

**A Resolution confirming the approving order of the Fort Wayne Plan Commission and Fort Wayne Redevelopment Commission Resolution 2026-11 concerning establishment of Amendment Number II to the West Highway 30 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 March 9, 2026, the Fort Wayne Redevelopment Commission adopted Declaratory Resolution 2026-11, attached hereto as Exhibit A, for the purpose of establishing the Amendment Number II to the West Highway 30 Economic Development Area and tax allocation area ("EDA"); and

WHEREAS, on April 20, 2026, the Fort Wayne Plan Commission considered said Declaratory Resolution 2026-11 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 2026-11 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

\_\_\_\_\_  
Malak Heiny, City Attorney

Exhibit A

RESOLUTION 2026-11  
FORTWAYNE REDEVELOPMENT COMMISSION

DECLARATORY RESOLUTION FOR  
AMENDMENT II TO THE WEST HIGHWAY 30  
REDEVELOPMENT PROJECT AREA AND ECONOMIC DEVELOPMENT AREA

WHEREAS, the Fort Wayne Redevelopment Commission (Commission), pursuant to Indiana Code 36-7-14 , adopted Confirmatory Resolution 2004-10, establishing the West Highway 30 Economic Development Area (“EDA”) to support major employers, retain jobs, and promote long-term growth along the US-30 corridor;

WHEREAS, in 2018 the Commission adopted Confirmatory Resolution 2018-19, establishing Amendment I to the EDA, expanding its boundaries to approximately 294.64 acres to support additional development opportunities and public infrastructure needs;

WHEREAS, in February 2026 the Commission adopted Resolution 2026-01 approving and authorizing the execution of an Economic Development Agreement with Sweetwater Sound, LLC (the “Developer”) for the design, bidding, and construction of certain public infrastructure improvements related to the Developer’s facility expansion within the West Highway 30 Economic Development Area (the “Project”); and

WHEREAS, Resolution 2026-01 contemplated the expansion of the allocation area and the capture of tax increment revenues associated with the Project, and the Commission now desires to proceed with “Amendment II” to incorporate the annexation property into the EDA and further implement the Plan in support of the Project;

WHEREAS, the Commission has caused to be prepared an updated Redevelopment Plan titled Redevelopment Plan for Amendment II to the West Highway 30 Economic Development Area, dated March 9, 2026 (the “Plan”) and attached hereto as Exhibit A;

WHEREAS, the Plan provides that Amendment II will support an approximately 89.71-acre annexation for an investment in excess of Thirty Million Dollars (\$30,000,000.00), including a 167,496-square-foot expansion of the Developer’s warehouse and distribution operations, and will enable public infrastructure improvements (the “Project”) as depicted in Exhibit B;

WHEREAS, the Commission has agreed to provide tax increment financing (“TIF”) assistance for the Project, which assistance is currently contemplated to include: (i) a lump-sum payment in an amount not to exceed Two Million Five Hundred Thousand Dollars (\$2,500,000) from TIF revenues, (ii) reimbursement of additional eligible project costs from available TIF revenues to be repaid over the term of the TIF; and (iii) a TIF revenue sharing structure pursuant to which approximately seventy percent (70%) of available tax increment revenues would be allocated for Developer reimbursement

20. 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.
21. This Resolution shall be effective upon adoption.

FORT WAYNE REDEVELOPMENT COMMISSION



Steve Corona, President



Christopher Guerin, Secretary

ADOPTED: 9 MARCH 2026



### I. OVERVIEW

---

The West Highway 30 Economic Development Area (“Area”) has played a central role in supporting major employers and advancing long-term economic growth along the US Highway 30 corridor. Since its original establishment in 2004 to retain SIRVA (North American Van Lines) and secure more than 1,100 jobs in Fort Wayne, the Area has continued to evolve as a strategic employment center. The first amendment to the Area (“EDA-1”), adopted in 2018, expanded the boundary to approximately 294.64 acres to accommodate additional development opportunities, public infrastructure needs, and long-range planning objectives for the corridor.

