

Pursuant to due call and notice thereof, a regular meeting of the North Mankato City Council was held in the Municipal Building Council Chambers on April 5, 2021. City Administrator Harrenstein on March 31, 2020, under MN Statute Section 13D.021, declared the use of electronic meetings due to the COVID-19 pandemic. Mayor Dehen called the meeting to order at 7:00 p.m., asking that everyone join in the Pledge of Allegiance. The following were present remotely through Zoom for roll call: Council Members Whitlock, Oachs, and Steiner, City Attorney Kennedy, Finance Director McCann, and Public Works Director Host, present in the Council Chambers for roll call: Mayor Dehen, Council Member Norland, City Administrator Harrenstein, City Clerk Van Genderen and Mayor for a day Kate Camp. Citizen participation was available through teleconference.

**Mayor Dehen read the following proclamation into the record:**

**WHEREAS**, Kate Camp participated in the League of Minnesota Cities 2020 Mayor for a Day Essay Contest; and

**WHEREAS**, Kate's essay was chosen from out of over 150 participating fourth, fifth, and sixth graders in the State of Minnesota; and

**WHEREAS**, Kate composed a well thought out and compassionate plan for her work if she was Mayor for a day; and

**WHEREAS**, the plan included bringing an end to inequalities in the community, setting an example by being non-judgmental, expressing gratitude to City workers who provide services, doing all she could to provide food and shelter to everyone in need, and being a positive role model for all girls and women; and

**WHEREAS**, Kate recognized the gravity of her plan but added some levity by also making chocolate milk come out of all drinking fountains; and

**WHEREAS**, the City of North Mankato is proud to have Kate Camp as a resident of North Mankato, and recognition of her achievement is warranted.

**NOW, THEREFORE**, I, Mark Dehen, Mayor of the City of North Mankato, Minnesota, do hereby declare;

**KATE CAMP AS MAYOR FOR A DAY!**

in the City of North Mankato, on April 5, 2021.

**Approval of Agenda**

**Council Member Norland moved, seconded by Council Member Oachs, to approve the agenda with the addition of a Proclamation as item 8. Vote on the motion: Steiner, Norland, Oachs, Whitlock, and Dehen aye; no nays. Motion carried.**

**Approval of Council Minutes from the March 15, 2021, Council Meeting.**

**Council Member Steiner moved, seconded by Council Member Oachs, to approve the minutes of the Council meeting of March 15, 2021. Vote on the motion: Steiner, Norland, Oachs, Whitlock, and Dehen aye; no nays. Motion carried.**

**Kate Camp read her winning essay into the record.**



When you think of kids being the Mayor, your mind probably wanders to the stereotypes that are sometimes portrayed in comic strips or movies. Chocolate milk in the drinking fountains, a new holiday, or silly rules that people have to follow. I'll admit, some of those sound fun to me, too, but I would focus on bigger problems than what comes out of the drinking fountains.

If I were Mayor for a day, I would try to fix small inequalities in our community. I cannot control everyone, or even a small portion of the US, but I believe that my efforts could make a difference. As a leader, I would set a good example and be non-judgmental of others no matter what they look like, or who they are. Their race, gender, ethnicity, or beliefs would not matter to me, and I would treat everyone as an equal, because we are.

Also, I would set realistic goals and cooperate with others to achieve them. I would show my community what a wonderful place Minnesota is to live in, and how blessed we are. I would express more gratitude to city service workers, such as librarians, police officers, firefighters, park and rec employees, and more. They work so hard to keep our community beautiful and fun.

If I were Mayor for a day, I would do all I could in my power to make sure people around me got the food and shelter they need. I would look for volunteers to donate to the food shelf, and volunteer myself. I would use being Mayor as an opportunity to show people that girls can do anything they put their minds to, and there is no superior gender or race.

I would probably do more, but those sound like hard goals, and I only have one day! My main goal would be to set a good example and show everyone that Minnesota is a great place to live. And while I'm at it, I might as well make chocolate milk in the drinking fountains.

**Mayor Dehen read the following proclamation into the record:**

**WHEREAS**, the Minnesota State Men's Hockey Team won 4-0 over Minnesota in the NCAA Regional Tournament; and,

**WHEREAS**, because of said victory, the Minnesota State Men's Hockey Team has advanced to its first-ever Frozen Four; and,

**WHEREAS**, Maverick Hockey has been the primary tenant of the Civic Center since the 1995-96 season and is home to the best college hockey fanbase in America.

