Minneapolis
City of Lakes

Modification No. 1 to the Franklin LRT Station Area Redevelopment Plan, including:

Modification No. 15 to the Seward South Urban Renewal Plan,
Modification No. 8 to the Franklin Avenue Redevelopment Plan,
Modification No. 20 to the Model City Urban Renewal Plan, and
Modification No. 4 to the Seward West Urban Renewal Area

July 7, 2006; Revised August 7, 2006

Modification No. 1 to the Franklin LRT Station Area Redevelopment Plan, including Modification No. 15 to the Seward South Urban Renewal Plan, Modification No. 8 to the Franklin Avenue Redevelopment Plan, Modification No. 20 to the Model City Urban Renewal Plan, and Modification No. 4 to the Seward West Urban Renewal Area

July 7, 2006; revised August 7, 2006

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Modification No. 1 to the Franklin LRT Station Area Redevelopment Plan, including Modification No. 15 to the Seward South Urban Renewal Plan, Modification No. 8 to the Franklin Avenue Redevelopment Plan, Modification No. 20 to the Model City Urban Renewal Plan, and Modification No. 4 to the Seward West Urban Renewal Area
July 7, 2006; revised August 7, 2006

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

This plan modification 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.

Modification No. 1 to the Franklin LRT Station Area Redevelopment Plan has been prepared by the City of Minneapolis to authorize the expansion of the

Franklin LRT Station Project Area to include parcels previously included in surrounding project areas adjacent to the Franklin LRT Station Area.

This action will also establish 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. This 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. The plan modifications included in this plan document are: 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, 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.

Modification No. 1 to the Franklin LRT Station Area Redevelopment Plan, which includes modifications to four project areas enumerated above, expands the boundary of the redevelopment project area, deletes parcels from existing project areas so those parcels can be included in the Franklin LRT Station Area project, adds objectives for the redevelopment of the project area, identifies land uses for the redevelopment of the project area, and authorizes public improvements necessary for the development of the LRT station area.

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 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. No properties are being added or deleted from tax increment financing districts.

Sections of this plan that are identified as having no change retain the language adopted in the original Franklin LRT Station Area Redevelopment Plan dated March 23, 2001.

Franklin LRT Station Area Redevelopment Plan

I. Description of Project **(Changed)**

A. Boundary of Redevelopment Project **(Changed)**

The legal description for the expanded Redevelopment Project is as follows:

Starting at the intersection point of 24th 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 21st Street East.

Then West along the South ROW line of 21st 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 19th Street East.

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

Then North along East property line of 1528 19th 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 21st Avenue South Extended.

Then South along East ROW line of 21st 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 24th Street East.

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

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

However, 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.

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

<u>Modification No. 15 to the Seward South Urban Renewal Plan</u>

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:

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 17th 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 9th Street S
25-029-24-33-0076	916 19th 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:

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:

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:

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 21st 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. 1 to the Franklin LRT Station Area Redevelopment Plan expands the existing project area to include all parcels listed above for the purpose of facilitating transit-oriented development land use objectives.

B. Project Boundary Map **(Changed)**

The Project Boundary Map is included in this Modification as Exhibit #1.

C. Objectives of the Redevelopment Plan **(Changed)**

This redevelopment plan 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.

In 1999, Minneapolis established a Transit-Oriented Development set-aside fund to support transit-oriented development around Hiawatha LRT stations. Funding from this program is eligible for allocation within this expanded station area.

D. Types of Redevelopment Activities (No Change)

II. Land Use Plan

A. Land Use Map **(Changed)**

The Land Use Map is included in this Redevelopment Plan as Exhibit #2.

Future land use scenarios at the Franklin LRT Station Area suggest the potential for significant change over the current conditions. It is anticipated that utilization of existing vacant land and redevelopment of primarily industrial land and lower density commercial uses will contribute to this change. This plan proposes redevelopment over time of the land immediately east and west of the station platform with densities and land uses more supportive of transit use. The new land use is identified in this plan as transit-oriented development (TOD).

Recommended TOD uses include a mix of multi-family housing, offices, cultural facilities, social services, entertainment, restaurants, coffee shops, convenience retail, and commercial parking, as well as ancillary private and public open spaces, including green space and community gathering spaces, to support higher density compact development patterns.

It is anticipated that higher density mixed-use development will be concentrated along Franklin Avenue and on the four quadrants of land adjacent to the station. Commercial uses may include office, retail, social services, and cultural and entertainment facilities, including green space and community gathering spaces. Moderate to higher density residential uses will predominate in other areas.