Amendment II is consistent with and supported by the All in Allen Comprehensive Plan because it strengthens a designated employment corridor, aligns public infrastructure investment with private expansion, promotes efficient use of existing industrial land, coordinates redevelopment tools with annexation and land-use policy, and enhances the region’s long-term economic competitiveness.

Amendment II builds on this foundation by further expanding the Area to include additional real estate necessary to support a major new investment by Sweetwater Sound, LLC (“Developer”), one of the region’s most significant employers and a nationally recognized leader in music technology distribution. The Developer has proposed a 167,496 square foot expansion of its existing warehouse and distribution center, along with the design and construction of substantial public infrastructure improvements that will enhance transportation access, utility capacity, and overall development readiness within and around the Allocation Area (the “Project”).

The Fort Wayne Redevelopment Commission (“Commission”), in partnership with the City of Fort Wayne and other local stakeholders, has determined that the inclusion of the Annexation Property and the designation of the associated public improvements as “local public improvements” under Indiana Code 36-7-14 are necessary to support the Project. These improvements will directly serve the Allocation Area, strengthen the corridor’s logistics and distribution capabilities, and position the Area for continued private-sector investment.

The Commission’s participation, as outlined in the Economic Development Agreement with the Developer, includes providing support for the design, public bidding, award, and construction of the public improvements. This partnership approach mirrors the successful model used in the original establishment of the Area, where coordinated local and state incentives secured SIRVA’s long-term presence and catalyzed subsequent investment. Amendment II continues this strategy by aligning public infrastructure investment with private expansion that will generate new employment opportunities, increase assessed value, and reinforce the Area’s role as a regional economic engine.

The proposed amendment is therefore necessary to:

## REDEVELOPMENT COMMISSION

---

- Incorporate the Annexation Property into the Area and establish a new Tax Allocation Area as that term is defined in IC 36-7-14-39. For avoidance of doubt, the tax allocation area runs coterminous with the Amendment II Economic Development Area.
- Enable the Commission to undertake and finance public improvements that directly support the Project;
- Facilitate continued economic development along the US Highway 30 corridor; and
- Advance the goals and objectives of the Redevelopment Plan by promoting job creation, capital investment, and long-term tax base growth.

Amendment II reflects the City's ongoing commitment to supporting major employers, strengthening critical logistics infrastructure, and ensuring that the West Highway 30 corridor remains a competitive and attractive location for business expansion and investment.