**NOW, THEREFORE**, I, Najwa Massad, Mayor of the City of Mankato, and Mark Dehen, Mayor of the City of North Mankato, in the State of Minnesota, hereby proclaim Thursday, April 8, 2021, as

**"MAVERICK HOCKEY DAY"**

in the cities of Mankato and North Mankato, to honor, recognize and congratulate the Minnesota State Men's Hockey Team and invite all residents to show their support of Minnesota State Hockey by wearing purple and gold.

**IN WITNESS WHEREOF**, we have hereunto signed our names and caused the seals of the cities of Mankato and North Mankato to be affixed this 5<sup>th</sup> day of April 2021.

**Public Hearing, 7 pm-Ordinance No. 141, Fourth Series Updating and Compiling Certain Ordinances of the City Dealing with the Subjects Embraced in the Code of Ordinances and Providing Penalties for the Violation of the Code of Ordinances.**

Community Development Director Fischer reported State Statute authorizes the City to cause its ordinances to be revised, updated, and compiled. The Ordinance would compile the Ordinances passed in the previous year into the City Code. The Ordinances passed since the last codification were



Ordinances 127 through Ordinances 137. The Ordinances have already been approved and are in effect, Ordinance No. 141, allows them to be compiled into City Code.

With no one else appearing, Mayor Dehen closed the Public Hearing.

**Public Hearing, 7 pm-Proposed Assessment for Project No. 19-05 ABCDEF Harrison Avenue and Project No. 20-04 ABCDE Cliff Court.**

City Engineer Sarff reviewed the proposed project. He noted the project areas include street and utility improvements on Harrison Avenue from Cross Street to Range Street (300 block) and street and utility improvements on Cliff Court from Cliff Drive to the end of the cul-de-sac. The preliminary engineering report was presented to Council on December 7, 2020, followed by a neighborhood meeting, an improvement hearing on December 21, 2021, and a bid opening on February 23, 2021.

City Engineer Sarff reviewed the existing conditions for each project areas' sanitary sewer, watermain, storm sewer, existing street, and surface. He also reviewed the proposed improvements for the project areas. The 19 existing boulevard trees on Harrison will be removed due to the small boulevard area and the sidewalks' destruction due to root intrusion. Property owners will be offered new trees to replace those removed, but they will not be planted in the boulevard.

Estimated project costs for Harrison Avenue included Street and Surface Improvements/Street Lights for \$349,800, Storm Sewer improvements for \$56,200, Sanitary Sewer Mainline, and Services improvement for \$78,800 and Watermain Mainline and Services for \$98,300, for a total Harrison Avenue project cost of \$583,100. Estimated project costs for Cliff Court included Street and Surface Improvements/Street Lights for \$307,900, Storm Sewer improvements for \$168,500, Sanitary Sewer Mainline and Services improvement \$104,000, and Watermain Mainline and Services for \$119,200 for a total reconstruction cost of \$699,600.

City Engineer Sarff reviewed the City's assessment policy. Sanitary Sewer and Water Services are 100% assessable with the Balance of Project Costs (Street Reconstruction, Sanitary Sewer, Watermain, Storm Sewer, Street Lights) are 40% assessable and 60% City Cost. Based on the project costs and following the City's assessment, calculated assessments were approximately \$5,100 to \$55,000. The City Council, in the past, has capped assessments. Following the assessment caps on recent projects, staff recommends capping the assessments for Harrison Avenue to \$7,500 and Cliff Court to \$9,000. If assessments are prepaid by December 15, 2021, no interest will be charged. A Notice of Final Assessment will be sent out around November 15, 2021-30 days in advance of the prepayment date. If not prepaid, assessments will be certified to the County Auditor and added to property tax statements starting in 2022. Equal payments will be placed on each property with a 15-year installment plan and a 4% interest rate.

City Engineer Sarff reviewed the proposed schedule, including beginning construction in early May and completion in late August.

