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## REDEVELOPMENT PLAN

## SUMMARY

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<i>Project Name:</i>	Border Avenue Extension Redevelopment Plan and Modification No. 129 to the Common Development and Redevelopment Plan and Common Tax Increment Financing Plan
<i>Submitted By:</i>	CPED Economic Policy and Development – Business Development
<i>Project Contact:</i>	<u>Beth Grosen</u> , Senior Project Coordinator, (612) 673-5002
<i>Prepared By:</i>	<u>Adrienne Bockheim</u> , Principal City Planner/Designer, (612) 673-5028
<i>Ward:</i>	5
<i>Neighborhood:</i>	North Loop

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## PROJECT DESCRIPTION

The Border Avenue Extension Redevelopment Plan has been prepared to facilitate better multimodal circulation and redevelopment of sites in an area of large underutilized industrial parcels near the Minneapolis Farmers Market and the future Royalston light rail station. The site is near the west edge of the North Loop Neighborhood.

The City has secured Hennepin County Transit-Oriented Development (TOD) program funds to help pay redevelopment costs. It is a requirement of the Hennepin County TOD program that the site be located within a redevelopment project area. The Border Avenue Redevelopment Plan has been prepared to satisfy that requirement and to promote the extension of Border Avenue to the south to connect with Glenwood Avenue to begin to restore the grid and improve all forms of circulation in the area.

Under the authority of Minnesota Statutes Sections 469.001 to 469.047 (the Housing and Redevelopment Authorities Act), approval of this Redevelopment Plan establishes a new redevelopment project as defined in Minnesota Statutes Section 469.002, Subdivision 14.

The City of Minneapolis seeks to achieve the following objectives through this Redevelopment Plan:

- Provide a site for commercial, housing, transit-oriented, and sustainable development.
- Improve access to underutilized sites by improving the street grid.
- Improve circulation and access to and through the immediate neighborhood and LRT station.
- Increase neighborhood employment opportunities.
- Increase the property tax base.

Please see the attached Redevelopment Plan for more detail regarding the above noted items.

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## PLAN CONFORMANCE AND GUIDANCE

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The intent of this section is to document that the approval of the subject Redevelopment Plan conforms to City approved plans, as well as to document the guidance that City approved plans offer development in the proposed redevelopment project area.

### Comprehensive Plan

#### *Supporting Policies from Minneapolis 2040*

1. POLICY 10. Street Grid: Restore and maintain the traditional street and sidewalk grid.
  - Action step a. Explore options to restore the street grid or add new streets to larger blocks or tracts of land as part of new development or redevelopment.
  - Action step b. Consider elimination of gaps in the street grid when conducting development and area-wide planning.
  - Action step e. Restore the street grid when appropriate, taking advantage of opportunities to restore the street grid when appropriate in conjunction with new development and through capital projects. Where restoring auto access is no longer feasible or aligned with other City plans, the City will pursue restoring streets for use by pedestrians, bicyclists, or transit users.
2. POLICY 23. Coordinated Development Strategy: Coordinate the development of housing, businesses, and infrastructure in geographic areas where a district-wide approach has the greatest opportunity for achieving Minneapolis 2040 goals.
  - Action step d. Prioritize use of City dollars, as well as resources from other jurisdictions, on implementing coordinated district-wide development plans in these areas.
  - Action step e. Use and leverage City funds, including the City's Development Infrastructure Fund, to make strategic infrastructure investments that implement coordinated district-wide development plans in these areas.
  - Action step h. Invest in transportation infrastructure in locations experiencing growth, particularly in locations that have existing transportation infrastructure that needs to adapt to the demands and opportunities brought by growth.
3. POLICY 80. Development Near METRO Stations: Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.
  - Action step d. Ensure that METRO stations are accessible via sidewalks and bicycle facilities including those with mobility challenges.
  - Action step e. Identify and implement strategic investments to increase connectivity and support development.
  - Action step f. Break up large blocks into small, walkable blocks.

#### *Supporting Policies from the Transportation Action Plan*

4. The Border Ave extension is identified as a "Connector or Long-term Low Stress Bikeway" on the All Ages and Abilities Network map.

## Small Area Plans

The area immediately surrounding the future Royalston Station, which includes the parcels identified in this plan, has received a fair amount of attention in the last 10 years, as light rail transit (LRT) lines have been planned and built in the Twin Cities. The planning documents highlighted here have identified existing conditions, analyzed issues and opportunities, recommended improved infrastructure and connections, offered new visions of redevelopment, and compiled implementation strategies.

North Loop Small Area Plan (2010) This Council-approved update to the Downtown East/North Loop Master Plan examines the existing conditions of the area and develops a future vision for the area. The plan identifies key infrastructure needs and connections needed to facilitate access to and from the future LRT station. This is the first mention of extending Border Avenue to Glenwood Avenue, discussed and mapped in the plan's recommendations for transportation and infrastructure as part of a "loop route" providing bike and pedestrian connections through the North Loop neighborhood and improving access to the future LRT station.

Southwest Transitway Station Area Strategic Planning (2010) This plan, developed by a partnership between the Hennepin County Regional Railroad Authority and the City of Minneapolis, examines the conditions surrounding each proposed station along the future Southwest LRT line to identify opportunities and issues, and develop station planning principles and strategic opening day recommendations. The first listed recommendation is to extend Border Avenue to Glenwood Avenue.

Southwest LRT Transitional Station Area Action Plan (2014) This plan was led by Hennepin County Southwest LRT Community Works with partnerships from cities that will be served along the corridor including the City of Minneapolis. The purpose of the plan was to seek capital investments and explore land use and economic development opportunities along the corridor. The identified Opening Day Improvements for the station area include extending Border Avenue to Glenwood Avenue.