### II. BOUNDARY DESCRIPTION

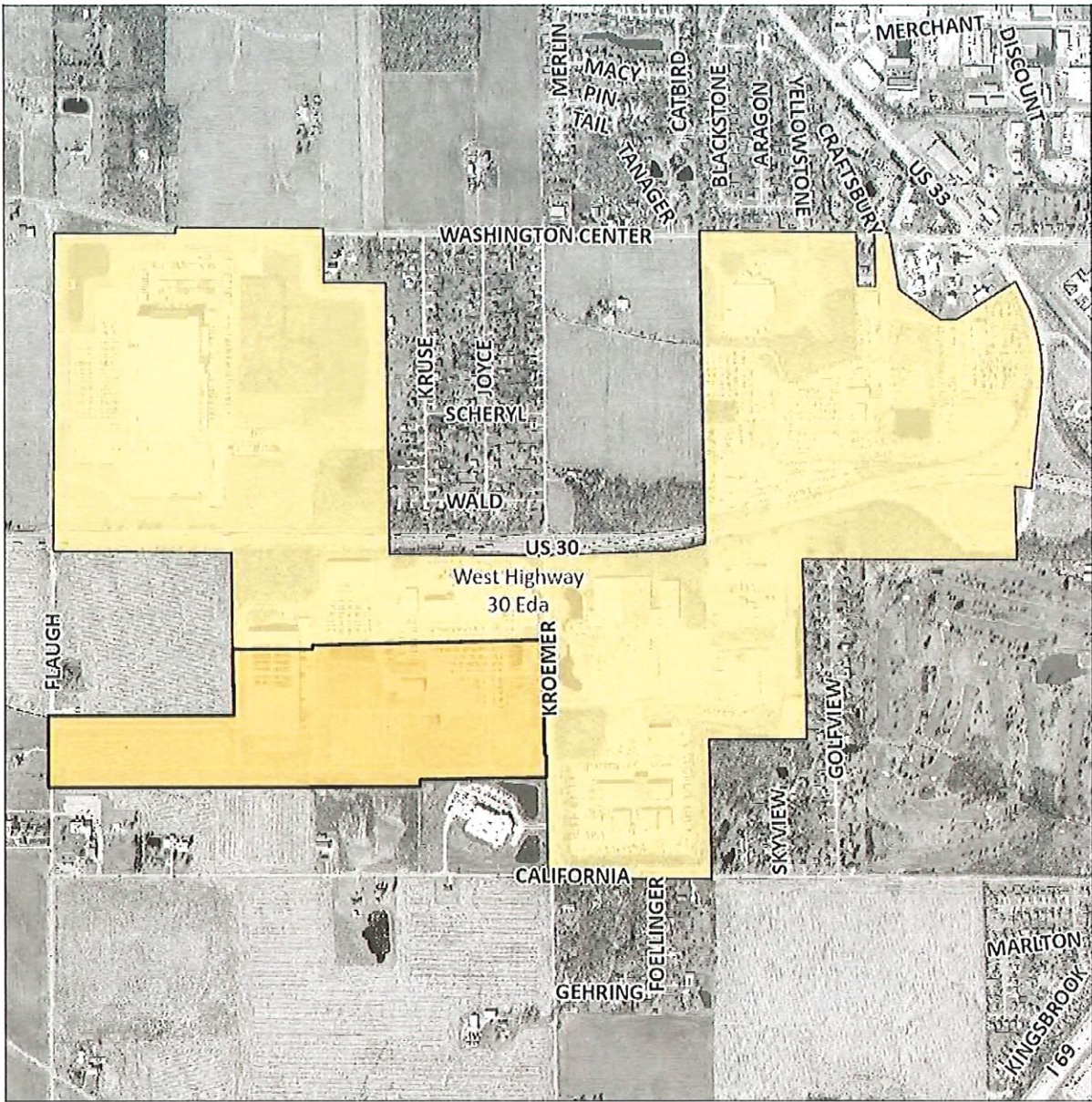
---

Beginning at the intersection of Flaugh Road and the unnamed east-west access drive located immediately south of U.S. Highway 30, the boundary proceeds east along said access drive to its point of connection with the internal circulation drive serving the Sweetwater campus. The boundary then continues eastward along the northern internal drive, following its curvature as it turns northeast and then east, encircling the northern perimeter of the Sweetwater warehouse, office, and parking facilities.

Upon reaching the eastern edge of the Sweetwater campus, the boundary turns south toward Kroemer Road, following the eastern property line and continuing until it intersects with Kroemer Road. The boundary then proceeds south along Kroemer Road to its intersection with the unnamed east-west access drive located immediately south of the Sweetwater campus.

At the unnamed east-west access drive located immediately south of the Sweetwater campus, the boundary turns west, following West California Road along its entire length until reaching its intersection with Flaugh Road. The boundary then turns north along Flaugh Road, following the roadway back to the point of beginning at the intersection of Flaugh Road and the east-west access drive south of U.S. Highway 30.

The full Boundary Description is contained in Attachment 1.