Julie Warner, 105 Cliff Court, spoke before Council and requested clarification on how the interest rate was set at 4% interest. Finance Director McCann reviewed the assessment policy, which states the interest rate shall be set by resolution, and if bonds are sold, the rate will be no more than 2% above the coupon rate. Ms. Warner requested clarification on the deadline to prepay the assessment to avoid interest. City Engineer Sarff clarified the prepayment date is December 15, 2021. Ms. Warner requested clarification on if there would be outlets for residential sump pumps installed. City Administrator Harrenstein clarified that yes, the outlets would be a part of the project. Ms. Warner requested clarification on access during construction and requested designated parking. City Engineer Sarff stated communication would be provided concerning parking, and if parking on Cliff Drive becomes challenging to locate, designated parking will be considered.



Michael Danberry, 110 Cliff Court, spoke before Council and requested clarification on if the interest rate was fixed or variable. City Administrator Harrenstein confirmed the interest rate is fixed. Mr. Danberry noted a discrepancy in proposed Resolution No. 29-21, where it says the final date to prepay is November 15, 2021, not December 15, 2021. Mr. Danberry requested clarification on if automatic water meters were included in the assessment. City Administrator Harrenstein confirmed the water meters were a part of the assessment. Mr. Danberry thanked Bolton & Menk for their communication.

### **Consent Agenda**

**Council Member Norland moved, seconded by Council Member Whitlock, to approve the Consent Agenda.**

- A. Bills and Appropriations.
- B. Res. No. 27-21 Accepting Donations/Contributions/Grants.
- C. Res. No. 28-21 Setting Firefighter's Relief Association Retirement Benefits and Establishing Funding Limitations.
- D. Approved Parade Permit for A.B.A.T.E. of Minnesota on May 1, 2021.

**Vote on the motion: Steiner, Norland, Oachs, Whitlock, and Dehen aye; no nays. Motion carried.** Mayor Dehen thanked the Mankato Clinic for their grant of \$2,500 to provide swim lessons at the Spring Lake Park Swim Facility.

### **Public Comments Concerning Business Items on the Agenda**

None.

### **Business Items**

**Ordinance No. 141, Fourth Series Compiling Certain Ordinances of the City Dealing with the Subjects Embraced in the Code of Ordinances and Providing Penalties for the Violation of the Code of Ordinances.**

**Council Member Norland moved, seconded by Council Member Steiner, to adopt Ordinance No. 141, Fourth Series Compiling Certain Ordinances of the City Dealing with the Subjects Embraced in the Code of Ordinances and Providing Penalties for the Violation of the Code of Ordinances. Vote on the motion: Steiner, Norland, Oachs, Whitlock, and Dehen aye; no nays. Motion carried.**

**Res. No. 29-21 Adopting Assessment for Project No. 19-05 ABCDEF Harrison Avenue and Project No. 20-04 ABCDE Cliff Court.**

**Council Member Steiner moved, seconded by Council Member Norland, to Adopt Res. No. 29-21 Adopting Assessment for Project No. 19-05 ABCDEF Harrison Avenue and Project No. 20-04 ABCDE Cliff Court and changing the final prepayment date from November 15, 2021, to December 15, 2021. Vote on the motion: Steiner, Norland, Oachs, Whitlock, and Dehen aye; no nays. Motion carried.**

**Res. No. 30-21 Accepting Bid Project No. 19-05 ABCDEF Harrison Avenue and Project No. 20-04 ABCDE Cliff Court.**

**Council Member Norland moved, seconded by Council Member Steiner, to Adopt Res. No. 30-21 Accepting Bid Project No. 19-05 ABCDEF Harrison Avenue and Project No. 20-04 ABCDE Cliff Court. Vote on the motion: Steiner, Norland, Oachs, Whitlock, and Dehen aye; no nays. Motion carried.**



**Approve Developer Agreement for Privately Financed Improvements the Landing North Phase 5B.**

Finance Director McCann reported this is the last phase of the project and would extend Lexington Lane to Somerset Drive and Sunset Court. KWS has contracted with Holtmeier Construction and is ready to begin construction following approval of the agreement. KWS will provide the necessary escrow to secure the project. **Council Member Steiner moved, seconded by Council Member Norland, to Approve Developer Agreement for Privately Financed Improvements the Landing North Phase 5B. Vote on the motion: Steiner, Norland, Oachs, Whitlock, and Dehen aye; no nays. Motion carried.**