Lyndale Farmers Market Redevelopment Plan (2016) The Lyndale Farmers Market Redevelopment Plan was a study commissioned by the City of Minneapolis to explore redevelopment opportunities of the Lyndale Farmers Market. The plan identifies extending Border Avenue to Glenwood Avenue as one opportunity for connections within the Market District. The street extension is included in all of the plan's illustrated redevelopment strategies.

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## ACTION REQUESTED OF CITY PLANNING COMMISSION

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CPED Economic Policy and Development – Business Development has requested that the City Planning Commission comment on the Redevelopment Plan and Modification No. 129 to the Common Development and Redevelopment Plan and Common Tax Increment Financing Plan prior to the public hearing at the City Council Business, Inspections, Housing, and Zoning Committee on March 30, 2021. The City Council is expected to consider the Plan on April 16, 2021.

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## COMMENTS AND FINDINGS

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Staff finds that the Border Avenue Extension Redevelopment Plan and Modification No. 129 to the Common Development and Redevelopment Plan and Common Tax Increment Financing Plan are consistent with *Minneapolis 2040*.

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## RECOMMENDATIONS

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The Department of Community Planning and Economic Development recommends that the City Planning Commission send to the City Council the comments above and **recommend approval** of the Border Avenue Extension Redevelopment Plan and Modification No. 129 to the Common Development and Redevelopment Plan and Common Tax Increment Financing Plan.

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## ATTACHMENTS

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1. Border Avenue Extension Redevelopment Plan
2. Modification No. 129 to the Common Development and Redevelopment Plan and Common Tax Increment Financing Plan

# Border Avenue Extension Redevelopment Plan

Draft for Public Review  
February 12, 2021

## Table of Contents

- I. Introduction
  - II. Description of Project
    - A. Boundary of Redevelopment Project
    - B. Objectives of Redevelopment Plan
    - C. Types of Redevelopment Activities
    - D. Public Purpose
    - E. Citizen Participation
    - F. Public Financing
  - III. Land Use Plan
    - A. Future Land Use and Built Form
    - B. Conformance with Comprehensive Plan
    - C. Land Use Restrictions
  - IV. Project Implementation
    - A. Project Overview
    - B. Property Acquisition
    - C. Relocation
  - V. Official Action to Carry Out Redevelopment Plan
  - VI. Procedure for Changes in Approved Redevelopment Plan
- Exhibits
- 1. Project Boundary, Future Land Use and Built Form Map
  - 2. Site Plan

**I. Introduction**

The Border Avenue Extension Redevelopment Plan has been prepared to facilitate better multimodal circulation and redevelopment of sites in an area of large underutilized industrial parcels near the Minneapolis Farmers Market and the future Royalston light rail station. The site is near the west edge of the North Loop Neighborhood.

The City has secured Hennepin County Transit-Oriented Development (TOD) program funds to help pay redevelopment costs. It is a requirement of the Hennepin County TOD program that the site be located within a redevelopment project area. The Border Avenue Redevelopment Plan has been prepared to satisfy that requirement and to promote the extension of Border Avenue to the south to connect with Glenwood Avenue to begin to restore the grid and improve all forms of circulation in the area.

This Redevelopment Plan establishes a new redevelopment project and identifies its boundary, redevelopment objectives, land use provisions, and properties that may be acquired by the City.

**II. Description of Project**

**A. Boundary of Redevelopment Project**

Under the authority of Minnesota Statutes Sections 469.001 to 469.047 (the Housing and Redevelopment Authorities Act), approval of this Redevelopment Plan establishes a new redevelopment project as defined in Minnesota Statutes Section 469.002, Subdivision 14. The Border Avenue Redevelopment Project (the “Redevelopment Project” or “Redevelopment Project Area”) consists of five parcels occupying approximately 3.5 acres near the Minneapolis Farmers Market in the North Loop neighborhood of Minneapolis.

Properties within the Redevelopment Project Area are listed below by their property identification (PID) number and property address.

<b>PID Number</b>	<b>Property Address</b>
22-029-24-33-0023	160 Glenwood Ave N
22-029-24-33-0030	200 E Lyndale Ave N
22-029-24-33-0044	250 Lakeside
22-029-24-33-0053	188 ½ Glenwood Ave N
22-029-24-33-0058	151 Holden Street

Documentation of the area’s eligibility as a redevelopment project is described below.

**Eligibility**

Minnesota Statutes Section 469.002, Subdivision 14 includes in its definition of a redevelopment project “any work or undertaking . . . to clear any areas acquired and install, construct or reconstruct streets, utilities, and site improvements essential to the preparation of sites for uses in accordance with the redevelopment plan.”

Redevelopment activities in the Redevelopment Project Area will involve the construction or reconstruction of streets and site improvements to improve the street layout, encourage development and redevelopment, promote transit-oriented development, and otherwise facilitate the implementation of City land use policies and redevelopment objectives.

#### **Location of Documents**

Documentation supporting these findings is on file in City of Minneapolis offices. Detailed records for each parcel, including maps, photographs, tax records, are available upon request.

#### **B. Objectives of Redevelopment Plan**

The City of Minneapolis (the “City”) seeks to achieve the following objectives through this Redevelopment Plan:

- Provide a site for commercial, housing, transit-oriented, and sustainable development.
- Improve access to underutilized sites by improving the street grid.
- Improve circulation and access to and through the immediate neighborhood and LRT station.
- Increase neighborhood employment opportunities.
- Increase the property tax base.