B. Land Use Provisions and Requirements **(Changed)**

In December 2002, the City Planning Commission and City Council amended the City's comprehensive plan, the Minneapolis Plan, to include a new land use designation called Transit Station Area (TSA). The Franklin Avenue LRT Station and its environs carry this designation, which emphasizes that station areas represent unique opportunities that

require special policy consideration. As such, TSAs call for tools that maximize the community development benefits of transit while also strengthening and protecting the surrounding neighborhoods. The TSA addresses density and land use mix; urban design principles; pedestrian, bicycle and bus connections; and parking.

Transit Station Areas are the subject of small area plans that identify and prioritize areas for change (and preservation), as well as specific goals and objectives for land use, redevelopment, public infrastructure, density and urban design. The Franklin-Cedar/Riverside Transit Oriented Development Master Plan was adopted by the Planning Commission on December 11, 2001 and approved by the Minneapolis City Council on December 28, 2001.

The Minneapolis Zoning Code regulates development. Most of the redevelopment project area is zoned with the Pedestrian Oriented-PO Overlay District, including all of the parcels fronting Franklin Avenue and the blocks adjacent to the station. The PO Overlay District meets many of the principles of Transit Oriented Development. It prohibits drive-through facilities, automobile service uses, and transportation uses. Parking maximums and building placements and façade standards reinforce the pedestrian-oriented, urban street character of new development. In the LRT station areas there is also a minimum floor area requirement, reduced parking requirements, and bicycle parking requirements.

All development on land acquired by the City of Minneapolis shall conform to the requirements of this Plan. In cases where codes or ordinances are more restrictive than this Plan, the more restrictive will apply.

C. Period During Which Land Use Provisions and Requirements Will Be In Effect – No Change

III. Project Proposals **(Changed)**

A. Acquisition – 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.

B. Rehabilitation – This modification does not include public funding for rehabilitation of property.

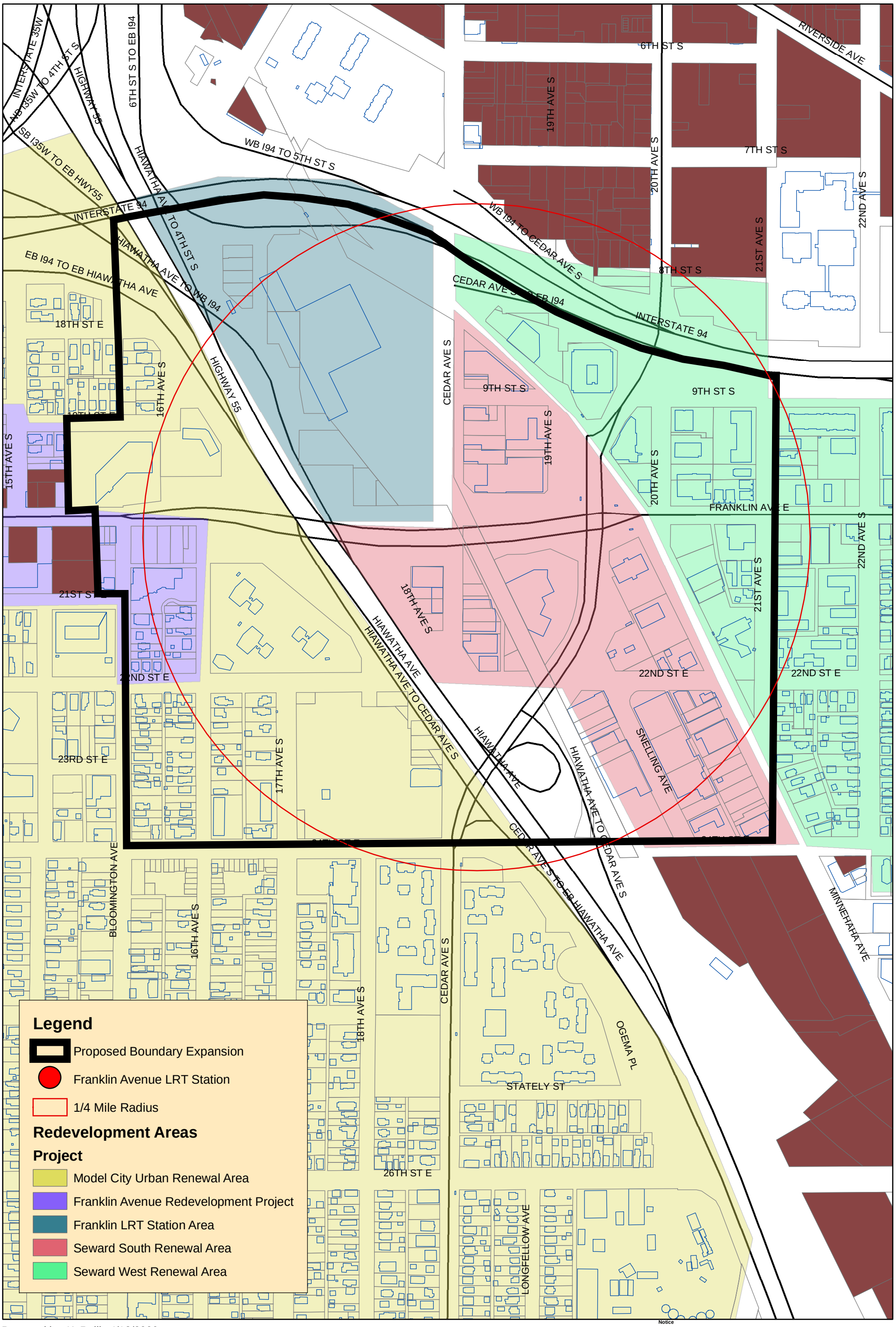
C. Redevelopers' Obligations – No Change

