



**Modification No. 109  
to the  
Common Development and Redevelopment Plan  
and  
Common Tax Increment Financing Plan**

**July 7, 2006; revised August 7, 2006**

**MODIFICATION NO. 109  
TO THE  
COMMON DEVELOPMENT AND REDEVELOPMENT PLAN  
AND COMMON TAX INCREMENT FINANCING PLAN**

**July 7, 2006**

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(This Table of Contents is not part of Modification No. 109 to the Common Development and Redevelopment Plan and Common Tax Increment Financing Plan, and is only for convenience of reference.)

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**MODIFICATION NO. 109  
TO THE  
COMMON DEVELOPMENT AND REDEVELOPMENT PLAN  
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**July 7, 2006; revised August 7, 2006**

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***Background***

The area surrounding the Franklin Avenue LRT station has been a focus for extensive public redevelopment activities during the past thirty years. There are currently six redevelopment project areas located within one-half mile of the Franklin Avenue LRT station, several of which have boundaries that overlap. Over the past three decades these project areas were utilized primarily to support residential rehabilitation and community revitalization (Model City and Seward West), industrial development (Seward South), commercial corridor revitalization (Franklin Avenue), infrastructure investment around the LRT station (Franklin LRT Station), and to facilitate public financing (Common Project).

Planning for LRT and revitalization around the Franklin Avenue LRT station began in 1999 with a community-based planning process convened by Seward Redesign, a neighborhood Community Development Corporation. The Final Report of the Franklin Avenue LRT Task Force was released in March, 2000 and has provided the framework for subsequent planning and implementation initiatives. The Franklin Avenue-Cedar/Riverside Transit Oriented Development Master Plan, a small area plan that provides policy direction for the City of Minneapolis on land use, infrastructure, urban design and development standards, was adopted by the City in December, 2001, and subsequently amended into the Minneapolis Plan. In 2001, the Minneapolis Plan, the comprehensive plan of the City of Minneapolis, was amended to identify the half mile area around the proposed LRT station and other neighborhood LRT stations as Transit Station Areas, and to adopt comprehensive plan policies for this land use feature.

The Franklin LRT Station Area Redevelopment Plan (dated March 23, 2001) was adopted by the City to allow public infrastructure investments necessary to support improved access and transit-oriented development adjacent to the LRT station consistent with these planning efforts, and to coordinate these improvements with the final design and construction of the Hiawatha LRT project. The Franklin LRT Station Area Redevelopment Plan, and the concurrent Modification No. 82 to the Common Development and Redevelopment Plan and Common Tax Increment Finance Plan, also

authorized the expenditure of funds in the Minneapolis Hiawatha LRT Transit-Oriented Development program set-aside to support this initiative.

Hiawatha LRT opened in Minneapolis in June 2004. In 2004 and 2005, the Franklin LRT Station Implementation Partnership, a community/public partnership including participation by Hennepin County, the City of Minneapolis, Seward Redesign, and other local community-based organizations, residents, property-owners and business-owners, and elected officials was established to convert the master plan policies into an action plan. In 2005, the Franklin Avenue LRT Station Area Development Implementation Plan was completed with development and funding strategies, concept plans for infrastructure improvements, development scenarios, and additional market and feasibility analysis. In 2005, Ventura Village Neighborhood Group and Seward Neighborhood Group adopted resolutions requesting that the City of Minneapolis expand the boundaries of the Franklin LRT Station Area Redevelopment Project to coincide with the boundaries proposed in this plan modification in order to adopt a unified vision, goals and objectives for the station area consistent with the LRT station area plans and facilitate implementation of the plan vision.

### ***Introduction***

The Common Project geographic area is being expanded to include a free-standing overlay area that includes the same parcels incorporated into the expanded Franklin LRT Station Area Redevelopment Project Area. If allocated, funds from the Common Project set-aside for the Hiawatha LRT transit-oriented development (TOD) program will be available to pay eligible public project costs in the expanded Franklin LRT Station Area.

The Franklin LRT Station Area plan modification which includes modifications to other surrounding projects, establishes consistent and uniform transit-oriented development land use goals and objectives for the area included within the expanded project boundary. These project goals and objectives apply to redevelopment activities undertaken by the City of Minneapolis or Hennepin County under a multi-jurisdictional redevelopment program resolution. The redevelopment plan governs redevelopment and investment activities implemented under the authority of housing and redevelopment powers, such as land acquisition and property disposition.