#### **C. Types of Redevelopment Activities**

The objectives of this Redevelopment Plan may be accomplished through the following public and private redevelopment activities: installation, construction or reconstruction of streets, utilities, and site improvements, demolition, site preparation, new construction, public improvements, project administration, and other related activities.

#### **D. Public Purpose**

The public purposes of this Redevelopment Plan include installation of streets and other public improvements to improve access to underutilized parcels, redeveloping underutilized parcels, providing neighborhood employment opportunities, promoting transit-oriented and sustainable development, and enhancing the tax base.

#### **E. Citizen Participation**

The North Loop Neighborhood will be given the opportunity to review and comment on this Redevelopment Plan prior to consideration of the plan by the City Council.

#### **F. Public Financing**

Potential sources of public financing may include but are not limited to \$350,000 of Hennepin County Transit-Oriented Development (TOD) program funds and Common Project tax increment revenue.



### III. Land Use Plan

#### A. Future Land Use and Built Form

The Redevelopment Project Area is designated as Community Mixed Use and Transit 30 in the City's comprehensive plan, *Minneapolis 2040*. Glenwood Avenue is designated as a Goods and Services Corridor.

The Project Boundary, Future Land and Built Form Map included in this Redevelopment Plan as Exhibit 1 identifies Community Mixed Use as the future land use for the properties within the project area, reflecting the parcel-specific future land uses identified in *Minneapolis 2040: The City's Comprehensive Plan*.

Exhibit 1 also identifies the built form district as Transit 30 for the properties within the project area, reflecting the parcel-specific built form identified in *Minneapolis 2040*.

#### B. Conformance with Comprehensive Plan

##### Minneapolis 2040

The Future Land Use and Built Form guidance is found in the City's comprehensive plan, *Minneapolis 2040*. Glenwood Avenue is designated as a Goods and Services Corridor. Goods and Services Corridors serve two purposes:

- To indicate where commercial uses should front in relation to properties guided for commercial future land uses.
- In addition to the guidance for the mixed-use land use categories found in this section, Goods and Services Corridors identify where the establishment or expansion of commercial uses can be considered. Properties immediately adjacent to a Goods and Services Corridor may be considered for commercial activity, allowing for uses similar in scale and scope to the Neighborhood and Corridor Mixed Use categories.

The Redevelopment Project Area is guided as Community Mixed Use and Transit 30.

In Community Mixed Use areas, large-scale mixed-use development is encouraged, with commercial uses fronting on major streets. Commercial retail spaces are typically smaller in order to generate pedestrian activity and are often a destination for customers coming from outside of the market area. Active uses that are accessible to the general public such as office, food service, retail, or medical establishments are required at the street level; therefore single-use residential development is not permitted. Contiguous expansion of commercial zoning is allowed.

The Transit 30 district is typically applied along high frequency transit routes, adjacent to METRO stations, in neighborhoods near downtown, and adjacent to the downtown office core. New and remodeled buildings in the Transit 30 district should reflect a variety of building types on both moderate and large sized lots. Upper floors of taller buildings should be set back to increase access to light and air. Building heights should be 10 to 30 stories. Building heights should be at least 10 stories in order to best take advantage of the access to transit, jobs, and goods and services provided by the Transit 30 district. Requests to exceed 30 stories will be

evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.

### **Small Area Plan**

The area immediately surrounding the future Royalston Station, which includes the parcels identified in this plan, has received a fair amount of attention in the last 10 years, as light rail transit (LRT) lines have been planned and built in the Twin Cities. The planning documents highlighted here have identified existing conditions, analyzed issues and opportunities, recommended improved infrastructure and connections, offered new visions of redevelopment, and compiled implementation strategies.

North Loop Small Area Plan (2010) This update to the Downtown East/North Loop Master Plan examines the existing conditions of the area and develops a future vision for the area. The plan identifies key infrastructure needs and connections needed to facilitate access to and from the future LRT station. Supporting materials from this planning process included a market analysis of the North Loop study area and a 2009 graduate student capstone project, *Bridging The Gap*, from the Humphrey Institute at the University of Minnesota, which explores development potential of area in light of new public investments (stadium, commuter rail, multimodal transit station).

Southwest Transitway Station Area Strategic Planning (2010) This plan, developed by a partnership between the Hennepin County Regional Railroad Authority and the City of Minneapolis, examines the conditions surrounding each proposed station along the future Southwest LRT line to identify opportunities and issues, and develop station planning principles and strategic opening day recommendations.

Southwest LRT Transitional Station Area Action Plan (2014) This plan was led by Hennepin County Southwest LRT Community Works with partnerships from cities that will be served along the corridor including the City of Minneapolis. The purpose of the plan was to seek capital investments and explore land use and economic development opportunities along the corridor.

Lyndale Farmers Market Redevelopment Plan (2016) The Lyndale Farmers Market Redevelopment Plan was a study commissioned by the City to explore redevelopment opportunities of the Lyndale Farmers Market.

Downtown Public Realm Framework (2016) This thematic plan from the City of Minneapolis guides the management of the pedestrian experience of streets and public spaces in downtown Minneapolis, with a focus on enhancing priority streets and urban places.

### **Zoning**

The current zoning of the redevelopment project area is Community Activity Center (C3A) District with Downtown Parking (DP) Overlay District and Transit 30 Built Form (BFT30) Overlay District.

### C. Land Use Restrictions

Redevelopment contracts between the City and any developers of property within the project area will contain specific requirements regarding terms and conditions, including land use restrictions.