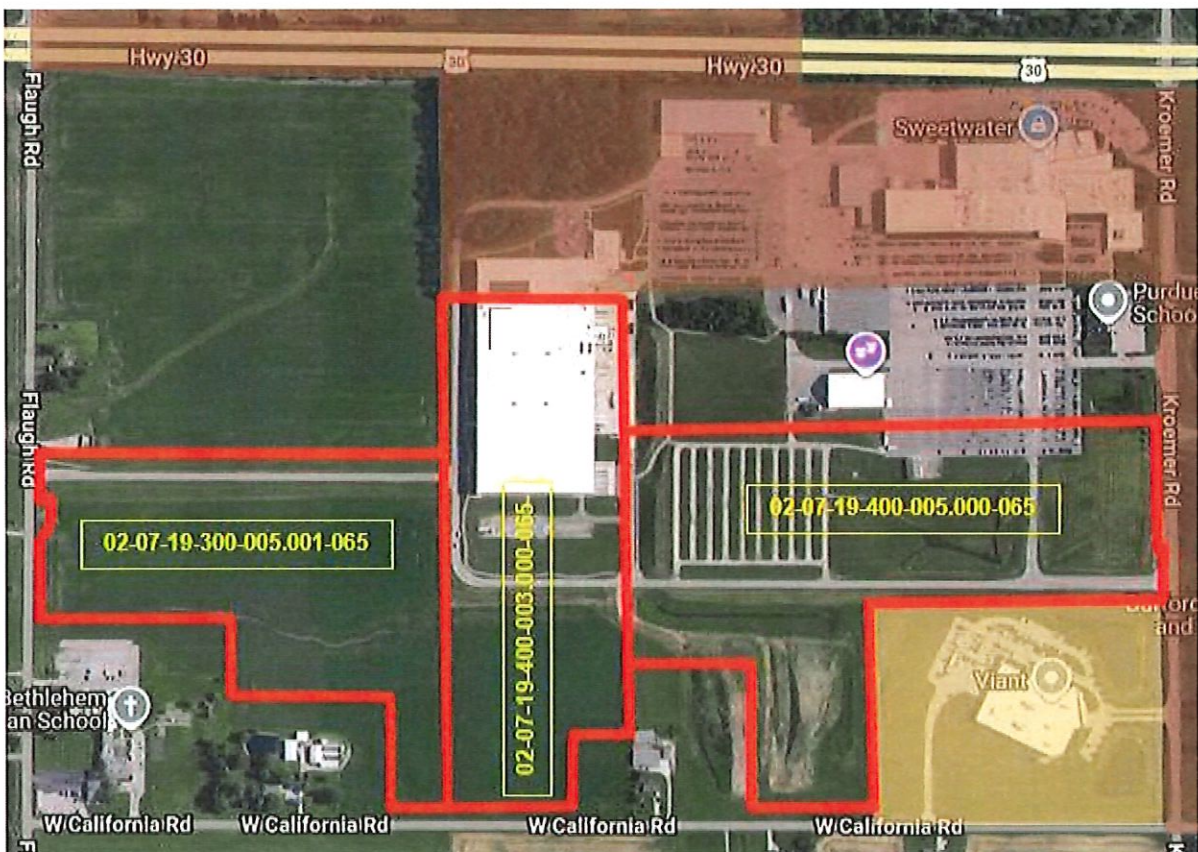


## REDEVELOPMENT COMMISSION

### III. REAL PROPERTY WITHIN THE ALLOCATION AREA

The New Allocation Area contains three Developer-owned parcels, described and depicted below. These parcels will be surveyed and split prior to adoption.

PIN	Owner	Area	Land Value (\$)	Improvement Value (\$)	Assessed Value (\$)
02-07-19-300-005.001-065 (split)	Sweetwater Sound LLC	27.74 ac	\$50,900	\$0	\$50,900
02-07-19-400-003.000-065 (split)	Sweetwater Sound LLC	26.90 ac	\$384,000	\$21,377,100	\$21,761,100
02-07-19-400-005.000-065 (split)	Sweetwater Sound LLC	37.43 ac	\$817,900	\$96,500	\$914,400



## **REDEVELOPMENT COMMISSION**

---

### **IV. REDEVELOPMENT PROJECT SUMMARY**

---

Amendment II to the West Highway 30 Economic Development Area supports a major private investment by Sweetwater Sound, LLC and advances the City's long-term vision for strengthening the US-30 employment corridor. The Project consists of a 167,496-square-foot expansion of Sweetwater's existing warehouse and distribution center, along with the design and construction of significant public infrastructure improvements necessary to support continued growth within the corridor. These improvements include roadway, utility, drainage, and access enhancements that will directly serve the Allocation Area and improve development readiness for future employment-based investment.