IV. Relocation – No Change

V. Official Action to Carry Out the Redevelopment Plan – No Change

VI. Procedure for Changes in Approved Redevelopment Plan – No Change

Franklin LRT Station Area Redevelopment



Prepared by: K. Reilly 4/12/2006

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City of Minneapolis

Community Planning and Economic Development

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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.

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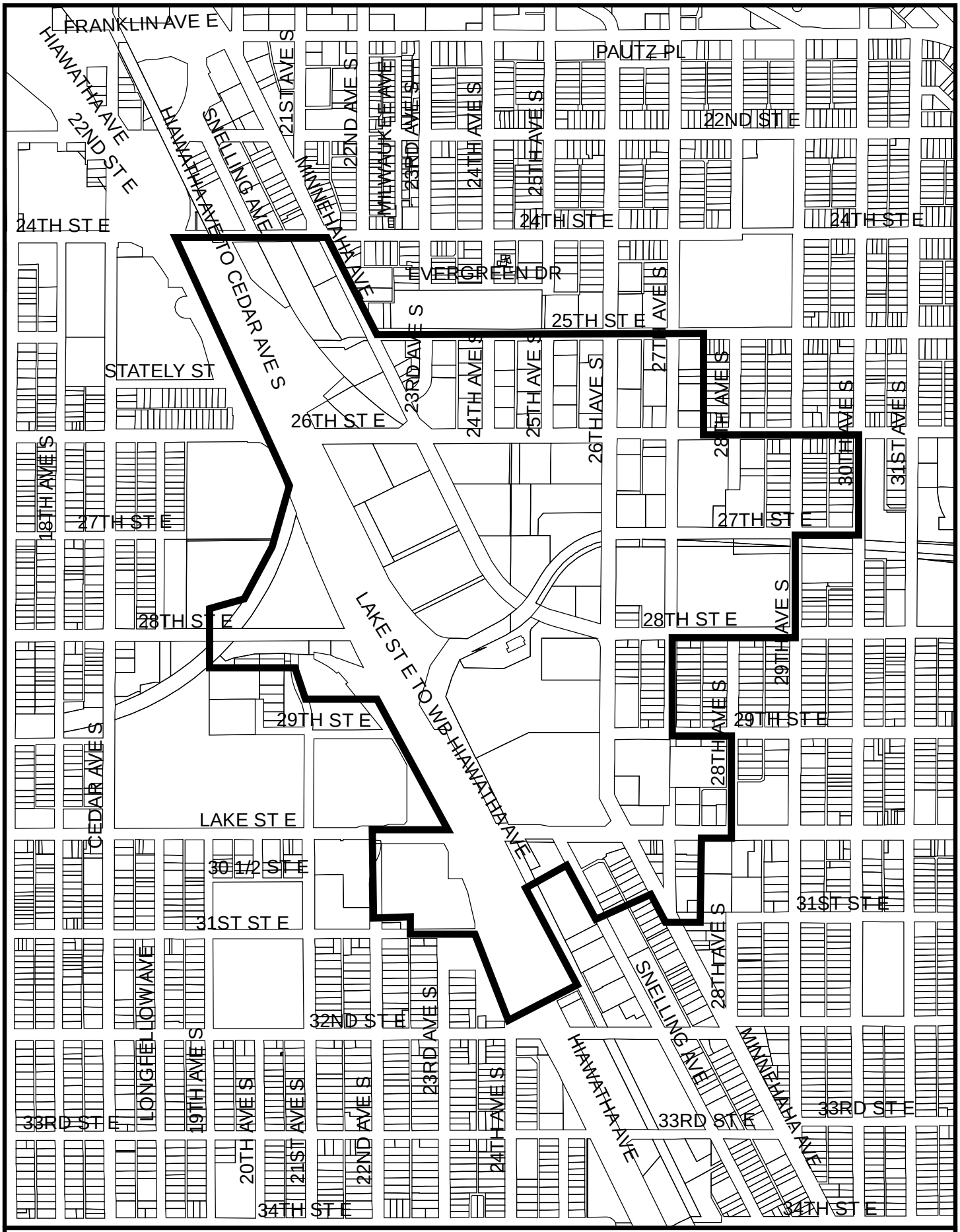