## IV. Project Implementation

### A. Project Overview

The City of Minneapolis will acquire property from three property owners in order to gain the right of way to build an extension of Border Avenue to Glenwood from Holden Avenue. In order to meet the needs of two of the owners, the City will acquire an additional “orphan parcel” addressed as 151 Holden. Site improvements will be made to provide a small parking lot for the owner of 160 Glenwood, and through a swap transfer the property to the 160 Glenwood Avenue owner. This swap compensates for the loss of parking near the 160 Glenwood building entrance and creates a larger, more regularly shaped parcel.

A site plan of the project is included in this Redevelopment Plan as Exhibit 2. The street extension will provide an approximate 60-foot right of way used for a street, wide sidewalks, pedestrian lighting and on-street metered parking. Minneapolis Public Works planning guidance (Transportation Action Plan, adopted December 4, 2020) calls for this street segment to include a bikeway as part of the All Ages & Abilities network.

The site is transit-accessible via four Metro Transit bus routes within one-quarter mile, and an additional 10 routes within one-half mile, including multiple high-frequency lines. Redevelopment of the site will promote transit usage and increase activity along a transit corridor.

### B. Property Acquisition

By including in this Redevelopment Plan a list of properties that may be acquired, the City of Minneapolis is signifying that it is interested in acquiring the properties listed, subject to limitations imposed by law, availability of funds, developer interest, staging requirements, soil contamination, and other financial and environmental considerations. Inclusion on this list does not indicate an absolute commitment on the part of the City to acquire a property.

Properties that may be acquired are listed below.

PID Number	Property Address
22-029-24-33-0023	160 Glenwood Ave N
22-029-24-33-0030	200 E Lyndale Ave N
22-029-24-33-0044	250 Lakeside
22-029-24-33-0053	188 ½ Glenwood Ave N
22-029-24-33-0058	151 Holden Street

### **C. Relocation**

It is not anticipated that any businesses or residents will be displaced by public redevelopment activities within the Redevelopment Project Area.

### **V. Official Action to Carry Out Redevelopment Plan**

Minnesota law requires that the Minneapolis City Planning Commission review this Redevelopment Plan and that its written opinion, if any, accompany the Redevelopment Plan when it is officially submitted to the City Council for approval (Minnesota Statutes, Section 469.027).

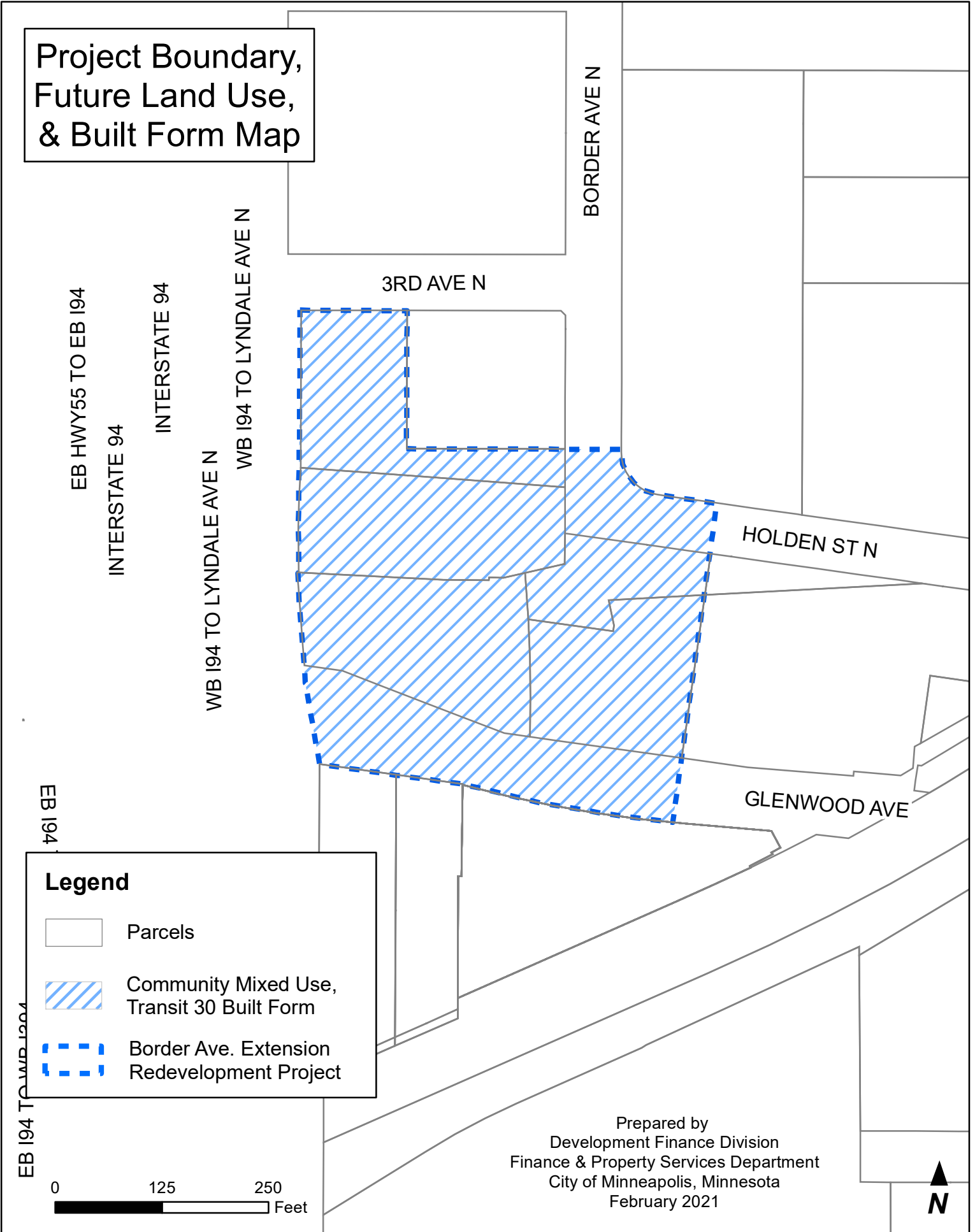
### **VI. Procedure for Changes in Approved Redevelopment Plan**