The Project builds upon the Area's established role as a regional logistics and technology hub and leverages the existing BTI zoning designation, which supports large-scale industrial, distribution, and technology-oriented uses. The expansion will accommodate increased operational capacity, support workforce growth, and enhance Sweetwater's ability to meet national distribution demands. The public improvements will also address long-term infrastructure needs along Flaugh Road, Kroemer Road, and West California Road, improving circulation, safety, and utility service for current and future users of the corridor.

The Redevelopment Commission's participation, as outlined in the Economic Development Agreement, includes supporting the design, public bidding, award, and construction of the public improvements. This partnership approach reflects the City's ongoing commitment to aligning public infrastructure investment with private-sector expansion that generates new employment opportunities, increases assessed value, and strengthens the regional economy. By incorporating the Annexation Property into the Economic Development Area and establishing a new Tax Allocation Area, Amendment II ensures that tax increment revenues can be used to finance the public improvements necessary to support the Project and advance the goals of the Redevelopment Plan.

Overall, the Redevelopment Project represents a coordinated public-private effort to enhance critical infrastructure, retain and grow a major employer, and reinforce the West Highway 30 corridor as a competitive and attractive location for business expansion and long-term economic development.

### **V. RELOCATION OF RESIDENTS AND BUSINESSES**

---

No resident or business relocation is necessary to implement this plan.

### **VI. ENVIRONMENTAL CONCERNS**

---

The Amendment Area consists of property owned and controlled by the Developer, and the City has not conducted an independent environmental site assessment for the Project. Based on available information and the long-standing agricultural, commercial and industrial use of the corridor, no known

## REDEVELOPMENT COMMISSION

---

environmental conditions have been identified that would prevent the proposed expansion or the construction of public improvements. However, as with any redevelopment activity on previously developed land, the potential for environmental conditions typical of agricultural, commercial, industrial or logistics sites—such as subsurface debris, historical fill, or localized contamination—cannot be fully evaluated without a formal environmental assessment. The Developer remains responsible for compliance with all applicable federal, state, and local environmental regulations, including any due diligence, investigation, or remediation obligations that may arise under Indiana Department of Environmental Management (IDEM) or U.S. Environmental Protection Agency (EPA) requirements. The Commission’s participation in the Project does not alter the Developer’s responsibility to ensure that the property is suitable for its intended use and that all environmental conditions, if any, are appropriately addressed prior to or during construction. These considerations do not affect the feasibility of the Project but are acknowledged as part of standard redevelopment practice.

## VII. COMPREHENSIVE PLAN, LAND USE, AND ZONING

---

**Comprehensive Plan.** Amendment II to the West Highway 30 Economic Development Area is fully consistent with the All in Allen Comprehensive Plan because it strengthens a designated regional employment corridor, supports the expansion of a major employer, and aligns public infrastructure investment with long-term land use and economic development strategies. The inclusion of the Annexation Property and the creation of a new Tax Allocation Area reinforce the Plan’s vision for industrial and logistics growth along the US-30 corridor, an area identified for continued employment-focused development. The Project advances the Plan’s goals by promoting efficient use of industrial land, coordinating redevelopment tools with annexation and zoning policy, improving freight mobility and infrastructure capacity, and leveraging public-private partnerships to stimulate job creation and capital investment. Together, these actions ensure that the West Highway 30 corridor remains a competitive, well-served, and strategically positioned employment center consistent with the community’s adopted long-range planning framework.

