel, thence northward, generally, along the west boundary of said parcel to the northwest corner of said parcel, thence westward along the southern extent of the Swinney Avenue right-of-way to the southwest corner of the intersection of College Street and Swinney Avenue, thence northward along the western extent of the College Street right-of-way to the point of intersection of the College Street right-of-way and the CSX Railroad right-of-way, thence eastward along the southern boundary of the CSX Railroad right-of-way for approximately 775 feet, to the point directly south of the western extent of the Union Street right-of-way at the point where said right-of-way intersects the CSX Railroad right-of-way, thence northward across the CSX Railroad right-of-way and along the western extent of the Union Street right-of-way to the point directly west of the southern boundary of the property commonly referred to as 1305 Union Street (legally described as N 22FT OF W 85 LOT 2 AYRES ADD), thence eastward across the Union Street right-of-way and along the southern boundary of said parcel to the southeast boundary of said parcel, thence southward approximately 9 feet to the southwest boundary of the property commonly referred to as 1302 Jackson Street (legally described as AYRES ADD E 1/2 LOT 1), thence eastward along the southern boundary of said parcel to the southeastern boundary of said parcel, thence northward, generally, along the western extent of the Jackson Street right-of-way to the northwest corner of the intersection of Jackson Street and Lavina Street, thence eastward across Jackson Street and along the northern extent of the Lavina Street right-of-way to the point of origin.

South Section: Commencing at the southwest corner of the property commonly referred to as 720 Taylor Street (legally described as LOT 12 THRU 15 & 28 THRU 39 & VAC ALLEYS STURGIS 2ND ADDN & SPC 156 FT N OF SPEREISEA ADDN & S OF), thence southwest, generally, along the southern extent of the Norfolk Southern (NS) Railroad right-of-way, to a point directly east of the southern extent of the property commonly referred to as 2021 Broadway Avenue (legally described as 103,166 SQ FT PT of Fairfield's Out Lots 6-7-8 N of Wabash Railroad E of Broadway S of Taylor Exc NW), thence westward across the NS Railroad right-of-way to the southernmost point of 2021 Broadway, continuing westward to the northwest corner of the intersection of Broadway and Michigan Avenue, thence westward along the northern extent of the Michigan Avenue right-of-way to the southwest corner of the property commonly referred to as 2042 Broadway (legally described as Old Orchard Addition Lots 18 through 20 & S 26 2/3' Lot 17), thence northward along the western boundary of said parcel to the northwest corner of said parcel, thence westward across the public alley running parallel to Broadway, continuing westward along the northern extent of the public alley running parallel to Michigan Avenue, to the northeast corner of the intersection of said alley and Brookside Street, thence continuing northward along the eastern extent of the Brookside Street right-of-way to the northeast corner of the intersection of Brookside Street and Taylor Street, thence continuing eastward along the northern extent of the Taylor Street right-of-way to the northeast corner of the intersection of Taylor Street and a public alley, at a point coterminous with the southwest corner of the parcel commonly referred to as 1930 Broadway (legally described as Lots 12 through 14 Stophlets Addition ex R/W), thence continuing northward along the lot line of said parcel for approximately 97 feet, thence continuing generally northeastward along the eastern extent of a public alley, continuing across Stophlet Street in the same direction, and continuing along the eastern extent of said public alley to the northernmost point of the parcel commonly referred to as 1850 Broadway (legally described as LOT 7 STOPHLETS ADD), thence southeastward, generally, along the northeastern boundary of said parcel, continuing in the same direction across the Broadway right-of-way to boundary of the property commonly referred to as 1853 Broadway (legally described as LOTS 6 TO 9 & LOT 10 EX N 6.5FT & LOTS 20 TO 26 INCL NUTTMAN PLACE ADD), thence southwestward, generally, along the eastern extent of the Broadway right-of-way, to the northernmost point of the property commonly referred to as 1923 Broadway (legally described as Lots 1 thru 5 Nuttman Place Addition Ex R/W & PtLot I J H Feicheters 4th Addition & Vac Alley), thence southeastward, generally, along the northeast boundary of said parcel to the easternmost point of said parcel, then southward, generally, along the eastern boundary of said parcel to the southeast corner of said parcel, thence eastward along the Taylor Street right-of-way to the point of origin.

Exhibit 2D:

Real estate within the tax allocation area

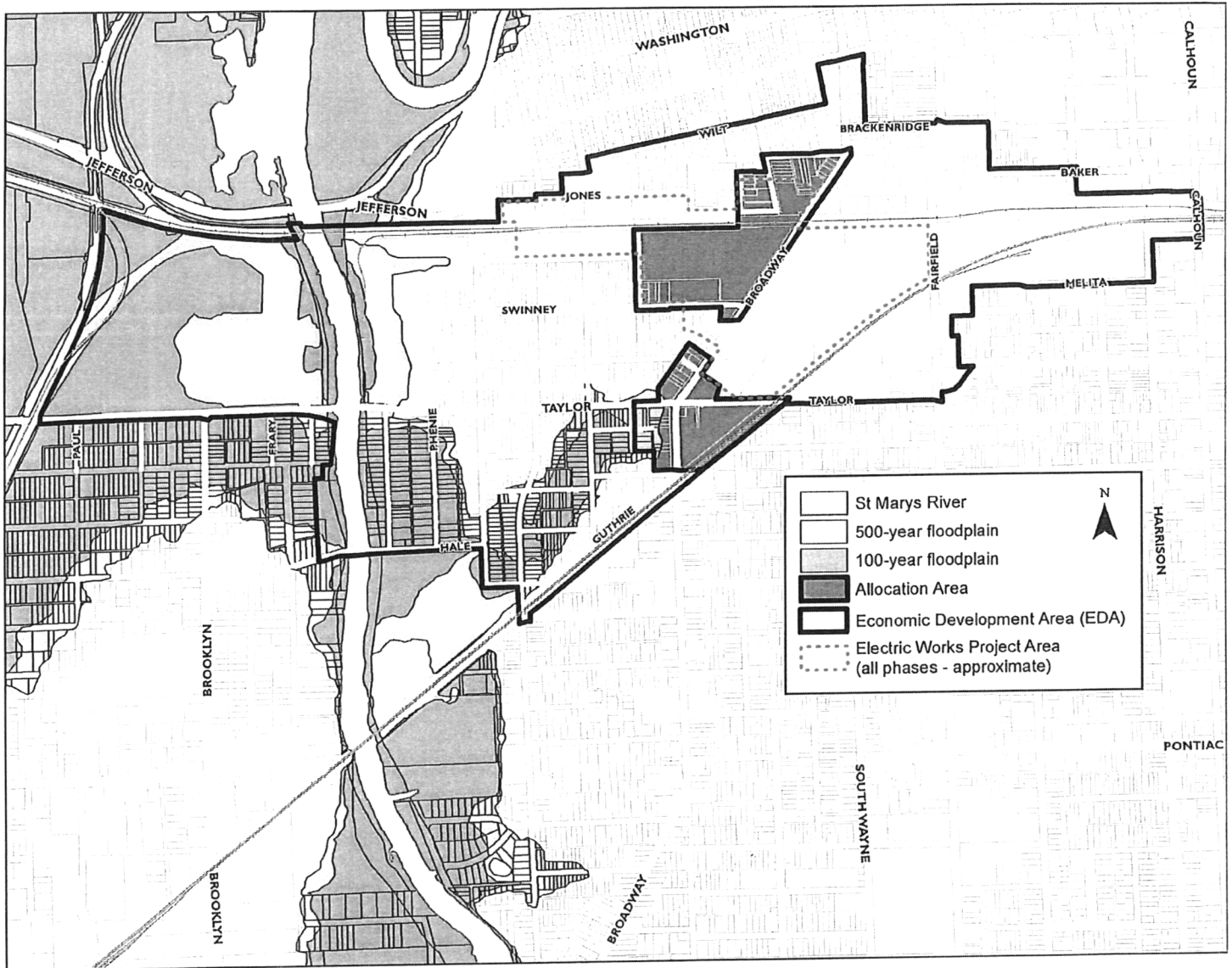
Parcel Number	Address	Owner	Use Code	Land AV	Impv AV	Total AV	Area (sft)	Note
<Null>	<Null>	Biggs Indiana Properties LLC	<Null>	<Null>	<Null>	<Null>	1,634	Unaddressed parcel north of 1314 Jackson St
<Null>	Railroad Right-of-Way	CSX Railroad	<Null>	<Null>	<Null>	<Null>	3,613,425	Only portion included, as indicated on map (portion in Allocation Area = 45,453sft)
02-12-16-503-002.000-074	Railroad Right-of-Way	Norfolk Southern Railway Company	841	-	-	-	3,235,114	Only portion included, as indicated on map (portion in Allocation Area = 84,529sft)
02-12-11-153-028.000-074	1006 STOPHLET ST	TREVINO BENITO	599	4,400	6,800	11,200	3,000	
02-12-11-154-001.000-074	1013 STOPHLET ST	Rusty Studs LLC	510	4,400	34,000	38,400	3,000	
02-12-11-151-005.000-074	1030 SWINNEY AVE	EW West Campus Landlord LLC	320	15,400	98,000	113,400	61,672	
02-12-10-280-005.000-074	1102 SWINNEY AV	EW West Campus Landlord LLC	399	2,800	4,800	7,600	11,343	
02-12-10-280-004.000-074	1112 SWINNEY AVE	Housing & Neighborhood Development Services Inc	640	2,000	-	2,000	3,774	
02-12-10-280-003.000-074	1120 SWINNEY AVE	WADE RICHARD M	510	6,800	43,900	50,700	7,536	
02-12-10-434-001.000-074	1121 TAYLOR ST	Mad Anthony Investments LLC	370	17,400	134,300	151,700	8,677	
02-12-10-280-002.000-074	1124 SWINNEY AV	EW West Campus Landlord LLC	456	1,300	2,100	3,400	5,034	
02-12-11-119-001.000-074	1301 JACKSON ST	Murray William P & Roxana S	510	2,800	23,200	26,000	4,267	
02-12-11-119-002.000-074	1305 JACKSON ST	Murray William & Osborne Gordon	510	5,100	5,200	10,300	4,267	
02-12-11-119-003.000-074	1307 JACKSON ST	Aires LLC	520	4,400	35,500	39,900	3,679	
02-12-11-118-003.000-074	1307 UNION ST	Biggs Indiana Properties LLC	510	2,900	20,000	22,900	1,880	
02-12-11-118-004.000-074	1309 UNION ST	Greider Scott	520	4,400	3,100	7,500	2,754	
02-12-11-119-004.000-074	1311 JACKSON ST	LO PRESTI DEBORAH L	510	4,400	28,200	32,600	3,679	
02-12-11-118-005.000-074	1311 UNION ST	Greider Scott D & Hallie S	510	4,300	26,200	30,500	2,892	

02-12-11-118-010.000-074	1314 JACKSON ST	Biggs Indiana Properties LLC	510	3,700	32,400	36,100	2,400	
02-12-11-119-005.000-074	1315 JACKSON ST	Jones Kay L	510	4,900	31,300	36,200	4,047	
02-12-11-118-006.000-074	1315 UNION ST	Thistlethwaite Properties LLC	510	4,100	19,100	23,200	2,743	
02-12-11-119-005.001-074	1317 JACKSON ST	Vallely J Stephen	520	4,900	42,200	47,100	4,047	
02-12-11-118-007.000-074	1317 UNION ST	Biggs Indiana Properties LLC	510	5,400	25,600	31,000	4,365	
02-12-11-119-006.000-074	1319 JACKSON ST	Wahli Enterprises LLC	510	4,900	2,700	7,600	4,046	
02-12-11-118-011.000-074	1326 JACKSON ST	Broadway Redevelopment Partners LLC	456	20,900	1,000	21,900	41,462	
02-12-11-119-013.000-074	1404 BROADWAY	Fort Wayne City Of Property Management	640	4,200	-	4,200	2,118	
02-12-11-119-014.000-074	1406 BROADWAY	Broadway Redevelopment Partners LLC	510	4,200	3,500	7,700	2,691	
02-12-11-119-015.000-074	1412 BROADWAY	Anderson Mike	510	4,300	3,500	7,800	2,812	
02-12-11-119-016.000-074	1414 BROADWAY	Anderson Micheal B	420	7,500	71,000	78,500	3,749	
02-12-11-119-017.000-074	1418 BROADWAY	MARTINO FRANK L III	455	3,800	17,100	20,900	1,875	
02-12-11-119-019.000-074	1420 BROADWAY	Broadway Grill Inc	430	22,700	47,900	70,600	11,328	
02-12-11-119-018.000-074	1420 BROADWAY	Broadway Grill Inc	400	200	-	200	67	
02-12-11-119-023.000-074	1430 BROADWAY	Biggs Indiana Properties LLC	500	1,600	-	1,600	3,218	
02-12-11-119-024.000-074	1434 BROADWAY	Broadway Redevelopment Partners LLC	456	34,000	3,000	37,000	45,323	
02-12-10-280-001.000-074	1729 COLLEGE ST	Biggs Indiana Properties LLC	510	4,000	41,300	45,300	2,487	
02-12-11-153-010.000-074	1800 BROADWAY	Swinney Avenue Partners LLC	680	15,000	75,200	90,200	9,783	
02-12-11-153-027.000-074	1850 BROADWAY	Lincoln Investments LLC	530	6,800	8,500	15,300	7,500	
02-12-11-153-029.000-074	1854 BROADWAY	TREVINO BENITO & ARMANDINA	430	6,800	40,000	46,800	4,500	
02-12-11-154-003.000-074	1902 BROADWAY	HANCOCK DAVID L	400	22,500	-	22,500	7,500	
02-12-11-154-002.000-074	1902 BROADWAY	HANCOCK DAVID L	420	13,500	95,500	109,000	4,500	
02-12-11-154-004.000-074	1914 BROADWAY	ROCKEY DONNA	400	11,300	-	11,300	3,749	