**Res. No. 31-21 Establishing Municipal State Aid Streets.**

City Engineer Sarff reported that as a City with a population over 5,000, the City is classified as a Municipal State Aid (MSA) City and can designate up to 20% of the total street mileage within the city limits as MSA streets. With the platting of several new residential subdivisions over the past several years, the total street mileage has increased. With the increase in the total street mileage, the City has mileage available for designation as MSA streets. MSA routes must meet the following requirements: projected to carry a relatively heavier traffic volume or functionally classified as collector or arterial streets, connect the points of major traffic interest, parks, parkways, or recreational areas within an urban municipality, provide an integrated streets system affording, within practical limits, a state-aid street network consistent with projected traffic demands, terminate at one of the following: an MSA street, county road, county state-aid highway, or US/Minnesota trunk highway. Staff have reviewed the City's street system and are recommending the designation of Hoover Drive from Marie Lane to Lee Boulevard and Monroe Avenue from Range Street to US Trunk Highway 169. City Engineer Sarff reported District 7 State Aid Engineer and the MnDOT State Aid Office had approved the proposed revisions. The changes will become effective upon receipt of the formal order from the Commissioner of Transportation.

**Council Member Norland moved, seconded by Council Member Oachs, to adopt Res. No. 31-21 Establishing Municipal State Aid Streets. Vote on the motion: Steiner, Norland, Oachs, Whitlock, and Dehen aye; no nays. Motion carried.**

**Open Forum**

None.

**City Administrator and Staff Comments**

Public Works Director Host reminded residents about the Spring Drop-off and reported a paper shredding truck will be available on Saturday, May 1, 2021, from 8:00 a.m. until the unit is full.

**Mayor and Council Comments**

Council Member Oachs requested a reminder for the dates of drop-off. Public Works Director Host reported the dates are April 29-May 2, 2021.

Council Member Norland stated the City is moving in the right direction in providing opportunities to protect pollinators with the Managed Lawn Ordinance and the work done at Benson and Bluff Park. She indicated cities do not have the power to ban pesticide use, but several cities are banding together to see if legislation can be passed at the State level.

Council Member Norland reported she attended an Xcel Wilmarth facility tour, which burns the City's garbage. She noted the facility scrubs and cleaned the byproducts so what is released from the chimney is steam, not pollutants.



City Administrator Harrenstein commented that City staff have continued to utilize the facility despite an increased cost to dispose of the waste, preferring to consider the environmental impacts.

Mayor Dehen commented that Wilmarth also utilizes water from the Mankato wastewater plant. In the process, the water discharged is cleaner than if it was released directly from the Mankato treatment plant.

Mayor Dehen encouraged residents to purchase a Bunny Box from the Boy Scouts.

Mayor Dehen commented that he and City Administrator Harrenstein attended a press conference with Senator Klobuchar, who was in Mankato, supporting cities and fighting to not change the MSA standards.

Mayor Dehen encouraged everyone to wear purple and gold on Thursday, April 8, 2021, supporting the Minnesota State University Mankato Mavericks Hockey Team.

Attorney Kennedy requested clarification on returning to in-person meetings.

City Administrator Harrenstein reported the resolution that the City Council passed is connected to the Governor's Declaration. The City continues to monitor and follow state guidelines. He noted the threat to City leadership is great if the City opens meetings to the public.

Mayor Dehen encouraged residents to follow CDC and State guidelines and get vaccinated to help them return to normal.

At 8:01 p.m., on a motion by Council Member Norland, seconded by Council Member Oachs, the Council Meeting was adjourned.

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Mayor

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City Clerk



Pursuant to due call and notice thereof, a Council Work Session of the North Mankato City Council was held in the Council Chambers on March 12, 2021. Mayor Dehen called the meeting to order at 12:30 pm. The following were present remotely through Zoom for roll call: Council Members Steiner, Norland, Oachs, and Mayor Dehen, City Administrator Harrenstein, Chief of Police Gullickson, Finance Director McCann, Community Development Director Fischer, Finance Director McCann, City Planner Lassonde, and City Clerk Van Genderen. Council Member Whitlock arrived by zoom at 12:55 p.m. Citizen monitoring was available through a conference call.