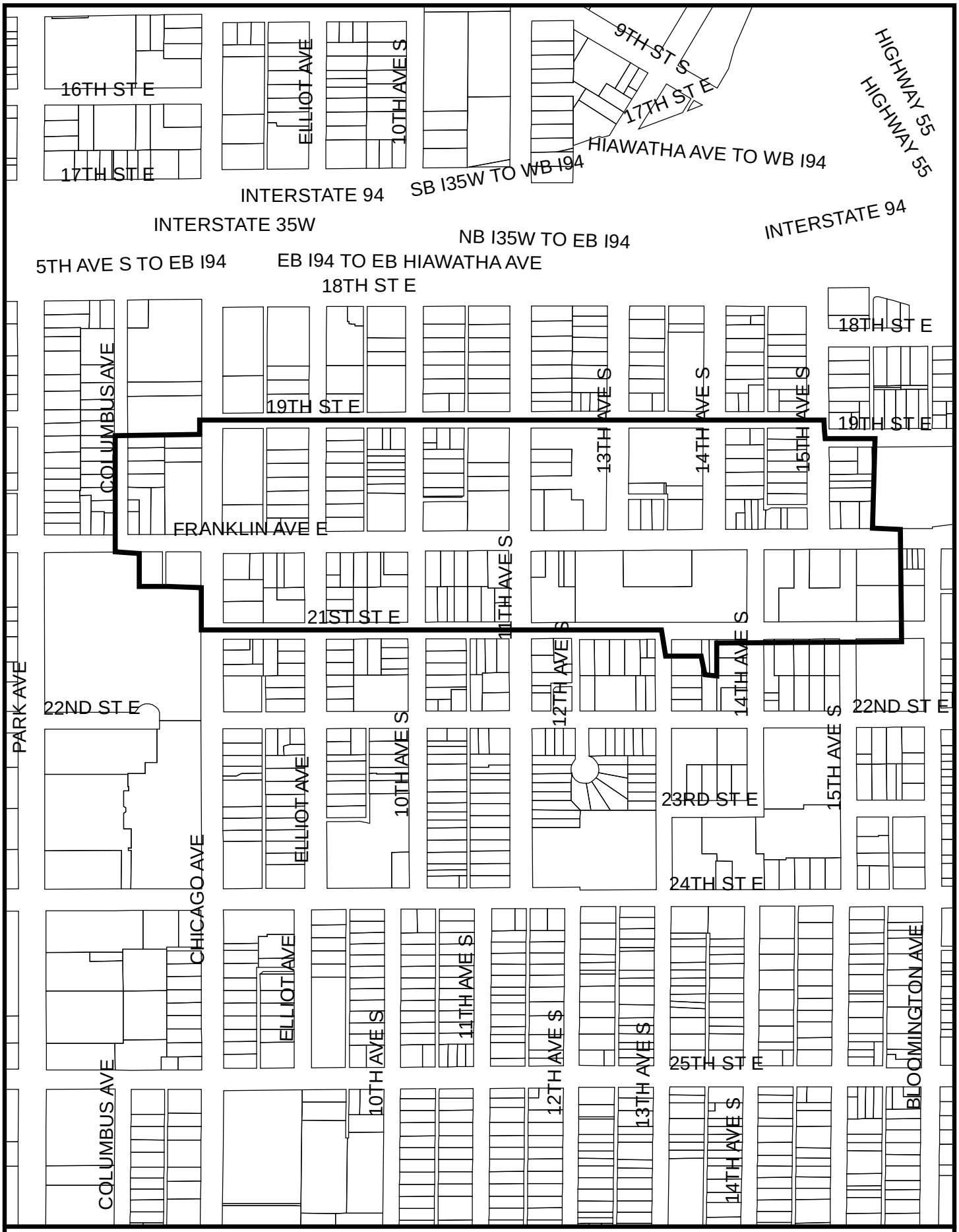
Seward South Urban Renewal Area

Modification No. 20

Project Boundary Map

July 7, 2006

Boundary



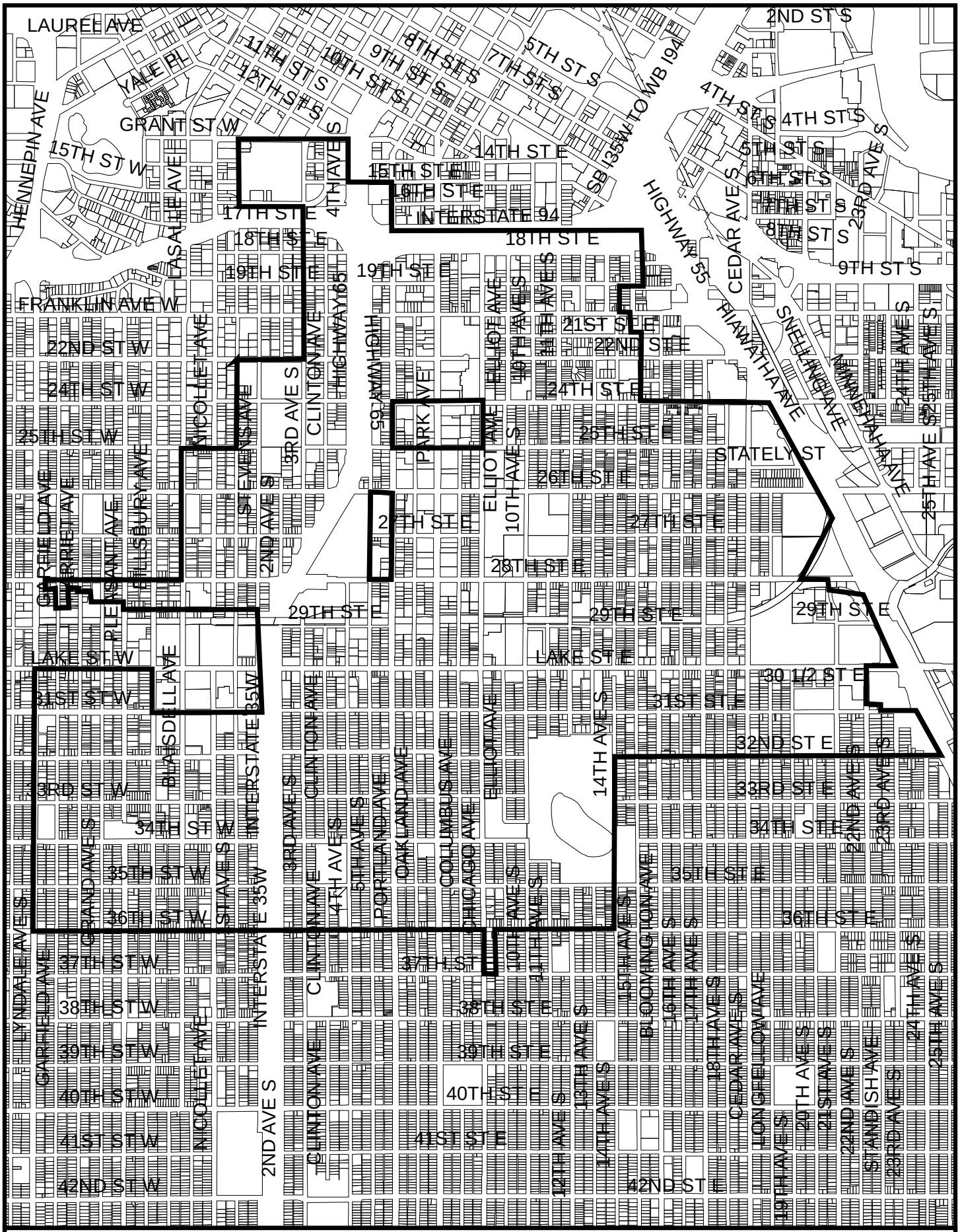
Franklin Avenue Redevelopment Plan

Modification No. 8

Project Boundary Map

July 7, 2006

Boundary



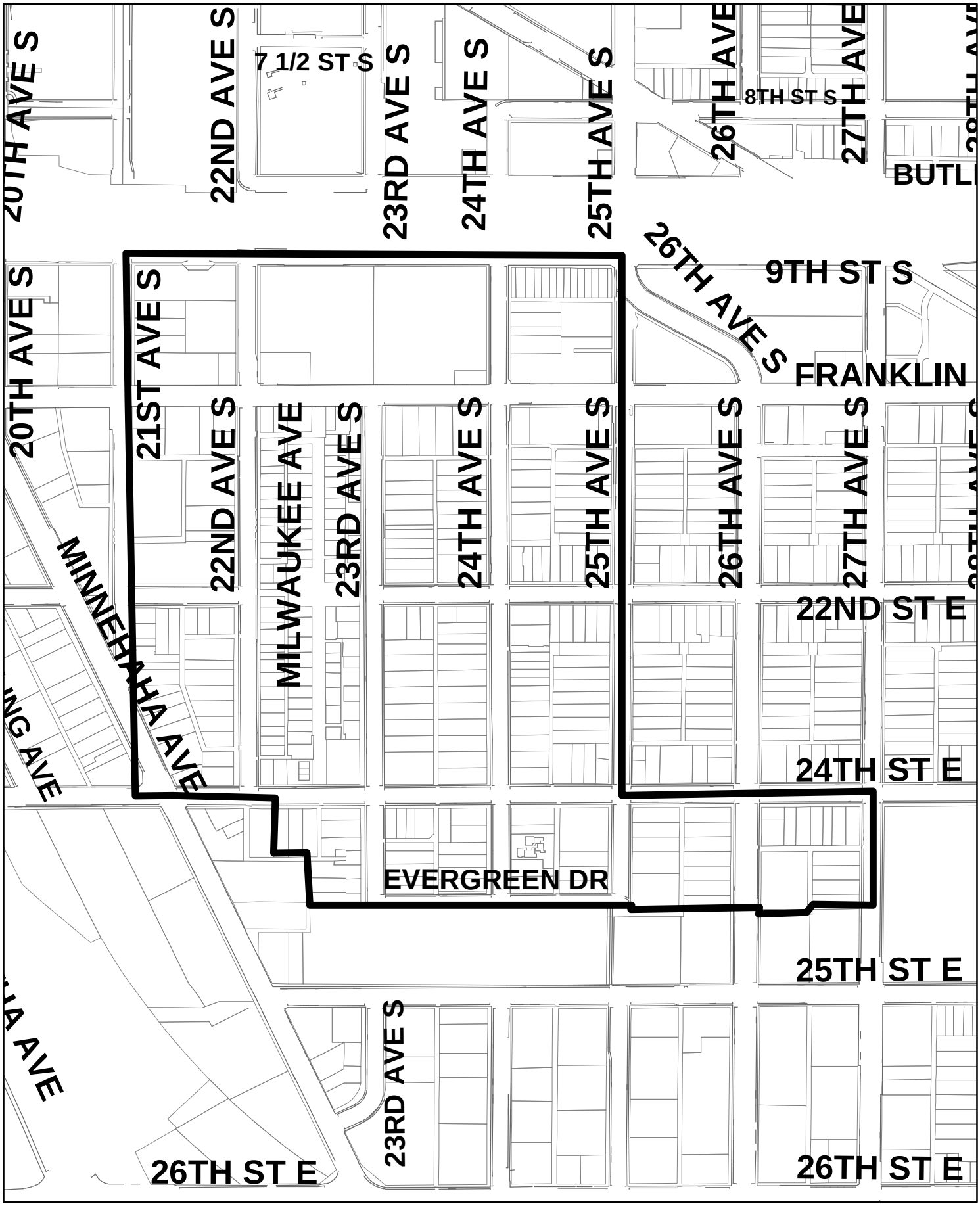
Model City Urban Renewal

Modification No. 20

Project Boundary Map

July 7, 2006

Boundary



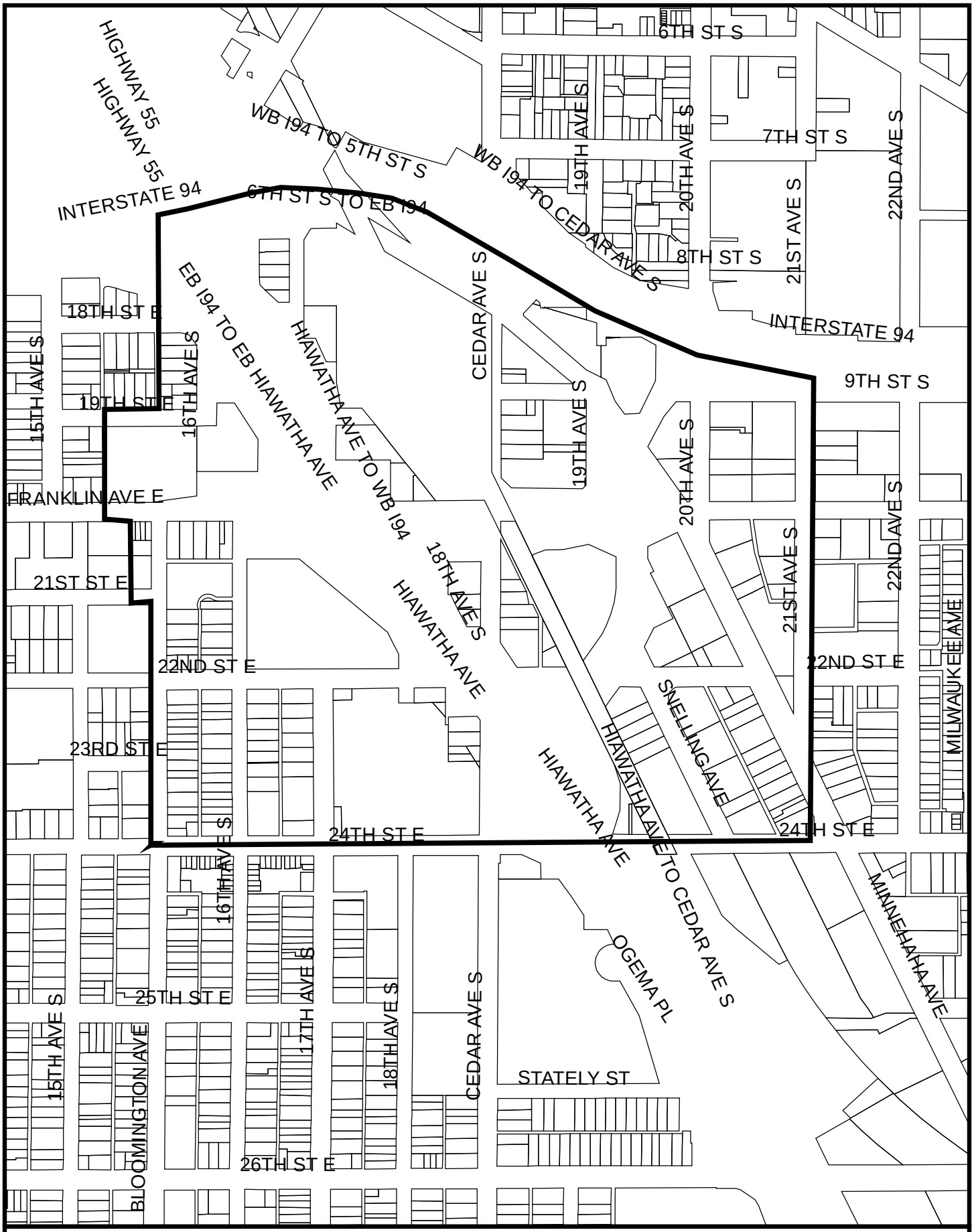
Seward West Renewal Area

Modification No. 4
Project Boundary Map