02-12-11-154-005.000-074	1916 BROADWAY	ROCKEY DONNA	430	11,300	62,100	73,400	3,749	
02-12-11-155-011.000-074	1923 BROADWAY	Three Brothers LLC	450	120,900	407,100	528,000	30,344	
02-12-10-287-030.000-074	1930 BROADWAY	Covington Properties LLC	420	77,500	286,500	364,000	19,384	
02-12-11-151-001.000-074	2000 BROADWAY	EW West Campus Landlord LLC	320	156,800	1,727,400	1,884,200	627,124	
02-12-10-434-009.000-074	2002 BROADWAY	Mad Anthony Investments LLC	420	46,000	142,500	188,500	15,314	
02-12-10-434-010.000-074	2012 BROADWAY	Miller Broadway LLC	420	5,400	50,800	56,200	2,701	
02-12-10-434-011.000-074	2014 BROADWAY	Miller Broadway LLC	420	9,000	114,300	123,300	4,484	
02-12-10-434-012.000-074	2018 BROADWAY	CTH Enterprises Corp	420	8,100	49,100	57,200	4,065	
02-12-10-434-013.000-074	2020 BROADWAY	METRO REAL ESTATE INC	420	22,500	89,200	111,700	15,001	
02-12-11-301-002.000-074	2021 BROADWAY	Rongos Broadway Center Inc	425	357,700	497,000	854,700	143,072	
02-12-11-301-001.000-074	2021 BROADWAY	RONGOS BROADWAY CENTER INC	456	8,500	1,700	10,200	3,400	
02-12-10-434-004.000-074	2027 BROOKSIDE ST	Mad Anthony Investments LLC	455	19,800	23,300	43,100	19,707	
02-12-10-434-014.000-074	2032 BROADWAY	HOLMES ANNA E	420	5,600	49,000	54,600	3,731	
02-12-10-434-015.000-074	2034 BROADWAY	BUBB JOSEPH	420	4,400	45,300	49,700	2,932	
02-12-10-434-016.000-074	2042 BROADWAY	METRO REAL ESTATE INC	448	27,500	204,300	231,800	18,338	
02-12-11-119-012.000-074	715 LAVINA ST	Biggs Indiana Properties LLC	500	2,300	-	2,300	2,133	
02-12-11-119-011.000-074	719 LAVINA ST	Broadway Redevelopment Partners LLC	500	2,800	-	2,800	3,473	
02-12-11-119-010.000-074	803 LAVINA ST	Broadway Grill Inc	456	5,800	3,000	8,800	7,750	
02-12-11-119-009.000-074	809 LAVINA ST	Broadway Grill Inc	456	4,000	800	4,800	5,357	
02-12-11-119-008.000-074	811 LAVINA ST	Principal Wealth Management LLC	510	5,300	17,000	22,300	5,363	
02-12-11-119-007.000-074	815 LAVINA ST	Broadway Redevelopment Partners LLC	400	8,100	-	8,100	10,749	

Exhibit 2E:

Floodplain map of Economic Development Area



**RESOLUTION AND APPROVING ORDER
CITY OF FORT WAYNE PLAN COMMISSION**

**APPROVING REDEVELOPMENT COMMISSION
DECLARATORY RESOLUTION 2018-36
AND ESTABLISHMENT OF THE
BROADWAY-TAYLOR ECONOMIC DEVELOPMENT AREA**

WHEREAS, on August 13, 2018, the Fort Wayne Redevelopment Commission ("Redevelopment Commission") adopted Declaratory Resolution 2018-36, for the purpose of establishing the Broadway-Taylor Economic Development Area and tax allocation area; and

WHEREAS, pursuant to IC 36-7-14-16, the Redevelopment Commission submitted the Declaratory Resolution together with the redevelopment plan and related support documents to the Fort Wayne Plan Commission ("Plan Commission") for the Plan Commission's consideration; and

WHEREAS, after having been duly considered, the Plan Commission determined that the Declaratory Resolution, redevelopment plan and related support documents conform to the plan of development for the City of Fort Wayne;

NOW, THEREFORE, BE IT RESOLVED by the City of Fort Wayne Plan Commission that:

1. Redevelopment Commission Declaratory Resolution 2018-36, together with the redevelopment plan and related support documents attached thereto, conform to the plan of development for the City of Fort Wayne, and are hereby approved.
2. The Secretary of the Plan Commission is authorized to deliver to the Redevelopment Commission and to the City of Fort Wayne Common Council a copy of this fully executed Resolution, which shall constitute the approving order of the Plan Commission.

APPROVED AND ADOPTED by the Plan Commission at its Business Meeting on _____.

CITY OF FORT WAYNE PLAN COMMISSION

Connie Haas Zuber, President

Kimberly R. Bowman, Secretary

Broadway-Taylor Economic Development Area

List of Exhibits

- 1A – Redevelopment Plan for the Broadway-Taylor Economic Development Area
 - 2A – Electric Works Primary Development Plan (as approved by the Plan Commission May 21, 2018)
 - 2B – Real estate within the tax allocation area
 - 2C – Boundary description of Economic Development Area and tax allocation area
 - 2D – Floodplain map of Economic Development Area
-

Exhibit 1A:

**Redevelopment Plan for the Broadway-Taylor
Economic Development Area**

**REDEVELOPMENT PLAN
FOR THE
BROADWAY-TAYLOR
ECONOMIC DEVELOPMENT AREA
REVISION No. 1**



**City of Fort Wayne Redevelopment Commission
Original Approval - August 13, 2018**



REDEVELOPMENT COMMISSION



I. OVERVIEW

General Electric (“GE”), located on the southern edge of downtown Fort Wayne, anchored the local economy for decades. At its height during World War II, the factory employed more than 20,000 workers. At one point it employed 40% of the local workforce. As manufacturing processes evolved in subsequent decades, however, the company gradually scaled back operations at this location until closing permanently in 2015. Today, the remaining 18 buildings on the 31-acre campus continue to cast a commanding presence, but rather than act as an economic engine, the monumental and sprawling structures exert a blighting influence over the neighborhood. The two Census tracts encompassing in the factory and surrounding area are classified as “severely distressed” by the US Office of Housing and Urban Development based on median household income. Investment in this area has lagged behind other nearby areas such as the West Central neighborhood to the north, and downtown Fort Wayne to the northeast.