### Land Use and Development (LUD)

- LUD 2.1: Encourage new development within the Targeted Growth Areas that are contiguous to existing development
- LUD 2.3: Encourage development and redevelopment in areas within the Targeted Growth Areas that are served by adequate water, sanitary sewer, and transportation infrastructure

### Economic Development (ED)

- ED 1.3: Support the establishment and expansion of rural businesses in areas with sufficient infrastructure capacity and enforce performance standards to mitigate potential negative impacts on the rural environment

## REDEVELOPMENT COMMISSION

---

- ED 3.1: Invest in transportation corridors and infrastructure that increase mobility and transportation choices while providing greater access to existing and planned centers of employment
- ED 3.2: Continue to work on plans for the expansion of the U.S 30 corridor to promote and enhance travel between Allen County and the Chicago area

### Transportation & Mobility (TM)

- TM 1.2: Support advocacy, planning, and implementation efforts for the expansion of the U.S 30 corridor into an interstate highway

**Land Use and Zoning.** The Amendment Area is entirely zoned BTI – Business, Technology, and Industrial, a district specifically intended to accommodate large-scale employment uses, including warehousing, logistics, distribution, advanced manufacturing, and technology-oriented business operations. The BTI district supports a broad range of industrial and commercial activities that require significant building footprints, truck access, utility capacity, and flexible site design standards. This zoning classification is consistent with the existing development pattern along the US Highway 30 corridor, which has long served as one of the City’s most important employment and logistics corridors.

Amendment II aligns directly with the permitted uses and development intent of the BTI district. Sweetwater’s warehouse and distribution expansion, along with the associated public infrastructure improvements, represent the type of high-value, employment-generating investment envisioned for BTI-zoned areas. The zoning designation allows for the continued growth of major employers while ensuring compatibility with surrounding industrial and commercial uses.

Amendment II also aligns with the City’s adopted land use policies, which identify this portion of the US-30 corridor as a strategic employment center appropriate for continued industrial and logistics development. The BTI zoning classification reinforces this long-range vision by supporting land uses that contribute to job creation, capital investment, and regional economic competitiveness. The inclusion of the Annexation Property within the Area ensures that zoning, land use, and redevelopment tools are coordinated to support orderly growth and infrastructure planning.

Overall, the existing BTI zoning provides a strong regulatory foundation for the Project and ensures that the Amendment Area remains well-positioned to accommodate current and future employment-based development consistent with the City’s comprehensive planning objectives.

## REDEVELOPMENT COMMISSION

---

### VIII. EXISTING PUBLIC INFRASTRUCTURE

---

The EDA is located in a fully developed portion of the city, so public infrastructure and utilities are generally available and have the capacity to support anticipated development. Necessary public infrastructure improvements are described in Section X of this plan.

### IX. FLOODPLAIN AND WETLANDS

---

The Amendment Area is not located within a regulatory floodplain, and no portion of the site lies within a FEMA-designated Special Flood Hazard Area. The US-30 corridor and the Sweetwater campus sit on relatively high, well-drained ground that has been extensively developed with industrial, commercial, and transportation uses. As a result, the Amendment Area is not subject to floodway restrictions, floodplain development permitting, or elevation requirements under local, state, or federal regulations. This condition supports the suitability of the site for continued industrial and logistics development and reduces environmental constraints on the proposed public improvements and private expansion. A floodplain map is contained in Attachment 2.

### X. POTENTIAL REDEVELOPMENT PROJECTS

---

The following public improvements could support full build-out of the Annexation Area. Cost estimates are not included because the scope and timing are not known at this time. It is intended that the Redevelopment Commission use this list as a guide of the types of projects that could be undertaken, rather than as an explicit list.