This Redevelopment Plan may be modified as provided in Minnesota Statutes, Section 469.029, Subdivision 6:

A redevelopment plan may be modified at any time. The modification must be adopted by the authority and the governing body of the political subdivision in which the project is located, upon the notice and after the public hearing required for the original adoption of the redevelopment plan.

If the authority determines the necessity of changes in an approved redevelopment plan or approved modification thereof, which changes do not alter or affect the exterior boundaries, and do not substantially alter or affect the general land uses established in the plan, the changes shall not constitute a modification of the redevelopment plan nor require approval by the governing body of the political subdivision in which the project is located.

# Project Boundary, Future Land Use, & Built Form Map



EB HWY55 TO EB 194

INTERSTATE 94

INTERSTATE 94

WB 194 TO LYNDAL AVE N

WB 194 TO LYNDAL AVE N

3RD AVE N

BORDER AVE N

HOLDEN ST N

GLENWOOD AVE

EB 194

## Legend



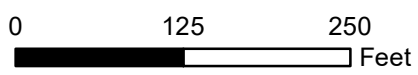
Parcels



Community Mixed Use, Transit 30 Built Form



Border Ave. Extension Redevelopment Project

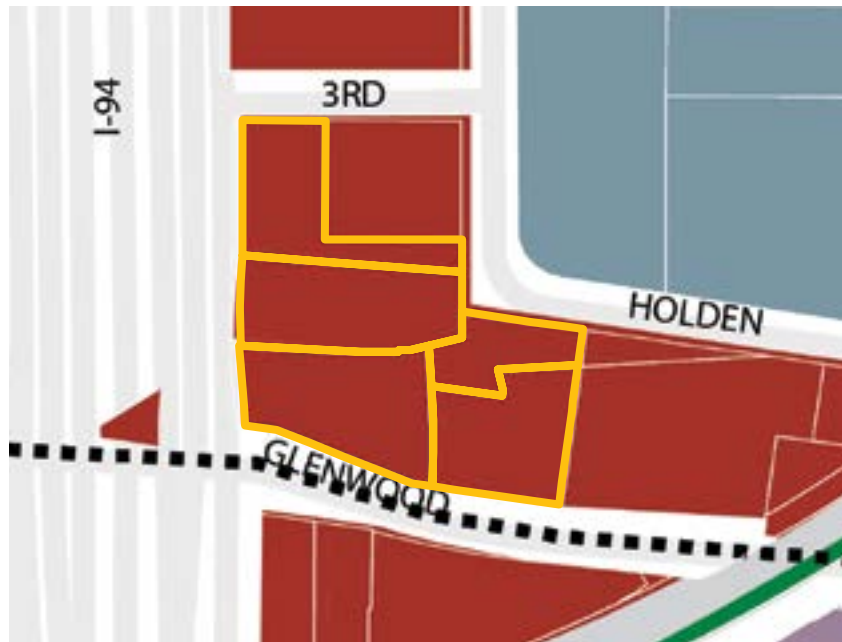


Prepared by  
 Development Finance Division  
 Finance & Property Services Department  
 City of Minneapolis, Minnesota  
 February 2021



# Minneapolis 2040 Future Land Use & Built Form Maps

## Future Land Use



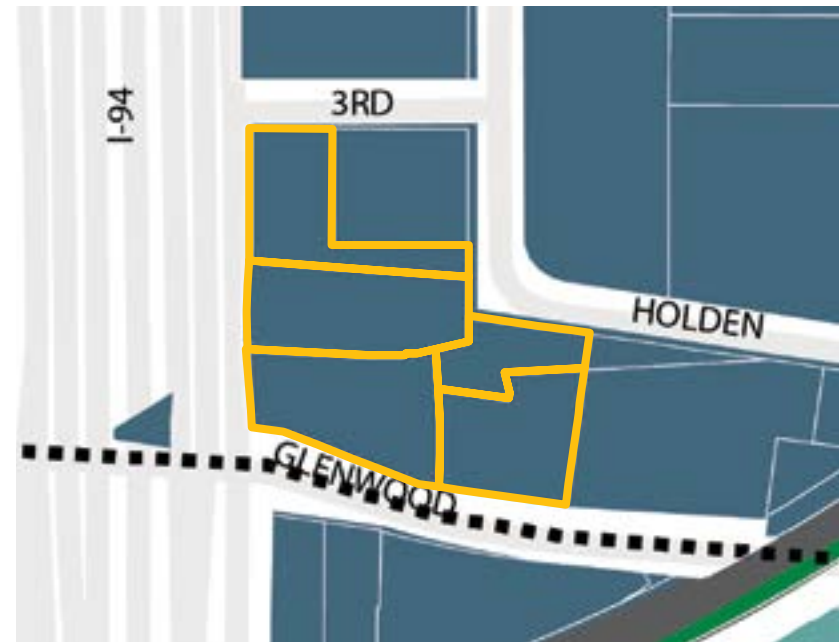
**Community Mixed Use**

Large-scale mixed use development is encouraged throughout these areas, with commercial uses fronting on major streets. Commercial retail spaces are typically smaller in order to generate pedestrian activity, and are often a destination for customers coming from outside of the market area. Active uses that are accessible to the general public such as office, food service, retail, or medical establishments are required at the street level; therefore single-use residential development is not permitted. Contiguous expansion of commercial zoning is allowed.