To facilitate redevelopment of the GE campus (the “Project”) and catalyze revitalization in this area, the Redevelopment Commission intends to establish an Economic Development Area (“EDA”) encompassing the campus and the surrounding neighborhoods. This designation was prompted by GE’s disposition of the campus in 2016, and the ensuing private development interest. The location, layout, and historical character of the campus make it well suited for adaptive reuse as a mixed-use district. Preliminary estimates indicate that rehabilitation of the existing buildings and the eventual construction of additional buildings could accommodate nearly three million square feet of development capacity and include uses such as office, retail, residential, hospitality, innovation, entertainment, amenity, and education. Due to the magnitude of the Project, redevelopment would likely be phased and occur over a number of years. This Redevelopment Plan anticipates that the first phase of the Project would include redevelopment of the west campus, defined as the area west of Broadway, and could cost in excess of \$220 million (not including property acquisition). Public infrastructure and public uses on the west campus would be partially financed by local government at a cost that could exceed \$60 million. Off-site public infrastructure improvements necessary to support redevelopment of the west campus are expected to cost an additional \$7.27 million.

To finance a share of these improvements, a tax allocation area (“Allocation Area”) would be created pursuant to Indiana law encompassing a portion of the GE campus and selected properties along the Broadway corridor. Incremental increases in property tax revenues resulting from the Project would be captured in the Allocation Area and would be used to finance public improvements within the EDA.

II. BOUNDARY DESCRIPTION, ECONOMIC DEVELOPMENT AREA

The Broadway-Taylor EDA encompasses an area of 363.9 acres and includes many of the neighborhoods surrounding the former GE campus. The Allocation Area, encompassing 34.7 acres, lies completely within the EDA, but only includes a portion of the former GE campus and other selected properties along the Broadway Corridor. Maps 1 and 2 (below) show the boundaries of the EDA and Allocation Area. A more detailed boundary description is contained in attached Exhibit 2C.



Map 1: Aerial view of EDA & Allocation Area



Map 2: Detailed Map of Allocation Area

III. REAL PROPERTY WITHIN THE ALLOCATION AREA

Parcels of real estate within the boundaries of the Allocation Area are identified in [Exhibit 2B](#).

IV. REDEVELOPMENT PROJECT SUMMARY

The Broadway-Taylor EDA is centered on the rehabilitation of the former GE campus as a mixed-use 'Innovation District'. According to the Brookings Institution, an Innovation District is a "geographic area where leading-edge anchor institutions and companies cluster and connect with start-ups, business incubators, and accelerators. They are physically compact, transit-accessible, technically-wired and offer mixed-use housing, office, and retail."

Redevelopment and adaptive reuse of the campus call for the phased rehabilitation of existing buildings and the eventual construction of additional buildings for a total development capacity of nearly three million square feet, including space devoted to office, retail, residential, hospitality, entertainment, and education. A Primary Development Plan approved by the Plan Commission on May 21, 2018, attached as [Exhibit 2A](#), could serve as a template for the Project. This Redevelopment Plan anticipates that Phase I of the Project includes redevelopment of the west campus, defined as the area west of Broadway, at a cost that could exceed \$220 million. Funding for a project of this magnitude would likely come from myriad sources, including federal, state, local, public, and private entities. The local public portion would be used to support on-site projects such as the demolition of non-historic buildings, environmental remediation, creation of indoor and outdoor public spaces, and infrastructure upgrades, at a cost that could exceed \$60 million. High-priority off-site infrastructure improvements necessary to support Phase I are estimated to cost an additional \$7,265,000. These include water and sewer upgrades, street and sidewalk reconstruction (including streetscapes along Broadway and intersection improvements at Broadway and Lavina St), repairs to the underpasses below the CSX Railroad, and bicycle infrastructure.

The timing and scope of future phases will be determined by a number of variables including local and national economic and demographic trends and the availability of funding. The second phase will likely involve the rehabilitation of the campus and buildings on the east side of Broadway as well new development north of the CSX Railroad. Future phases could involve further infill development in and around the campus.

V. RELOCATION OF RESIDENTS AND BUSINESSES

The General Electric campus has been vacant since 2015. No relocation of residents or businesses is required for implementation of this Plan.

VI. ENVIRONMENTAL CONCERNS

The EDA contains at least two Brownfield sites: (1) the former General Electric campus, and (2) the former BAE site, located on the west side of the St. Marys River (Essex, located on the east side of the river, is an active industrial area and is therefore not considered a Brownfield). No plans are currently in place for the rehabilitation of the BAE site. However, it is likely that redevelopment efforts would require some degree of environmental remediation.

Industrial uses at the General Electric site endured for more than a century and predated many modern environmental regulations. As such, rehabilitation will require significant environmental cleanup. Although the extent of remedial efforts is somewhat dependent on anticipated uses, it is anticipated that remediation of the west campus could cost in excess of \$7 million, including more than \$200,000 for environmental studies. These costs will be taken into account for any local public financing package made available to developers of the west campus.

VII. COMPREHENSIVE PLAN, LAND USE, AND ZONING

Comprehensive Plan:

The establishment of the EDA and Allocation Area is consistent with the City of Fort Wayne Zoning Ordinance and Comprehensive Plan. Although many goals, objectives, and policies throughout the plan support this effort, the following objectives from the Comprehensive Plan are particularly relevant:

Chapter 1: Land Use

- LU 8: Use land resources efficiently by encouraging compact development alternatives in infill areas where utilities and other infrastructure currently exist.
- LU 10: Encourage sustainable growth by promoting quality, compatible infill development, revitalization, and redevelopment in the Fort Wayne urban area.

Chapter 2: Economic Development

- The Comprehensive Plan specifically addresses this geographic area, stating: *“This industrial corridor was generally anchored by GE on the west... (It) will continue to present significant rehabilitation challenges to the community in the years ahead, particularly to the immediately adjacent residential areas... Local and state government will be called upon continually to find vehicles for regulatory flexibility, financially feasible environmental cleanup, continued infrastructure reinvestment, and tax incentives to deal with this challenge.”*

In addition, the following economic development objectives closely align with the Project:

- ED2: Invest in strategic infrastructure and public services to support and guide future high-quality economic development.
- ED4: Encourage existing business retention and expansion, as well as the reuse and revitalization of existing industrial properties and areas.