Parcels will be deleted from four existing project areas and included in the Franklin LRT Station Area Project Area and Common Project. The plan modifications include Modification No. 1 to the Franklin LRT Station Area Redevelopment Plan; Modification No. 15 to the Seward South Urban Renewal Area; Modification No. 8 to the Franklin Avenue Redevelopment Project; Modification No. 20 to the Model City Urban Renewal Area; and Modification No. 4 to the Seward West Urban Renewal Area. Concurrently, this Modification No. 109 to the Common Development and Redevelopment Plan (Common Project) has been prepared to reflect the expansion of the Common Project geographic

area that will include a free-standing overlay area that includes the same parcels incorporated into the expanded Franklin LRT Station Area Redevelopment Project Area.

The expanded Franklin LRT Station Area Redevelopment Project is not being incorporated into the Common Project financial structure and will not be subject to the existing Common Project financial obligations and commitments. No properties are being added or deleted from tax increment financing districts.

By reference, Modification No. 109 to the Common Plan is incorporated into the Incorporated Project Documents, and in itself is designated an Incorporated Document.

## **SECTION A. COMMON DEVELOPMENT AND REDEVELOPMENT PLAN**

**Subsection A.1.** Mission Statement (No Change)

**Subsection A.2.** Definitions (No Change)

**Subsection A.3.** Description of Public Purpose (No Change)

**Subsection A.4.** Objectives of Common Project **(Changed)**

Modification No. 109 to the Common Project is being adopted as a tool to facilitate implementation of the policies and land use vision in the Franklin Avenue-Cedar/Riverside Transit Oriented Development Master Plan and the related Franklin Avenue LRT Station Area Development Implementation Plan. Other implementation tools include the City zoning code, capital improvement program, and funding programs for land assembly, pollution remediation and affordable housing. Implementation of this plan will occur over time, through a combination of public and private investments and activities. Public activities authorized by this plan will be implemented primarily through public, private and community partnerships or the enforcement of City policies and ordinances governing land use and development.

The City of Minneapolis seeks to achieve the following objectives, which have been identified through the work of the Franklin Avenue LRT Task Force, the Franklin Avenue-Cedar/Riverside Transit Oriented Development Master Plan, and the Franklin Avenue LRT Station Area Development Implementation Plan.

Development Goals:

1. Reinforce existing public and private assets, and build upon the strength of the Franklin Avenue Commercial Corridor.
2. Promote the emergence of transit-oriented development patterns within the project area. Transit-oriented development is compact development located close to transit stations that functions as a

- point of origin or destination for transit riders, through providing a mix of uses, mixed-income housing types and place-making design features that complement transit use, and integrate transit facilities and development with the surrounding neighborhood.
3. Promote the emergence over time of a transit-oriented development district within a transit-oriented neighborhood through the redevelopment of vacant, under-utilized and inappropriate land uses.
  4. Enliven the station area and increase visibility with new development in order to create a safe and inviting pedestrian environment.
  5. Bridge the gap between the Ventura Village, East Phillips and Seward neighborhoods.
  6. Provide convenient integration of other transit modes with LRT.
  7. Strengthen pedestrian and bicycle connections from all directions.
  8. Retain and attract new living-wage jobs for local residents.
  9. Create new mixed-income housing.
  10. Create green connections, green spaces and public gathering places associated with new development.

Development Strategies:

1. Establish active land uses around the LRT yards and shop facilities to screen industrial uses, maximize developable area along Franklin and Cedar, and improve safety and activity around the LRT station.
2. Develop vacant and underutilized public land and highway right-of-way within the station area.
3. Encourage new development along pedestrian and bike routes to create safe environments.
4. Preserve and expand entertainment, social and cultural facilities within the station area, including green space and community gathering spaces.
5. Redesign and consolidate the intersection of Cedar, Franklin & Minnehaha.
6. Build upon the strengths of the Franklin Avenue commercial corridor to bring new development from the margins of the station area towards the LRT station.
7. Work with existing property owners to identify a catalyst project close to the LRT station.
8. Create an integrated transit hub.
9. Provide services within the station area for transit users.
10. Extend new development along the Hiawatha and Minnehaha corridors within the development project area.