**Goods & Services Corridor**

**Redevelopment Plan Parcels**

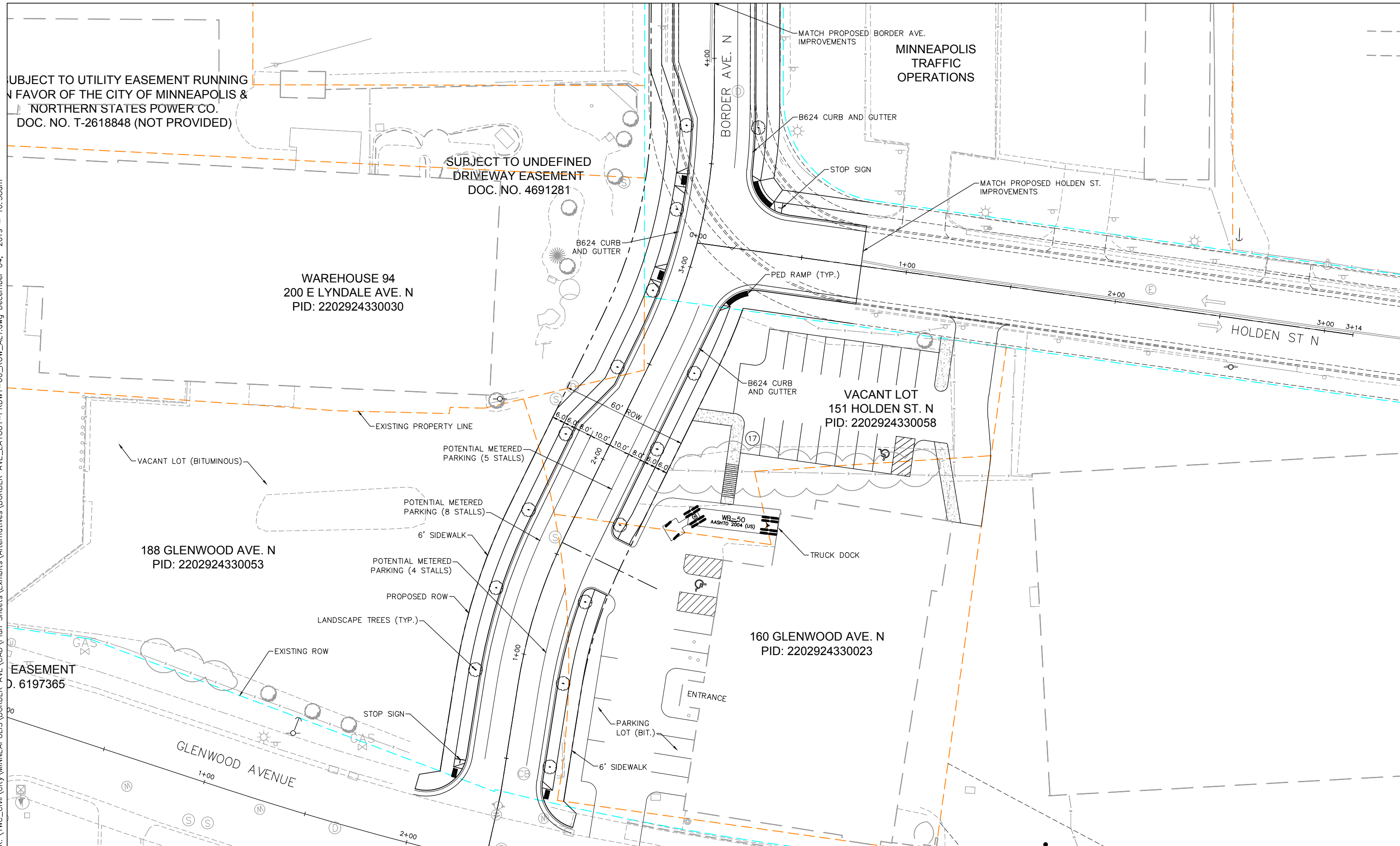
## Built Form



**Transit 30**

The Transit 30 district is typically applied along high frequency transit routes, adjacent to METRO stations, in neighborhoods near downtown, and adjacent to the downtown office core.

New and remodeled buildings in the Transit 30 district should reflect a variety of building types on both moderate and large sized lots. Upper floors of taller buildings should be set back to increase access to light and air. Building heights should be 10 to 30 stories. Building heights should be at least 10 stories in order to best take advantage of the access to transit, jobs, and goods and services provided by the Transit 30 district. Requests to exceed 30 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.