Updated May 30, 2006

Legend

Boundary



Franklin LRT Station Area Redevelopment

July 7, 2006, Revised August 7, 2006

Land Use: Transit Oriented Development

EXHIBIT # 6

Project Area Report and Documentation of Eligibility

Modification No. 1 to the Franklin LRT Station Area Redevelopment Plan, including Modification No. 15 to the Seward South Urban Renewal Plan, Modification No. 8 to the Franklin Avenue Redevelopment Plan, Modification No. 20 to the Model City Urban Renewal Plan, and Modification No. 4 to the Seward West Urban Renewal Area, dated July 7, 2006; revised August 7, 2006

Introduction

The proposed expanded Franklin LRT Station Area Redevelopment Project (the "Redevelopment Project") is a redevelopment project as defined in the Minnesota Housing and Redevelopment Authorities Act (Minnesota Statutes, Section 469.002, Subdivision 14 and 16). According to Subdivision 14, Paragraph 1, redevelopment projects are established "for the purpose of removing, preventing, or reducing blight, blighting factors, or the causes of blight." The expanded Redevelopment Project Area therefore must be found to be a blighted area, which is defined in Section 469.002, Subd. 11 of the Act as:

> "... any area with buildings or improvements which, by reason of dilapidation, obsolescence, overcrowding, faulty arrangement or design, lack of ventilation, light, and sanitary facilities, excessive land coverage, deleterious land use, or obsolete layout, or any combination of these or other factors, are detrimental to the safety, health, morals, or welfare of the community."