To account for barriers that may arise as redevelopment progresses, some projects could require the use of one or more of the redevelopment activities described in Indiana Code 36-7-14. This includes, but is not limited to strategic property acquisition, demolition, and environmental testing and remediation. In addition, projects may require professional design engineering, consulting services, and traffic management.

- Due diligence and other pre-development investigations to assess viability of public and private projects. This typically includes, but is not limited to title work, environmental assessments, geotechnical investigations, surveys, market studies, and traffic impact studies.
- Construction, extension, and/or relocation of public infrastructure to support private development. The nature and cost of new public infrastructure will depend largely on the scope of the project and on the condition and location of the public infrastructure currently serving the site. Public infrastructure could include, but is not limited to parking, roadway improvements, curbs, sidewalks, pavement, streetlights, streetscapes, bicycle facilities, utility

## **REDEVELOPMENT COMMISSION**

---

improvements, utility relocation, stormwater management, earthwork, site demo, grading, soil management, noise attenuation, transit improvements, and public spaces such as parks and plazas.

- Public infrastructure and façade improvements to support infill development and site preparation
- Gateway improvements such as banners, signage, and public art conveying a sense of arrival into the corridor
- Parking lot and on-street parking improvements which may include without limitation: site work, paving, striping, and landscaping
- Murals and other public art on blank building walls and other locations visible from public rights-of-way
- Payment of principal and interest on loans and/or leases issued to support redevelopment of the Annexation Area

### **XI. PROPERTY TO BE ACQUIRED**

---

The Redevelopment Commission does not intend to acquire any property within the Amendment Area in order to implement this plan.

### **XII. FUNDING PRIORITIES**

---

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

Attachment 1

**Boundary Description of Amendment II Area**

Beginning at the intersection of Flaugh Road and the unnamed east–west access drive located immediately south of U.S. Highway 30, the boundary proceeds east along said access drive to its point of connection with the internal circulation drive serving the Sweetwater campus. The boundary then continues eastward along the northern internal drive, following its curvature as it turns northeast and then east, encircling the northern perimeter of the Sweetwater warehouse, office, and parking facilities.

Upon reaching the eastern edge of the Sweetwater campus, the boundary turns south toward Kroemer Road, following the eastern property line and continuing until it intersects with Kroemer Road. The boundary then proceeds south along Kroemer Road to its intersection with the unnamed east-west access drive located immediately south of the Sweetwater campus.

At the unnamed east-west access drive located immediately south of the Sweetwater campus, the boundary turns west, following West California Road along its entire length until reaching its intersection with Flaugh Road. The boundary then turns north along Flaugh Road, following the roadway back to the point of beginning at the intersection of Flaugh Road and the east–west access drive south of U.S. Highway 30.

Attachment 2

Flood Hazard Areas



USDA, USGS The National Map: Orthoimagery. Data refreshed June, 2024. Powered by Esri



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

**APPROVING REDEVELOPMENT COMMISSION  
DECLARATORY RESOLUTION 2026-11  
FOR ESTABLISHING AMENDMENT II TO THE WEST HIGHWAY 30  
REDEVELOPMENT PROJECT AREA AND ECONOMIC DEVELOPMENT AREA**

WHEREAS, on March 9, 2026, the Fort Wayne Redevelopment Commission ("Redevelopment Commission") adopted Declaratory Resolution 2026-11, for the purpose of establishing Amendment II to the West Highway 30 Redevelopment Project Area and Economic Development 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:

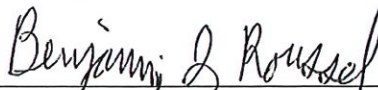
1. Redevelopment Commission Declaratory Resolution 2026-11, together with the redevelopment plan and related support documents attached thereto, conform to the plan of development for the City of Fort Wayne, and are hereby approved.
2. The Secretary of the Plan Commission is authorized to deliver to 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 April 20, 2026

**CITY OF FORT WAYNE PLAN COMMISSION**



Connie Haas Zuber, President



Benjamin J. Roussel, Secretary

## **DIGEST SHEET**

**TITLE OF RESOLUTION.** A Resolution confirming the approving order of the Fort Wayne Plan Commission and Fort Wayne Redevelopment Commission Resolution 2026-11 concerning establishment of Amendment Number II to the West Highway 30 Redevelopment Project and Economic Development Area.