SUBJECT TO UTILITY EASEMENT RUNNING IN FAVOR OF THE CITY OF MINNEAPOLIS & NORTHERN STATES POWER CO. DOC. NO. T-2618848 (NOT PROVIDED)

SUBJECT TO UNDEFINED DRIVEWAY EASEMENT DOC. NO. 4691281

WAREHOUSE 94  
200 E LYNDALE AVE. N  
PID: 2202924330030

VACANT LOT  
151 HOLDEN ST. N  
PID: 2202924330058

188 GLENWOOD AVE. N  
PID: 2202924330053

160 GLENWOOD AVE. N  
PID: 2202924330023

EASEMENT  
D. 6197365



**BORDER AVENUE EXTENSION PROPOSAL**  
CITY OF MINNEAPOLIS  
60' ROW WITH PROPOSED ROADWAY IMPROVEMENTS

12/04/2019



K:\TWC\_Civil\City\MINNEAPOLIS\BORDER AVE\CAD\Plan\_Sheets\Exhibits\Alternatives\BORDER AVE\_LAYOUT-PRDWY-60\_ROW\_ALI.dwg December 04, 2019 - 10:38am

**Modification No. 129 to the  
Common Development and Redevelopment Plan  
and Common Tax Increment Financing Plan**

For Public Review  
February 12, 2021

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Modification No. 129 to the Common Development and Redevelopment Plan  
and Common Tax Increment Financing Plan

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**Table of Contents**

(This Table of Contents is not part of Modification No. 129 to the Common Development and Redevelopment Plan and Common Tax Increment Financing Plan. It is only for reference purposes.)

	<u>Impact of Mod. 129</u>
<b>Section A. Common Development and Redevelopment Plan</b>	
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 .....	No Change
Subsection A.5. Structuring of Common Project .....	No Change
<b>Subsection A.6. History of Establishment and Modifications of Projects and Tax Increment Financing Districts Included in Common Project Area</b> .....	<b>Changed</b>
Subsection A.7. Estimated Public Improvement Costs .....	No Change
<b>Subsection A.8. Boundaries of the Common Project Area</b> .....	<b>Changed</b>
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
<b>Section B. Common Tax Increment Financing Plan</b>	
Subsection B.1. Summaries of Participating Tax Increment Financing Districts .....	No Change
Subsection B.2. Boundaries of Participating Tax Increment Financing Districts .....	No Change
<b>Subsection B.3. Statement of Objectives and Development Program, Including Property That May Be Acquired</b> .....	<b>Changed</b>
Subsection B.4. Properties to be Deleted From Participating Tax Increment Financing Districts .....	No Change
<b>Subsection B.5. Development Activity in the Common Project for Which Contracts Have Been Signed and Other Specific Development Expected to Occur</b> .....	<b>Changed</b>
<b>Subsection B.6. Description of Financing</b> .....	<b>Changed</b>
Subsection B.7. Estimated Impact on Other Taxing Jurisdictions .....	No Change
Subsection B.8. Modifications to Common Tax Increment Financing Plan .....	No Change

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**Modification No. 129 to the Common Development and Redevelopment Plan  
and Common Tax Increment Financing Plan**

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**Introduction to Modification No. 129**

The Border Avenue Extension Redevelopment Plan and Modification No. 129 to the Common Development and Redevelopment Plan and Common Tax Increment Financing Plan (the “Common Plan”), incorporates the Border Avenue Extension Redevelopment Project into the Minneapolis Common Development and Redevelopment Project (the “Common Project”), and authorizes the use of Common Project tax increment revenue for use in the activities associated with the Border Avenue Extension Redevelopment Plan.

The purpose of the Border Avenue Extension Redevelopment Plan is to facilitate better multimodal circulation and redevelopment of sites in an area of large underutilized industrial parcels near the Minneapolis Farmers Market and the future Royalston light rail station. The site is near the west edge of the North Loop Neighborhood.

Common Project funds may only be used for qualifying redevelopment activity within Common Project boundaries. Therefore, the Border Avenue Extension Redevelopment Project is being incorporated into the Common Project.

Modification No. 129 to the Common Plan includes the following changes:

- Expands the Common Project boundary to include all of the property within the Border Avenue Extension Redevelopment Project.
- Incorporates the Border Avenue Extension Redevelopment Project into the Common Project.
- Designates additional properties (as identified in the Border Avenue Extension Redevelopment Plan) as property that may be acquired by the City.
- Authorizes the use of Common Project tax increment revenue for redevelopment activities identified in the Border Avenue Extension Redevelopment Plan.

By reference, the Border Avenue Extension Redevelopment Plan and Modification No. 129 to the Common Plan are Incorporated Documents to the Common Development and Redevelopment Plan and Common Tax Increment Financing Plan.

Language added to the Common Plan by Modification No. 129 appears below.

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

**Modification No. 129 to the Common Development and Redevelopment Plan  
and Common Tax Increment Financing Plan**

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

*The following language is added to Subsection A.6.:*

<b>Project/District</b>	<b>Plan or Modification</b>	<b>Actual or Anticipated City Council Approval Date</b>	<b>Resolution Number</b>
Border Avenue Extension Redevelopment Project	Border Avenue Extension Redevelopment Plan	April 16, 2021	2021R-xxx
Common Project	Modification No. 129 to the Common Plan	April 16, 2021	2021R-xxx

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

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

*The following language is added to Subsection A.8.:*

Modification No. 129 incorporates the Border Avenue Extension Redevelopment Project into the Common Project and expands the Common Project boundaries to include the Border Avenue Extension Redevelopment Project.

Exhibit 1 shows the boundary of the Border Avenue Extension Redevelopment Project.

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**

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 ..... (Changed)  
Property That May be Acquired**

**Modification No. 129 to the Common Development and Redevelopment Plan  
and Common Tax Increment Financing Plan**

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*The following language is added to Subsection B.3.:*

The following properties, identified in the Border Avenue Extension Redevelopment Plan as Property That May be Acquired, are added to the Common Plan list of Property That May be Acquired:

<b>Property Identification No.</b>	<b>Property Address</b>
22-029-24-33-0023	160 Glenwood Ave N
22-029-24-33-0030	200 E Lyndale Ave N
22-029-24-33-0044	250 Lakeside
22-029-24-33-0053	188 ½ Glenwood Ave N
22-029-24-33-0058	151 Holden St

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 ... (Changed)  
Have Been Signed and Other Specific Development Expected to Occur**

*The following language is added to Subsection B.5.:*

The Border Avenue Extension Redevelopment Plan has been prepared to improve circulation and access to redevelopment sites in an area of large underutilized industrial parcels near the Minneapolis Farmers Market and the future Royalston light rail station. Development activities will include installation, construction or reconstruction of streets, utilities, and site improvements, demolition, site preparation, new construction, public improvements, project administration, and other related activities.