**Subsection A.5. Structuring of Common Project (No Change)**

**Subsection A.6.** History of Establishment and Modification of Projects and TIF Districts Included in Common Project Area **(Changed)**

Subsection A.6. is modified to include the following information:

Project	Plan, Mod or Amendment	City Council Approval Date	Resolution Number
<i>Common Project</i>	<i>Modification No. 109 to the Common Plan (Franklin LRT Station Area)</i>	<i>September 1, 2006</i>	<i>06R-_____</i>

**Subsection A.7.** Estimated Public Improvement Costs (No Change)

**Subsection A.8.** Boundaries of the Common Project Area **(Changed)**

The legal description for the area to be added to the Common Project is as follows:

Starting at the intersection point of 24<sup>th</sup> Street East's South Right-of-Way ("ROW") line and Bloomington Avenue South's West ROW line.

Go North along the West ROW line of Bloomington Avenue South to the intersection with South ROW line of 21<sup>st</sup> Street East.

Then West along the South ROW line of 21<sup>st</sup> Street East to the point of intersection with the West property line of 2020 Bloomington Avenue South extended.

Then North along West property line of 2020 Bloomington Avenue South extended to the intersection with the South ROW line of Franklin Avenue East.

Then West along South ROW line of Franklin Avenue East to the point of intersection with the South one-half of the West property line of 1530 Franklin Avenue East extended.

Then North along 1530 Franklin Avenue East's West property line (note jog in West property line) extended to a point of intersection with the North ROW line of 19<sup>th</sup> Street East.

Then East along the North ROW line of 19<sup>th</sup> Street East to the intersection with the East property line of 1528 19<sup>th</sup> Street East extended.

Then North along East property line of 1528 19<sup>th</sup> Street East extended (West side of alley) to the South ROW line of East Bound Interstate 94 (I-94).

Then East along the South ROW line of I-94 to a point of intersection with the East ROW line of 21<sup>st</sup> Avenue South Extended.

Then South along East ROW line of 21<sup>st</sup> Avenue South to a point of intersection with the East ROW line of Minnehaha Avenue.

Then South Easterly along the East ROW line of Minnehaha Avenue to a point of intersection with the South ROW line of 24<sup>th</sup> Street East.

Then West along the South ROW line of 24<sup>th</sup> Street East to the West ROW line of Bloomington Avenue South, which is the point of the beginning.

The Common Project is being expanded to include a free-standing overlay area that includes the same parcels incorporated into the expanded Franklin LRT Station Area Redevelopment Project Area. If allocated, funds from the Common Project set-aside for the Hiawatha LRT transit-oriented development (TOD) program will be available to pay eligible public project costs in the expanded Franklin LRT Station Area.

The expanded project area of the Franklin LRT Station Area Redevelopment Plan is not being incorporated into the Common Project financial structure and will not be subject to the existing Common Project financial obligations and commitments.

These boundary changes to the affected project areas are summarized below:

Modification No. 15 to the Seward South Urban Renewal Plan

Deletes the following parcels from the Seward South Project Area, and adds the following parcels to the boundary of the Franklin LRT Station Area Project and Common Project:

36-029-24-22-0046	2204-06 Snelling Ave
36-029-24-22-0043	1868 24th St E
36-029-24-22-0049	2216-18 Snelling Ave
36-029-24-22-0048	2214 Snelling Ave
36-029-24-22-0045	2200 Snelling Ave
36-029-24-22-0047	2210 Snelling Ave
36-029-24-22-0042	1866 24th St E
36-029-24-22-0003	2225 Hiawatha Ave
36-029-24-22-0050	2304 Snelling Ave
36-029-24-22-0051	1915 22nd St E
36-029-24-22-0071	2223 Snelling Ave
36-029-24-22-0054	2208 Minnehaha Ave
36-029-24-22-0105	2213-15 Snelling Ave
36-029-24-22-0053	2204 Minnehaha Ave
36-029-24-22-0055	2212 Minnehaha Ave
36-029-24-22-0052	2200 Minnehaha Ave