Location and Conditions of the Proposed Expanded Project Area

The proposed expanded Franklin Avenue LRT station project area consists of approximately eighteen (18) city blocks, consisting of 172 parcels within the Ventura Village and Seward neighborhoods. The expanded project area is generally bounded by East 24th Street on the south, 21st Avenue on the east, Interstate 94 on the north, and Bloomington Avenue South/15th Avenue South on the west. The project area is located approximately three miles southeast of downtown Minneapolis.

The proposed expansion area consists of a variety of single family homes, multi-family properties, cultural facilities, social services, retail, commercial, and light and medium industrial properties built between 1900-2006 with a variety of construction types and

roofing styles. In addition, the area contains several vacant parcels of land owned by individuals, the Minnesota Department of Transportation, the City of Minneapolis (Public Works, CPED, Park Board) and Hennepin County. There are scattered site vacant properties distributed throughout the project area.

The proposed 143-acre expansion area is bisected by Hiawatha Avenue (MN Trunk Highway 55). The layout of the major road and highway infrastructure creates obstacles and impediments to development and safe pedestrian circulation. Portions of the project area are isolated from nearby residential areas and difficult to access due to significant terrain relief and grade separations generated by the transportation infrastructure. These difficult physical characteristics of the land and the obsolete layout and design characteristics of some of the street infrastructure are a significant area-wide blighting influence.

Hiawatha, Cedar, Minnehaha, Franklin, and 20th Avenues come together in an awkward series of intersections. Remnants of the old Cedar Avenue alignment and connecting streets provide the framework for an area of light industrial, institutional, and commercial uses[1]. Within the 143 acre project area, only 69.7 acres are comprised of land included within tax parcels. The remaining 73.3 acres primarily consists of right-of-way for regional and local highway and street infrastructure, including substantial excess right-of-way that could be redeveloped into active taxable uses.

The successful commercial revitalization of the Franklin Avenue commercial corridor and the recent opening of the Franklin Avenue LRT station has attracted new community and market interest in the station area and highlighted the blighting influence and impediments to community development created by existing underutilized land and deficiencies in the multi-modal transportation environment. Taken together, many of the existing site or building conditions and the large amount of underutilized property within the project area constitute a blighting influence on the planned future use of most of the project area as a transit station area.

Blight Findings

City staff conducted a survey of the property in Spring 2006. The following blighting influences were found within the proposed expanded project area: conflicting and deleterious land uses, underutilized, unused and vacant property, deteriorated building conditions, faulty transportation infrastructure layout and design, and unsafe pedestrian conditions.

Construction permit activity has been minimal throughout the project area in the past five years. City Maintenance Code violations and/or International Building Code

[1] Franklin/Cedar-Riverside Transit Oriented Development Master Plan

violations and International Residential Code violations can be found throughout the project area such as missing and/or illegal stairwells, guardrails, handrails, missing rails, and bumpers at loading docks, boarded windows, settlement cracks, spalling bricks, deteriorated brick at chimneys and other areas. Deteriorated siding, soffit, fascia, original prime windows and doors, lack of storm doors, windows and/or screen and storm inserts, lack of exterior siding, graffiti, long grass, volunteer growth, lack of ground cover, parking on lawns, deteriorated fences and driveways, peeling paint, deteriorated, damaged and/or missing downspouts, and illegal occupancy of uninhabitable spaces such as garages all contribute to the blighting influences within the proposed expansion area. Surface parking lots need attention and should be repaired to eliminate cracks, holes and pooling water. Many properties lack adequate foundation insulation, wall insulation, and roof insulation. Several multi-family properties lack adequate fire protection, fire separation, alarms and sprinklers, and handicapped accessible parking, routes, and entries.

The area included in the proposed expanded Franklin LRT Station Redevelopment Project Area therefore qualifies as blighted and suitable for inclusion within a redevelopment project area under Minnesota Statutes, Section 469.002, Subdivision 11 due to these findings.

Findings to this effect will be included in the resolution considered by the City Council of the City of Minneapolis at the time that these plan documents are offered for approval.

Documentation supporting these findings is on file in the offices of the City of Minneapolis Development Finance Division, Crown Roller Mill, 105 Fifth Avenue South, Minneapolis, Minnesota, 55401.