**DEPARTMENT REQUESTING RESOLUTION.** Redevelopment

**SYNOPSIS OF RESOLUTION.** Approves establishment of the Amendment II to the West Highway 30 Economic Development Area ("EDA"). The attached Redevelopment plan provides that Amendment II will support an approximately 89.71-acre annexation for an investment in excess of Thirty Million Dollars (\$30,000,000.00), including a 167,496-square-foot expansion of the Developer's warehouse and distribution operations, and will enable public infrastructure improvements. The Redevelopment Commission must publish notice and conduct a public hearing prior to taking final action on amendment of the EDA.

**EFFECT OF PASSAGE.** Passage of the resolution and related agreements will enable Sweetwater Sound's planned warehouse expansion, supporting major job growth and long-term economic development on the city's northwest side. It will secure approximately 75 construction jobs and 300 new permanent positions, generate an estimated \$2 million in new property tax revenue for the City over the first five years beginning in 2028, and increase tax increment revenue within the West Highway 30 TIF district. Approval will also allow necessary infrastructure improvements, primarily roadway upgrades, to move forward using TIF funding, while positioning Fort Wayne to fully benefit from INDOT's significant U.S. 30 corridor investments, including the new Flaugh Road interchange. Overall, passage strengthens the City's ability to support Sweetwater's growth, improve regional infrastructure, and capture new long-term revenue.

**EFFECT OF NON-PASSAGE.** The public infrastructure improvements that are 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. The City could not leverage INDOT's major U.S. 30 corridor investments to benefit the site and public roadway improvements tied to the project would not proceed. Overall, non-passage would reduce job creation, delay needed infrastructure upgrades, and weaken Fort Wayne's opportunity to secure long-term economic gains associated with Sweetwater's continued expansion.

**MONEY INVOLVED (DIRECT COSTS, EXPENDITURES, SAVINGS).** There are no direct costs associated with establishing the EDA. Activities such as the expansion, construction, or reconstruction of public infrastructure are necessary for the successful redevelopment of the area, and the costs associated with such infrastructure is described in the attached Redevelopment Plan. These projects could be funded and/or financed through tax increment generated within the EDA.

**ASSIGNED TO COMMITTEE (PRESIDENT).** \_\_\_\_\_



# CITY OF FORT WAYNE

SHARON TUCKER, MAYOR

Community Development • Redevelopment

July 9, 2026

## MEMO

**To:** City of Fort Wayne Common Council

**Copy:** Jonathan Leist, Community Development Director  
Alec Johnson, Redevelopment Director

**From:** Danielle Wetzel, Community Development Manager, 260-427-5954

**Re:** **Amendment II to the West Highway 30 Redevelopment Project Area and Economic Development 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 2026-11, together with the associated redevelopment plan and related documents that were approved by the Redevelopment Commission on March 9, 2026, for the purpose of amendment II of the West Highway 30 Redevelopment Project and Economic Development Area ; and
2. The Fort Wayne Plan Commission's Findings of Fact and Resolution dated April 20, 2026, wherein the Plan Commission determined that Declaratory Resolution 2026-11 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 2026-11 is a new economic development area and allocation area within the West Highway 30 Redevelopment Project Area and Economic Development Area.

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

If you have any questions, please contact me at 260-427-5954

or [Danielle.Wetzel@cityoffortwayne.org](mailto:Danielle.Wetzel@cityoffortwayne.org)

## COMMUNITY DEVELOPMENT

200 E. Berry St., Suite 320 • Fort Wayne, Indiana • 46802  
260-427-2150 • [CityofFortWayne.in.gov/CD](http://CityofFortWayne.in.gov/CD)