36-029-24-22-0070	2309 Snelling Ave
36-029-24-22-0093	2317 Snelling Ave
36-029-24-22-0092	2323 Snelling Ave
36-029-24-22-0056	2300 Minnehaha Ave
36-029-24-22-0057	2304 Minnehaha Ave
36-029-24-22-0058	2308 Minnehaha Ave
36-029-24-22-0059	2310 Minnehaha Ave
36-029-24-22-0060	2316 Minnehaha Ave
36-029-24-22-0061	2322 Minnehaha Ave
36-029-24-22-0063	2330 Minnehaha Ave
26-029-24-44-0081	823 17 <sup>th</sup> Ave S
36-029-24-22-0034	2103 Cedar Ave S
35-029-24-11-0007	2012 Cedar Ave S
36-029-24-22-0036	2109 Cedar Ave S
36-029-24-22-0033	2019 Cedar Ave S
36-029-24-22-0039	1820 22nd St E
35-029-24-11-0002	2028 Cedar Ave S
36-029-24-22-0037	2113 Cedar Ave S
36-029-24-22-0040	1834 22nd St E
35-029-24-11-0001	2024 Cedar Ave S
36-029-24-22-0035	2105 Cedar Ave S
36-029-24-22-0032	2001 Cedar Ave S
36-029-24-22-0103	1845 Franklin Ave E
36-029-24-22-0101	2112 Minnehaha Ave
36-029-24-22-0020	2120 Minnehaha Ave
36-029-24-22-0021	1914 22nd St E
36-029-24-22-0022	1912 22nd St E
36-029-24-22-0097	2010 Minnehaha Ave
36-029-24-22-0023	2115 Snelling Ave
25-029-24-33-0083	913 Cedar Ave S
25-029-24-33-0082	917 Cedar Ave S
25-029-24-33-0112	905 Cedar Ave S
25-029-24-33-0074	904 19th Ave S
25-029-24-33-0086	901 Cedar Ave S
25-029-24-33-0116	924-918 19th Ave S
25-029-24-33-0088	1809 9 <sup>th</sup> Street S
25-029-24-33-0076	916 19 <sup>th</sup> Ave S
25-029-24-33-0159	815 Cedar Ave S
25-029-24-33-0018	829 Cedar Ave S
25-029-24-33-0017	825 Cedar Ave S

Modification No. 8 to the Franklin Avenue Redevelopment Plan

Deletes the following parcels from the Franklin Avenue Redevelopment Project Area, and adds the following parcels to the boundary of the Franklin LRT Station Area Project and Common Project:

35-029-24-11-0028	2108 16th Ave S
35-029-24-11-0031	2100 16th Ave S
35-029-24-11-0012	1545 Franklin Ave E
35-029-24-11-0014	1529 Franklin Ave E
35-029-24-11-0013	1533 Franklin Ave E
35-029-24-11-0011	1551 Franklin Ave E
35-029-24-11-0029	2102-04 16th Ave S
35-029-24-11-0026	2110-12 16th Ave S
35-029-24-11-0016	2001 Bloomington Ave
35-029-24-11-0015	1525 Franklin Ave E
35-029-24-11-0160	2015 Bloomington Ave
35-029-24-11-0018	2103 Bloomington Ave
35-029-24-11-0019	2109 Bloomington Ave
35-029-24-11-0024	1524 22nd St E
35-029-24-11-0020	2113 Bloomington Ave
35-029-24-11-0021	2115 Bloomington Ave
35-029-24-11-0023	1530 22nd St E
35-029-24-11-0022	1522 22nd St E
35-029-24-11-0027	2116 16th Ave S
35-029-24-11-0025	2122 16th Ave S
35-029-24-12-0001	1519 Franklin Ave E
35-029-24-12-0002	1517 Franklin Ave E
35-029-24-12-0005	1513 Franklin Ave E
35-029-24-12-0003	2008 Bloomington Ave
35-029-24-12-0009	2020 Bloomington Ave

Modification No. 20 to the Model City Urban Renewal Plan

Deletes the following parcels from the Model City Project Area, and adds the following parcels to the boundary of the Franklin LRT Station Area Project and Common Project:

26-029-24-44-0092	1533 18th St E
26-029-24-44-0039	1804 16th Ave S
26-029-24-44-0038	1810 16th Ave S
26-029-24-44-0037	1812 16th Ave S
26-029-24-44-0035	1818 16th Ave S
26-029-24-44-0073	1816 16th Ave S
26-029-24-44-0034	1532 19th St E
26-029-24-44-0074	1822 16th Ave S
26-029-24-44-0093	1600 19th St E
26-029-24-43-0193	1530 Franklin Ave E
35-029-24-11-0008	2121 16th Ave S
35-029-24-11-0050	1526 24th St E
35-029-24-11-0049	2321 Bloomington Av
35-029-24-11-0159	2315 Bloomington Av
35-029-24-11-0046	2313 Bloomington Av
35-029-24-11-0045	2309 Bloomington Av

35-029-24-11-0044	2303 Bloomington Av
35-029-24-11-0043	2301 Bloomington Av
35-029-24-11-0042	2227-29 Bloomington Av
35-029-24-11-0041	2221 Bloomington Av
35-029-24-11-0040	2219 Bloomington Av
35-029-24-11-0039	2217 Bloomington Av
35-029-24-11-0038	2215 Bloomington Av
35-029-24-11-0037	2213 Bloomington Av
35-029-24-11-0036	2207 Bloomington Av
35-029-24-11-0035	2205 Bloomington Av
35-029-24-11-0034	2203 Bloomington Av
35-029-24-11-0064	2200-02 16th Ave S
35-029-24-11-0062	2204 16th Ave S
35-029-24-11-0063	2206 16th Ave S
35-029-24-11-0061	2208 16th Ave S
35-029-24-11-0060	2216 16th Ave S
35-029-24-11-0059	2220 16th Ave S
35-029-24-11-0058	2224 16th Ave S
35-029-24-11-0057	2300 16th Ave S
35-029-24-11-0056	2304 16th Ave S
35-029-24-11-0054	2308 16th Ave S
35-029-24-11-0055	2310 16th Ave S
35-029-24-11-0053	2312 16th Ave S
35-029-24-11-0052	2314 16th Ave S
35-029-24-11-0051	1534 24th St E
35-029-24-11-0082	2216 17th Ave S
35-029-24-11-0067	2213 16th Ave S
35-029-24-11-0081	2220 17th Ave S
35-029-24-11-0085	2200 17th Ave S
35-029-24-11-0065	2201 16th Ave S
35-029-24-11-0066	2207 16th Ave S
35-029-24-11-0084	2204-06 17th Ave S
35-029-24-11-0083	2210 17th Ave S
36-029-24-11-0068	2215 16th Ave S
36-029-24-11-0069	2217 16th Ave S
36-029-24-11-0070	2223 16th Ave S
35-029-24-11-0162	2227 16th Ave S
35-029-24-11-0080	2224 17th Ave S
35-029-24-11-0079	2306 17th Ave S
35-029-24-11-0163	2301 16th Ave S
35-029-24-11-0161	2305 16th Ave S
35-029-24-11-0157	2323 16th Ave S
35-029-24-11-0078	1614 24th St E
35-029-24-11-0086	2201 17th Ave S
35-029-24-11-0129	2222 Cedar Av S
35-029-24-11-0121	1809 22nd St E
35-029-24-11-0122	2209 18th Ave S
35-029-24-11-0136	2236 Cedar Ave S

35-029-24-11-0131	2220 Cedar Ave S
35-029-24-11-0132	2216 Cedar Ave S
35-029-24-11-0133	2210 Cedar Ave S
35-029-24-11-0130	2222 Cedar Ave S
35-029-24-11-0156	2300 Cedar Ave S

Modification No. 4 to the Seward West Urban Renewal Plan

Deletes the following parcels from the Seward West Project Area, and adds the following parcels to the boundary of the Franklin LRT Station Area Project and Common Project:

25-029-24-33-0061	1901 Minnehaha Ave
25-029-24-33-0114	806 19th Ave S
25-029-24-33-0062	821 19th Ave S
25-029-24-33-0115	1819 Minnehaha Ave
25-029-24-33-0164	900 20th Ave S
25-029-24-33-0012	1931 Minnehaha Ave
25-029-24-33-0096	905 20th Ave S
25-029-24-33-0090	924 21st Ave S
25-029-24-33-0166	2020 Franklin Ave E/926 21 <sup>st</sup> Ave S
25-029-24-33-0094	925 20th Ave S
25-029-24-33-0095	915 20th Ave S
25-029-24-33-0117	2001 9th St S
25-029-24-33-0093	2000 Franklin Ave E
25-029-24-33-0089	904 21st Ave S
36-029-24-22-0102	2027 Franklin Ave E
36-029-24-22-0012	2101 Minnehaha Ave
36-029-24-22-0013	2001 E. Franklin
36-029-24-22-0087	2201 Minnehaha Ave
36-029-24-22-0011	2105 Minnehaha Ave
36-029-24-22-0106	2012 21st Ave S
36-029-24-22-0010	2121 Minnehaha Ave
36-029-24-22-0009	2100 21st Ave S

Modification No. 109 to the Common Development and Redevelopment and Common Tax Increment Financing Plan (Common Project) expands the existing Common Project area to include all parcels listed above for the purpose of facilitating transit-oriented development land use objectives.

**Subsection A.9.** Development Program Requirements (No Change)

**Subsection A.10.** Modifications to Common Development and Redevelopment Plan (No Change)

**Subsection A.11.** Neighborhood Revitalization Program (No Change)

**SECTION B. COMMON TAX INCREMENT FINANCING PLAN** (No Change)

**Subsection B.1.** Summaries of Participating Tax Increment Financing Districts (No Change)

**Subsection B.2.** Boundaries of Participating Tax Increment Financing Districts (No Change)

**Subsection B.3.** Statement of Objectives and Development Program, Including Property to be Acquired **(Changed)**

Modification No. 109 to the Common Project is being adopted as a tool to facilitate implementation of the policies and land use vision in the Franklin Avenue-Cedar/Riverside Transit Oriented Development Master Plan and the related Franklin Avenue LRT Station Area Development Implementation Plan. Other implementation tools include the City zoning code, capital improvement program, and funding programs for land assembly, pollution remediation and affordable housing. Implementation of this plan will occur over time, through a combination of public and private investments and activities. Public activities authorized by this plan will be implemented primarily through public, private and community partnerships or the enforcement of City policies and ordinances governing land use and development. For a complete list of the development goals and development strategies, please refer to Subsection A.4.

This plan modification does not designate any property for public acquisition at this time. It is anticipated that redevelopment within this station area will occur primarily through private activity and investment decisions.

The public sector role will focus upon modifications to streets and pedestrian infrastructure to improve access, safety and multi-modal circulation around the station, and upon the disposition for development of vacant publicly-owned property. The public sector will also make available limited public funding on a competitive basis to assist with pollution remediation, land assembly for transit-oriented development projects, construct public facilities, and produce mixed-income and affordable housing.

**Subsection B.4.** Properties to be deleted from Participating Tax Increment Financing Districts (No Change)

**Subsection B.5.** Development Activity in the Common Project for Which Contracts Have Been Signed and Other Specific Development Expected to Occur (No Change)