**Request for the use of Golf Carts on City Streets**

City Administrator Harrenstein reported the request was brought to City Council by a citizen. In October 2020, the Traffic and Safety Committee reviewed the proposal and recommended Council not move forward with amending City Code to allow golf carts to be driven on City Streets. The City Council requested additional research be completed concerning the request. City staff has completed the additional review of the proposed changes and would recommend the Ordinance change as presented.

City Planner Lassonde reported that Minnesota State Statute 169.045-Special Vehicle Use on Roadway allows establishing an ordinance to authorize motorized golf carts, all-terrain vehicles, utility task vehicles, or mini trucks on designated roadways or portions of roadways under their jurisdiction. He reported City staff researched to understand how other cities manage their Motorized Golf Carts. He stated the City reviewed twelve cities with Motorized Golf Cart ordinances.

City Planner Lassonde stated the proposed Ordinance would allow the operation of motorized golf carts from sunrise to sunset and would not be permitted if there was inclement weather. The proposed Ordinance limited the use of motorized golf carts to roadways with a posted speed limit of thirty miles per hour or less and on roads identified on the "permitted roadways" map included with the Ordinance. Additional requirements included a valid driver's license, operations permitted from April through October, must display a slow-moving vehicle emblem, be equipped with rearview mirrors, headlights, and taillights, maintain insurance coverage, observe all traffic laws, obtain a permit from the City of North Mankato and the Motorized Golf Cart must be inspected. City Planner Lassonde reviewed the map, which outlined where Motorized Golf Carts could operate.

Council Member Norland commented it appeared the main roads were not permitted. City Planner Lassonde responded they were not allowed but could be crossed by a golf cart if it intersected a road where golf carts were permitted. He noted there is no way to travel from Upper North to Lower North. The main roads were not deemed safe to travel on with a Motorized Golf Cart. Police Chief Gullickson reported a lengthy discussion was held concerning accessibility to roadways. He stated discussion with other law enforcement officers who have a similar ordinance in their cities and maintaining safety. Council Member Norland requested clarification on where the motorized golf carts would be driving. Chief Gullickson commented they would be to the far right but may need to move into the traffic lane if a car is parked on the street. City Administrator Harrenstein noted that if Council moved forward with a Motorized Golf Cart ordinance, the City would probably be contacted by those interested in permitting ATVs, UTVs, or four-wheelers for City street use. He clarified that significant roads could be crossed by Motorized Golf Carts but could not be driven on eliminating the ability to get from Upper North to Lower North and crossing Highway 14. Council Member Norland requested clarification on why Lookout Drive could not be used as there are many walkers and bikers who utilize the road. City Administrator Harrenstein commented that there was not enough width for safety, and there is a lot of concern about the current safety of bicycles and walkers on the road. Council Member Norland commented there are many alternative forms of transportation, and the City may need to consider alternative routes and options. Mayor Dehen stated he was concerned with people who would want to use the Motorized Golf Cart to travel to Big Dogs or Spinners to visit the



bars but will not be legally allowed due to lack of access based on where golf carts are permitted to travel. He also expressed concerns about golf carts driving on the narrow crowded streets of lower North. Mayor Dehen was also concerned about the burden on the Police Department. Mayor Dehen suggested if the Council moves forward to restrict drivers to 18 and older. Council Member Norland suggested moving forward with a Public Hearing to obtain additional input. Council Member Oachs commented that there is increased use of UTVs in other cities and is interested in the Ordinance. She noted the use of trails to travel around the area and requested clarification on if this would be an option.

Mayor Dehen commented that the UTV is different than a motorized golf cart. He expressed concerns about those that would want to use their golf cart to bypass liquor laws. He also noted the terrain in North Mankato is difficult for visibility and could create a dangerous situation. Council Member Oachs wondered if Mary Lane's trail to Spring Lake Park could be used to move golf carts from upper North to lower North. City Planner Lassonde stated the path is really steep and relatively narrow and would cause golf cart drivers problems. City Administrator Harrenstein reviewed possible trails that could be used in linking upper and lower North Mankato, including the Bluff Valley Trail and Old Belgrade Hill. He noted there was not a good option. Mayor Dehen commented the City could reach out to MnDOT to determine if they would allow Motorized Golf Carts on the Bluff Valley Trail. He also suggested further discussion with Mankato to learn more about Motorized Golf Carts' thoughts, commenting he did not want to pit North Mankato Ordinances against Mankato Ordinances.