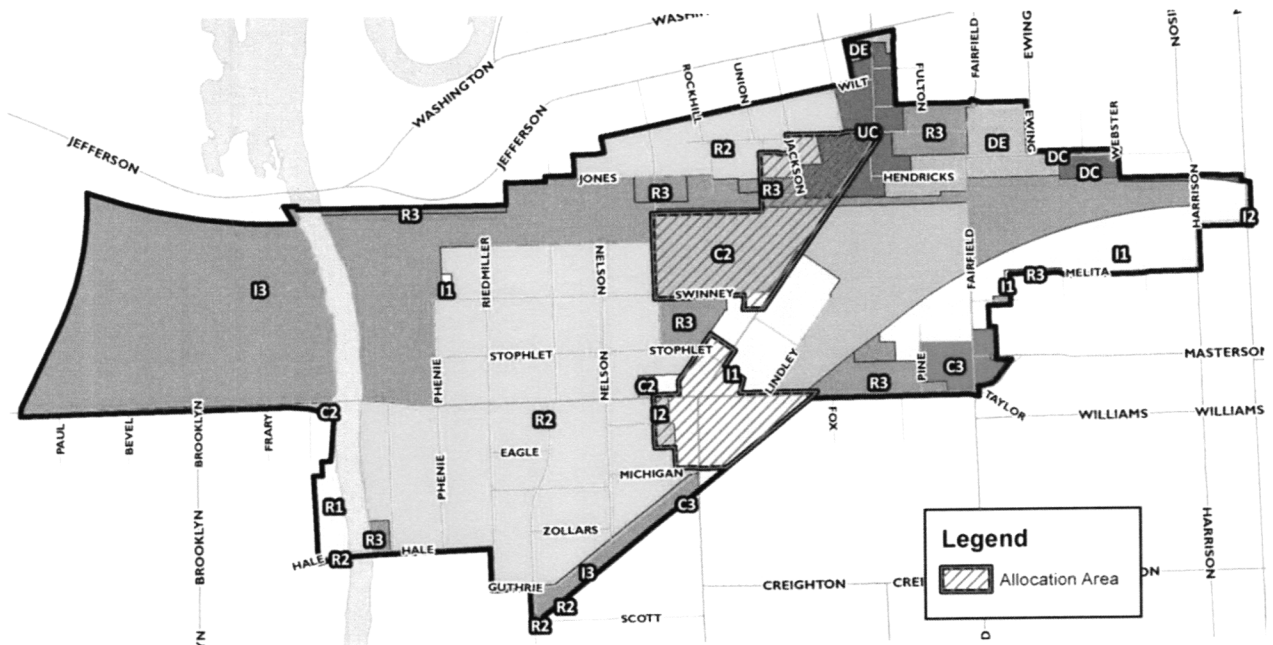
Other plans providing policy guidance include the City's pedestrian plan (Walk FW, 2011), bicycle plan (Bike FW, 2010), mass transit plan (Bus FW, 2013), and gateway plan (Front Door FW, 2012), as well as the Broadway Corridor Plan (2017). Generally, these plans encourage development that improves visual appearance, improves streetscape continuity, activates vacant land, enhances gateways, enhances connectivity and accessibility, and advocates for "Complete Streets".

Land Use and Zoning:

The EDA encompasses a wide variety of land uses and zoning designations. Many of the current land uses are consistent with both their current zoning designation as well as their anticipated future use. However, many are not. It is anticipated that rezoning requests will occur in the future.

The GE campus was rezoned on June 12, 2018, by REZ-2018-0020, from I3-Intensive Industrial (with small portions designated as R3-Multiple Family Residential and I1-Limited Industrial) to primarily C2-Limited Retail (with a small portion remaining I-3 Intensive Industrial). The C2 Zoning District allows a wide range of retail, commercial, residential, and institutional uses that make up an urban mixed-use district.

Properties along the Broadway corridor south of the campus retained their industrial zoning classification. These properties currently contain primarily nonconforming commercial and residential uses. Therefore, future redevelopment along the Broadway corridor will likely require rezoning. Based upon the prevailing character of the area and policies oriented towards commercial corridor revitalization, it is likely that a change from an industrial zoning district to a commercial zoning district could be supported by the Comprehensive Plan.



Map 3 - Zoning in the EDA

VIII. EXISTING PUBLIC INFRASTRUCTURE

The former GE campus and the EDA are located in a fully developed portion of the city so public infrastructure and utilities are generally available. Although the existing infrastructure was built to support an intensively used industrial site, the age/condition of those systems as well as the non-industrial character of desired uses necessitates many upgrades.

Although exceptions exist, much of the EDA has experienced disinvestment over the years. Revitalization of the GE campus could bring activity and vibrancy to the area, but could also exacerbate infrastructure shortcomings. Therefore, it will be important to continuously monitor public infrastructure systems and address the potential off-site impacts of forthcoming development early in the planning process.

IX. FLOODPLAIN AND WETLANDS

The southern and western portions of the EDA are in the floodplain, including a portion of the Allocation Area located at the west side of the intersection of Taylor and Broadway. A floodplain map is available in [Exhibit 2D](#), attached. At its closest point, the GE campus is approximately 900 feet from the 500-year floodplain and approximately 1,250 feet from the 100-year floodplain. Proposed public improvements in flood-prone areas should not exacerbate the risk of flooding and must comply with local, state, and federal floodplain regulations.

X. POTENTIAL REDEVELOPMENT PROJECTS

Public Improvements within and serving the Broadway-Taylor EDA generally fall into three categories:

- (1) **Phase I public improvements on the west campus:** These projects will facilitate the transformation of the west campus into a mixed-use district. The cost of these public improvements will be spread between multiple public and private funding sources. The local government share could be in excess of \$60 million. The Primary Development Plan, attached as [Exhibit 2A](#), gives an indication of where these improvements could be located.
- (2) **Off-site public improvements necessary for the completion of Phase I:** The estimated cost of these **high-priority** improvements is approximately \$7,265,000.
- (3) **Other on-site and off-site public improvements:** Due to the variable time frame and scope of future phases of the Project, and because impacts of the Project on existing infrastructure systems cannot be always be anticipated, cost and timing are not included in this category. It is intended that the Redevelopment Commission regard this category as a guide to the **types** of projects that could be undertaken in the EDA rather than an explicit list.