**Subsection B.6. Description of Financing ..... (Changed)**

*The following language is added to Subsection B.6.:*

A Hennepin County Transit-Oriented Development (TOD) grant in the amount of \$350,000.00 has been awarded to facilitate the redevelopment of this road extension. The balance of the financing will come from Common Project tax increment revenue.

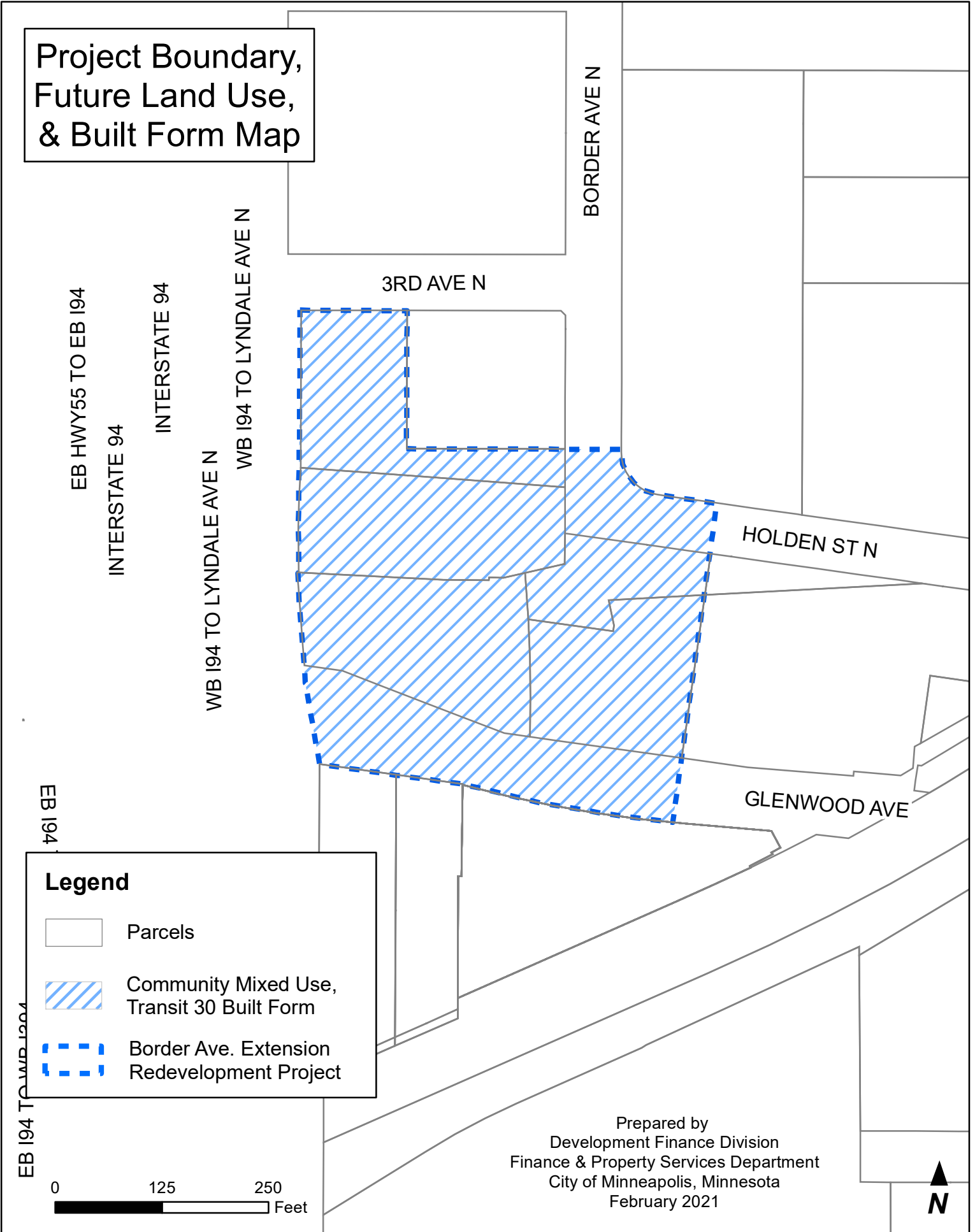
Subsection B.7. Estimated Impact on Other Taxing Jurisdictions ..... (No Change)

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)

**Project Boundary,  
Future Land Use,  
& Built Form Map**



EB HWY55 TO EB 194

INTERSTATE 94

INTERSTATE 94

WB 194 TO LYNDALDE AVE N

WB 194 TO LYNDALDE AVE N

3RD AVE N

BORDER AVE N

HOLDEN ST N

GLENWOOD AVE

**Legend**



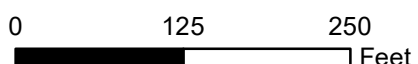
Parcels



Community Mixed Use,  
Transit 30 Built Form



Border Ave. Extension  
Redevelopment Project



Prepared by  
Development Finance Division  
Finance & Property Services Department  
City of Minneapolis, Minnesota  
February 2021