**Subsection B.6.** Description of Financing (No Change)

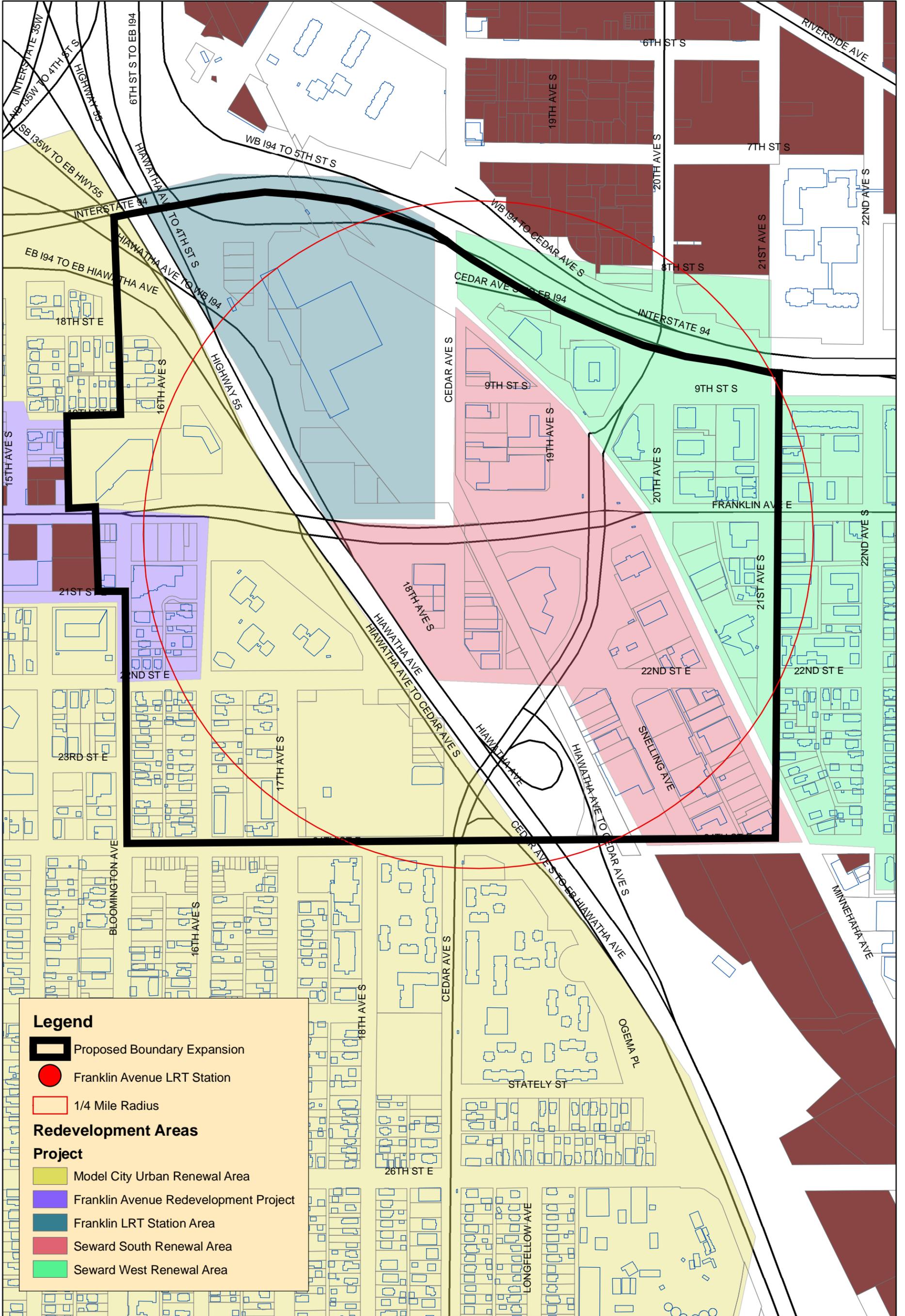
**Subsection B.7.** Estimated Impact on Other Taxing Jurisdictions (No Change)

**Subsection B.8.** Modifications to Common Tax Increment Financing Plan (No Change)

**Subsection B.9.** Neighborhood Revitalization Program (No Change)

**Subsection B.10** Hazardous Substance Subdistrict Plan (No Change)

# Franklin LRT Station Area Redevelopment



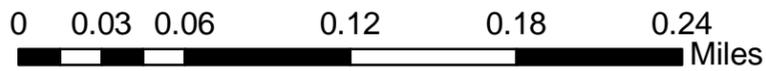
## Legend

-  Proposed Boundary Expansion
-  Franklin Avenue LRT Station
-  1/4 Mile Radius
- Redevelopment Areas**
- Project**
-  Model City Urban Renewal Area
-  Franklin Avenue Redevelopment Project
-  Franklin LRT Station Area
-  Seward South Renewal Area
-  Seward West Renewal Area