To fully implement this Redevelopment Plan, many projects could require the use of one or more of the redevelopment activities described in IC 36-7-14. This includes, but is not limited to, strategic property acquisition, demolition, remediation, and site assembly. In addition, many projects will require professional design engineering and consulting services.

Generally, right-of-way improvements should be designed using Complete Streets principles to the greatest extent possible. The Project is located in a portion of the city that developed prior to the widespread adoption of automobiles, so walkability, multimodal accessibility, and connectivity are vital to its success, as are traffic management and wayfinding. Many of the arterials serving the Project also serve as gateways into downtown, and as such, they should incorporate high-quality designs and materials. Quality of Place improvements, including public art and aesthetic enhancements, should be strategically integrated into public improvements whenever possible. Per City Ordinance, brick streets and alleys must be reconstructed using like materials.

The public cost of improvements is contained in the table. All dollar figures are shown using 2018 dollars.

Table I: Estimate of Potential Redevelopment Project Costs:

1. Local Share of Phase I Public Improvements on the West Campus	\$65,000,000
2. Off-Site Public Improvements Necessary for the Completion of Phase I (total)	\$7,265,000
Connectivity (subtotal)	\$417,000
Union St Pedestrian Tunnel	\$225,000
College/Washington bike lane to Rivergreenway	\$192,000
Utilities (subtotal)	\$2,378,000
Sewer*	\$1,204,000
Water	\$1,174,000
Roads/sidewalks (subtotal)	\$3,970,000
Broadway (including streetscape)	\$1,357,000
Broadway/Lavina intersection improvements	\$600,000
College St (Jones to Swinney)	\$358,600
Jones St (Garden to Rockhill)	\$633,600
Swinney Ave (Nelson to Broadway)	\$497,000
Wall St (Thompson to College)	\$524,000
Railroad Overpasses (subtotal)	\$500,000
CSX Railroad at Broadway	\$250,000
CSX Railroad at College St	\$250,000
3. Other On-Site and Off-Site Public Improvements	N/A
*Option 1 displayed. Option 2 estimated at \$1,557,000	

Descriptions of Potential Redevelopment Projects:

Category I: Phase I public improvements on the west campus:

- a. Rehabilitation of structures for use as community/public space and other public purposes;
- b. Creation of public spaces and plazas throughout the site;
- c. Pedestrian/bike circulation throughout the site;

- d. Parking improvements;
- e. Demolition of non-historic structures;
- f. Infrastructure for indoor/outdoor amenities
- g. Installation/Replacement of non-public storm sewers, potable water, sanitary sewer, and other infrastructure systems;
- h. Environmental remediation;

No property acquisition required.

Estimated Cost: \$65,000,000

Category 2: Off-site public improvements necessary for the completion of Phase I:

a. Connectivity:

- i. Rehabilitation of Union St pedestrian tunnel underneath the CSX Railroad and improvements to Union St / Leykauf St intersection. Cost: \$225,000
- ii. Bike lane (or equivalent) on Broadway between Lavina and Taylor St. Cost integrated into estimate for Broadway reconstruction (see item **d2** in this section);
- iii. Bike lane (or equivalent) connecting the campus to the Rivergreenway through the West Central neighborhood. Preliminary route design contemplates bike infrastructure along College St to Washington Blvd, then along Washington Blvd to the St Marys Trail. Cost: \$192,000 (1,100' @ \$175psf)

Property Acquisition: Not anticipated.

Estimated Cost: \$417,000

b. Storm Sewer:

- i. Phase I storm sewer improvements will separate stormwater and sanitary sewers in an area where sewer lines are currently combined. New storm sewer lines will be constructed under portions of Broadway adjacent to the west campus (approx. 425 lineal feet), on Swinney Ave from Broadway to College St (approx. 760 lineal feet), and north along College St, from Swinney Ave to either:
 - 1. Alternative 1: Wall St, then westward to Nelson St (approx. 800 lineal ft),
or
 - 2. Alternative 2: Underneath the railroad to Jones St, then westward to Nelson St. (approx. 1,200 lineal ft).
- ii. In a future phase, a new storm sewer line will extend from Nelson St to the St. Marys River (approx. 1,500 lineal feet). **Private** storm sewer lines will serve the campus and will connect to the new **public** line running underneath College St. Neither the segment to be built in a future phase nor the private segment is included in the cost estimate.

No property acquisition required.

Estimated Cost:

Alternative 1: \$1,204,000;

Alternative 2: \$1,557,000

(Note: costs for replacing disturbed brick/asphalt streets included in the section describing necessary street repairs)

c. Water:

- i. Beginning at Van Buren St and Jefferson Blvd, a large main will be constructed along Van Buren St, to Lavina St, along Lavina St to Broadway, and along Broadway to Swinney Ave, (approx. 2,300 lineal feet);
- ii. Smaller mains will be installed along:
 - 1. Swinney Ave, from Broadway to College St,
 - 2. College St, from Swinney Ave to Jones St,
 - 3. Wall St, from Thompson St to College St,
 - 4. Jones St, from Nelson St to Rockhill St.

No property acquisition required.

Estimated Cost: \$1,174,000

d. Streets and Sidewalks:

i. Broadway and Lavina St Intersection Improvements: \$600,000

- 1. Excess vehicular right-of-way on northbound lane of Broadway would be converted to curb and sidewalk. Project also contemplates streetscape enhancements.

ii. Broadway (Lavina St to Parkview Ave): \$1,357,000

- 1. Asphalt street: 1,468' / \$261,000
- 2. Curb/gutter: 2,970' / \$178,200
- 3. Sidewalk: 2,970' / \$168,300
- 4. Landscaping (includes trees, benches, planting urns, and lighting): \$750,000
- 5. Note: As the primary street in the EDA, and the link between the district and downtown, an enhanced streetscape plan is warranted. Reconstruction of Broadway should incorporate Complete Streets principles (multi-modal transportation, limited curb cuts, aesthetic enhancements, pedestrian-scale lighting, etc.). In addition, the following specific improvements have been identified:
 - a. Create buffer between the sidewalk and curb where possible, especially adjacent to McCullough Park;
 - b. Create better-designed on-street parking (bump-outs, etc.);
 - c. Intersection enhancement/mid-block crossing (ex. pavers) between the east and west sections of the campus.

iii. College St (Jones St to Swinney Ave): \$358,600

- 1. Brick street: 770' / \$227,900
- 2. Curb/gutter: 3,600' / \$84,000
- 3. Sidewalk: 3,526' / \$46,700
- 4. Note: New water, storm sewer, and gas lines underneath College are high-priority projects.

iv. Jones St (Garden St to Rockhill St): \$633,600

- 1. Brick/asphalt street: 1,230' / \$429,200
- 2. Curb/gutter: 2,190' / \$131,400
- 3. Sidewalk: 2,190' / \$73,000
- 4. Note: New water and gas lines underneath Jones are high-priority projects. Storm sewer line is Alternative 2 for a high-priority project.

- v. **Swinney Ave** (Nelson St to Broadway): \$496,500
 - 1. Brick street: 770' / \$359,000
 - 2. Curb/gutter: 1,470' / \$88,200
 - 3. Sidewalk: 1,470' / \$49,000
 - 4. Note: (1) New water, storm sewer, and gas lines underneath Swinney are high-priority projects. (2) Reconstruction of Swinney should not preclude or unduly complicate the conversion of Swinney into a pedestrian street between Broadway and College St.
- vi. **Wall St** (Thompson St to College St): \$524,000
 - 1. Brick street: 825' / \$385,000
 - 2. Curb/gutter: 1,490' / \$89,400
 - 3. Sidewalk: 1,490' / \$49,700
 - 4. Note: New water line under Wall is a high-priority project.

No property acquisition required.

Total Estimated Cost for Streets and Sidewalks: \$3,970,000

- (e) **Railroad Overpasses:** Phase I Improvements to the CSX Railroad overpasses at College St and Broadway focus on safety, restoration, and accessibility. Improvements are estimated to cost \$250,000 per overpass and include the following:
 - i. Conduct spot repair of any failing concrete on the retaining walls for the bridge itself and adjacent walks
 - ii. Blast, prime, and repaint the “ceiling area”, comprised primarily of steel
 - iii. Run electrical service and install LED lighting to current City standards
 - iv. Install new handrails to meet current ADA standards
 - v. Paint and seal concrete associated with the bridge, including the retaining walls adjacent to the street and sidewalk that extend past the overpasses

No property acquisition required

Total Estimated Cost for Railroad Overpasses: \$500,000

Category 3: Other On-Site and Off-Site Public Improvements

- a. **New street** extending parallel to the north side of the CSX Railroad from Jefferson Blvd to Union St, including deceleration lane along Jefferson Blvd and pedestrian connections to Swinney Park;
- b. **Bike lane** along Taylor St. from the Rivergreenway connection at Electric Ave to Fairfield Ave;
- c. **Right-of-way improvements** as needed to accommodate increased activity, including enhanced right-of-way improvements along Broadway to emphasize its importance as a gateway. In order to accommodate more intensive uses on the north side of the CSX railway, improvements are necessary on Lavina St, and south of Lavina St on sections of Jackson St, Union St, Rockhill St, and Leykauf St;
- d. **Roundabout** at Taylor and Broadway. Land acquisition would likely be required;
- e. **Utility improvements** necessary for future phases of campus redevelopment;
- f. **Urban Trail** providing enhanced non-motorized transportation access from downtown;

- g. Indoor and outdoor public spaces incorporated into future phases of campus redevelopment such as community facilities, event spaces, or plazas;
- h. Above-grade and/or below-grade parking structures (or surface parking as a placeholder for future development), as well as right-of-way improvements necessary to access parking areas;
- i. Interior circulation pathways on the east campus for both motorized and non-motorized transportation;
- j. Screening, buffering, and mitigation, potentially including visual screening and noise mitigation between the campus / area residences and the CSX Railroad, and vegetative screening of above-ground infrastructure such as power lines, parking areas, and other utility equipment;
- k. Conversion of Swinney Ave to a pedestrian street between College St and Broadway and corresponding infrastructure improvements (for example, a new vehicular street may be necessary to provide access between parking areas and Broadway);
- l. McCullough Park and Moody Park improvements, guided by the Parks and Recreation Master Plan and an assessment of community needs;
- m. Railroad Overpasses:
 - i. High-priority improvements for safety, aesthetics, and accessibility are included in Category 2. Other short-term improvements include enhancements to the CSX overpasses at Broadway and College St
 - ii. Lowering Fairfield Ave under the south overpass (Norfolk Southern railroad) to accommodate delivery trucks
 - iii. Maintenance and structural restoration of all 5 Railroad Overpasses will eventually be necessary. In the long term, depending on many factors, public projects could include improvements necessary to support passenger rail, or possibly even converting the rails to trails
- n. Environmental Remediation may be required to redevelop other contaminated sites on the campus and throughout the EDA;
- o. Environmental Sustainability and Conservation projects including, but not limited to, stormwater management systems, green roofs, sustainable energy systems, riverbank stabilization, and other projects designed to minimize the ecological footprint of redevelopment efforts;
- p. Strategic Redevelopment Opportunities such as transit-oriented development supporting passenger rail / Citilink, and the redevelopment of the “Rudy’s Block”;
- q. Other Redevelopment Opportunities: Revitalization of the GE campus will likely lead to redevelopment opportunities throughout the EDA. Many of these opportunities could increase the intensity of existing land uses, which could require upgrades to existing public infrastructure.

XI. PROPERTY TO BE ACQUIRED

The former GE campus is privately owned. No property acquisition by the Commission is necessary for the development of the campus itself. At this time no property acquisition is needed to implement Phase I off-site improvements.

Several of the projects outlined in Section X, Category 3 of this report could potentially require property acquisition. For example, depending on design, property acquisition may be required to increase right-of-way width to allow sidewalks, bike lanes, travel lanes, and other right-of-way improvements. Lavina St has been identified as a road that may need to be widened to accommodate traffic generated by the Project and by increased development north of the CSX Railroad. Expanding Lavina St would likely require right-of-way acquisition.

The catalytic impact of redevelopment of the GE campus could create opportunities for additional public-private partnerships within the EDA, which could require property acquisition. As such, strategic opportunities which may include property acquisition should be considered, provided those opportunities are consistent with this Redevelopment Plan.

XII. FUNDING PRIORITIES

The Commission will, at its sole discretion, determine funding priorities based on Allocation Area revenue, other resources, and specific project requirements, among other considerations.

Exhibit 2A:

Electric Works Primary Development Plan

(as approved by the Plan Commission May 21, 2018)

DIGEST SHEET

TITLE OF RESOLUTION. A Resolution confirming the approving order of the Fort Wayne Plan Commission and Fort Wayne Redevelopment Commission Resolution 2018-36 concerning establishment of the Broadway-Taylor Redevelopment Project Area, Economic Development Area and tax allocation area.

DEPARTMENT REQUESTING RESOLUTION. Redevelopment Commission.