Prepared by: K. Reilly 4/12/2006

**City of Minneapolis**

Community Planning and Economic Development

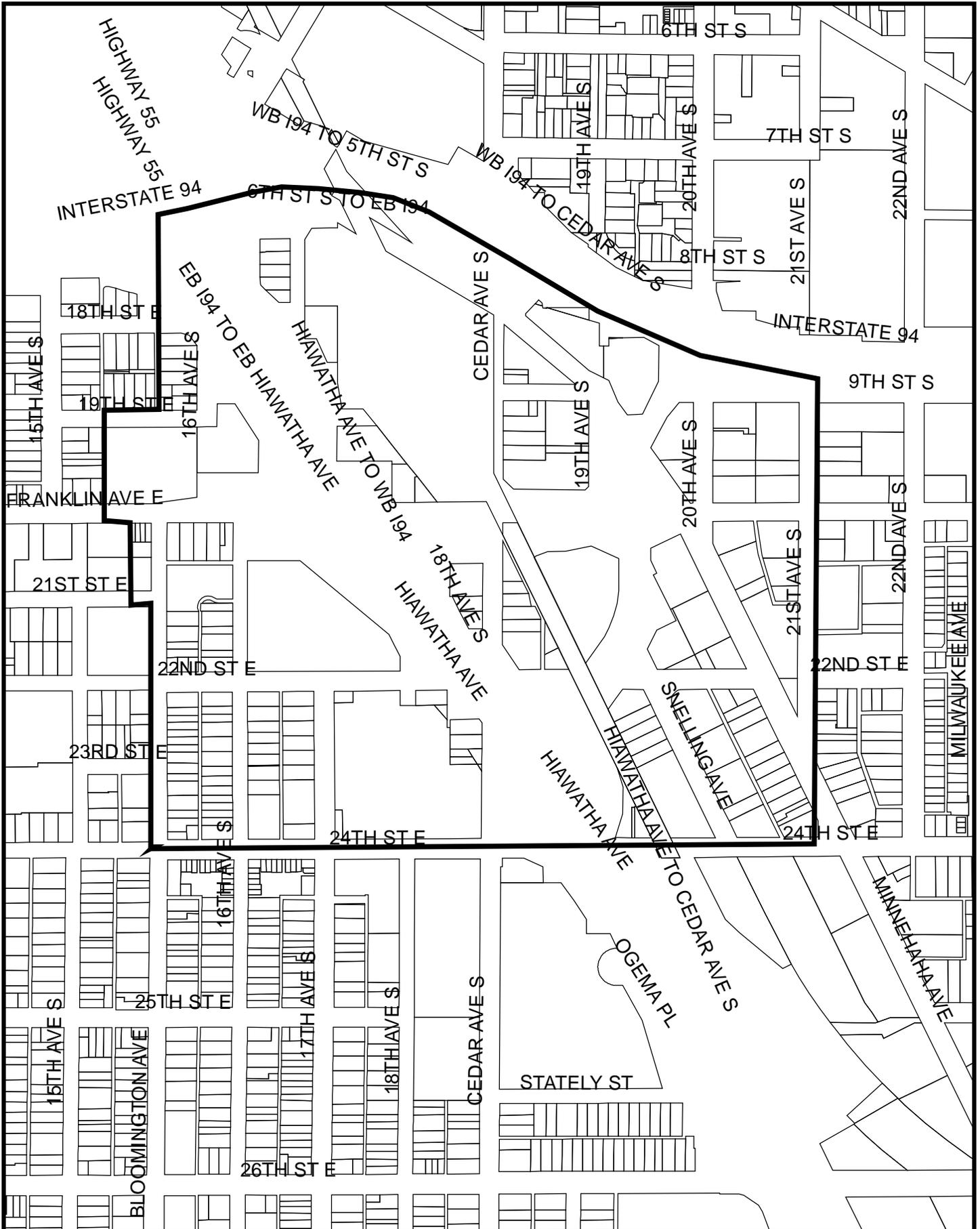


**Notice**

The City of Minneapolis provides access to geospatial data and applications to City staff and designated external individuals and agencies, for the conduct of City business only.

This application and the data products it produces should be used in accordance with all applicable City policies and regulations regarding appropriate use of facilities and computer resources, and especially regarding confidentiality and appropriate use of City data.

The data and applications are provided as working tools only. While they are the best available resources for the stated purpose, the user is advised that there may be problems with data quality and accuracy. The user is advised to read and understand the instructions for the application and all available metadata describing the data to be used.



Franklin LRT Station Area Redevelopment

July 7, 2006, Revised August 7, 2006



Land Use: Transit Oriented Development