SYNOPSIS OF RESOLUTION. Approves establishment of the Broadway-Taylor Economic Development Area and tax allocation area ("EDA"). The Redevelopment Commission must publish notice and conduct a public hearing prior to taking final action on the establishment of the EDA.

EFFECT OF PASSAGE. The Broadway-Taylor EDA contains approximately 364 acres of land and generally encompasses the former GE campus and the surrounding neighborhoods. A tax allocation area, comprising 34.7 acres, would encompass the portion of the GE campus west of Broadway as well as a portion of the Broadway corridor near the Taylor Street intersection. Land within the EDA is fully developed and contains a wide range of uses.

Operations at the GE campus diminished over the years before ceasing completely in 2015. The 31-acre campus is now a vacant Brownfield. Creation of the EDA will provide significant support for the redevelopment of the campus as a mixed-use district and the revitalization of the area. When completed, the EDA will increase the City's property tax base, increase employment opportunities, and give impetus to additional redevelopment and economic development.

EFFECT OF NON-PASSAGE. The public infrastructure improvements required to support redevelopment of the EDA will not occur within the timeframe necessary to support the goals in the development plan for the EDA. Redevelopment of the GE campus as a mixed-use district will be financially infeasible, and the property will continue to decay and exert a blighting influence on the surrounding neighborhood.

MONEY INVOLVED (DIRECT COSTS, EXPENDITURES, SAVINGS). Redevelopment of the portion of the GE campus west of Broadway could cost in excess of \$240 million. Public funds may be used directly at the site of the project at a cost of \$65 million. Off-site public infrastructure improvements necessary to support this phase of this project could cost in excess of \$5.2 million.

ASSIGNED TO COMMITTEE (PRESIDENT). _____



REDEVELOPMENT COMMISSION

City of Fort Wayne
Community Development
200 East Berry Street, Suite 320
Fort Wayne IN 46802
260.427.1127 • 311

www.fwcommunitydevelopment.org

September 20, 2018

MEMO

To: City of Fort Wayne Common Council

Copy: City of Fort Wayne Redevelopment Commission

From: Nancy Townsend, Director of Redevelopment, 427-2323

Re: **Establishment of the Broadway-Taylor Redevelopment Project Area, Economic Development Area and tax allocation area**

Pursuant to IC 36-7-14-16 and IC 36-7-14-41, please find enclosed herewith:

1. Fort Wayne Redevelopment Commission Declaratory Resolution 2018-36, together with the associated redevelopment plan and related documents that were approved by the Redevelopment Commission on August 13, 2018, for the purpose of establishing the Broadway-Taylor Redevelopment Project Area, Economic Development Area and tax allocation area; and
2. The Fort Wayne Plan Commission's Resolution dated September 17, 2018, wherein the Plan Commission determined that Declaratory Resolution 2018-36 and the redevelopment plan conform to the plan of development of the City of Fort Wayne.

The Redevelopment Commission hereby requests that the Common Council consider and approve the approvals of the Fort Wayne Redevelopment Commission and Fort Wayne Plan Commission, and that the Common Council determine that the geographic area described in Declaratory Resolution 2018-36 is an economic development area.

Following the Common Council's consideration and approval, the Redevelopment Commission will conduct a public hearing on establishment of the proposed urban renewal area, and will take appropriate action to confirm the Declaratory Resolution and redevelopment plan.

An Equal Opportunity Employer



BILL NO. R-18-09-27

REPORT OF COMMITTEE ON FINANCE

October 9, 2018

John Crawford Chair

Jason Arp Co-Chair

All Council Members

A Resolution confirming the approving order of the Fort Wayne Plan Commission and Fort Wayne Redevelopment Commission Resolution 2018-36 concerning establishment of the Broadway-Taylor Redevelopment Project Area and Economic Development Area

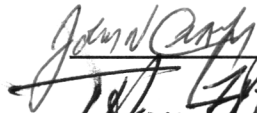
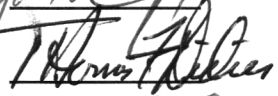




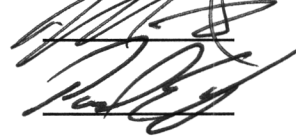
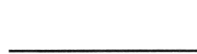
COMMITTEE ON FINANCE HAVE HAD SAID Ordinance under consideration and beg leave to report back to the Common Council that said Ordinance

DO PASS

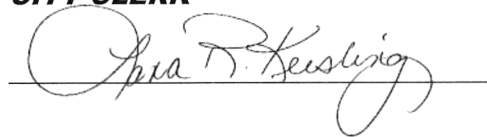
DO NOT PASS

ABSTAIN

NO REC

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**LANA R. KEESLING
CITY CLERK**



Public Hearing Date: N/A

Read the first time in full and on motion by Councilman Crawford.

Read the second time by title and referred to the Finance Committee.

Read the third time in full and on motion by Councilman Crawford, placed on passage by the following vote:

<u>TOTAL VOTES</u>	<u>AYES</u>	<u>NAYS</u>	<u>ABSTAINED</u>	<u>ABSENT</u>
ARP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
BARRANDA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CRAWFORD	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
DIDIER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ENSLEY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
FREISTROFFER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HINES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
JEHL	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PADDOCK	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

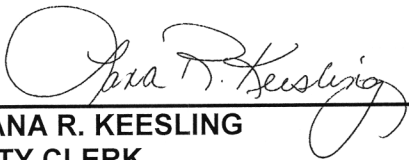
DATED: October 9, 2018



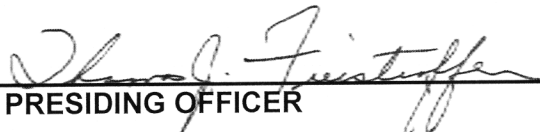
 LANA R. KEESLING, CITY CLERK

Passed and adopted by the Common Council of the City of Fort Wayne, Indiana, as

Resolution No. R-18-09-27 on the 9th day of October, 2018



 LANA R. KEESLING
 CITY CLERK



 PRESIDING OFFICER

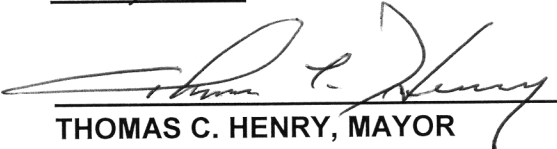
Presented by me to the Mayor of the City of Fort Wayne, Indiana, on the 10th of October 2018, at the hour of 9:55 o'clock A.M. E.S.T.



 LANA R. KEESLING, CITY CLERK

Approved and signed by me this 10th day of OCTOBER

2018, at the hour of 3:00 O'clock PM . E.S.T.



 THOMAS C. HENRY, MAYOR