### **2020 Annual Report North Mankato Police Department**

Police Chief Gullickson reviewed the 2020 North Mankato Police Department Annual Report. He commented that 2020 was a challenging year due to COVID-19, George Floyd's death, and the year's political upheaval. He stated the Police Department strived to provide quality service amid the upheaval and challenging times. Police Chief Gullickson reported a 22-year-old man died due to a narcotic overdose, and he reported a suspect had been charged with murder.

Police Chief Gullickson reported the Police Department invests in police officers by requiring training and encouraging officers to attend additional training. The Police Department had 981 hours of continuing education which is 70 hours of training per officer. The training is a practical investment in the officers to help them keep and improve their skills.

Police Chief Gullickson reported the Patrol Division consists of 10 patrol officers who patrol 24 hours a day, seven days a week. Changes in patrol include two new officers and the resignation of Mikeal Torsden.

The Investigation Unit consists of Lieutenant Adams and Investigator Gagelhoff, who investigated 630 cases in 2020. Police Chief Gullickson thanked the administrative support staff of Senior Police Secretary Junker and Part-time Police Secretary Clark for their work, including managing data requests. In 2020 there were 843 data requests. Police Chief Gullickson noted he served on several committees and task forces reiterating the regional scope of the work performed in North Mankato.

Police Chief Gullickson reviewed the Use of Force information. He noted the officers strive to control and de-escalate situations. Unfortunately, not everyone encountered by the police department is cooperative, and force is needed to protect themselves and take people into custody. He noted in 2020, officers responded to 8377 calls for service, with 27 incidents requiring the use of force.

Police Chief Gullickson thanked the Police Reserve for their commitment to assisting the Police Department and keeping North Mankato safe.

Police Chief Gullickson reviewed the Crime Statistics, noting the change from Summary Crime Reporting to NIBRS (National Incident-Based Reporting System) in July of 2021. He noted a crime rate of 4.2%, making North Mankato a safe community.



Police Chief Gullickson commented that the Police Department continues to strive for continued Community Outreach, noting that Public Education was down in 2020 due to COVID-19 limiting the ability to meet face-to-face. The department continued to look for ways to meet the community, including participating in many Birthday Parades for residents. Staff is looking forward to additional events in 2021.

Police Chief Gullickson thanked the North Mankato City Council for their continued support and engagement with Police Officers.

Council Members Steiner, Oachs, Norland and Whitlock all thanked the Police Department for their continued work. Council Member Norland noted the Police Department strives to remain educated by learning about crisis intervention, de-escalating mental health events, and learning about bias. Mayor Dehen requested clarification on if the department continues to collect data concerning racial profiling. Police Chief Gullickson reported they continue to capture the information, and NIBRS will help by requiring the capture of the data. He noted it is more challenging to capture the data during traffic stops because race is not indicated on driver's licenses. Officers must make their own determinations which can be difficult. The department continues to strive to track the information and learn from what they discover.

Council Member Steiner moved, seconded by Council Member Norland, to adjourn the meeting at 1:37 pm.

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Mayor

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City Clerk





City of North Mankato, MN

# Claims List - Regular

By Vendor Name

Date Range: 4-19-21

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Bank Code: APBNK-APBNK						
03524	AMERADON SERVICES, LLC	04/19/2021	Regular	0	53.38	94124
00072	ANCOM COMMUNICATIONS	04/19/2021	Regular	0	3,030.00	94125
00136	BENCHS	04/19/2021	Regular	0	210.00	94126
02757	CINTAS	04/19/2021	Regular	0	174.45	94127
00386	EMERGENCY APPARATUS MAINTENANCE, INC	04/19/2021	Regular	0	5,651.00	94128
00401	EXPRESS SERVICES, INC.	04/19/2021	Regular	0	508.58	94129
00409	FERGUSON ENTERPRISES, INC	04/19/2021	Regular	0	188.76	94130
00432	FLEETPRIDE	04/19/2021	Regular	0	98.07	94131
00627	JACKSON-HIRSH, INC	04/19/2021	Regular	0	127.60	94132
03525	LAKE CRYSTAL AREA RECREATION CENTER	04/19/2021	Regular	0	380.00	94133
00772	LITTLE FALLS MACHINE, INC.	04/19/2021	Regular	0	900.47	94134
00812	MANKATO BEARING COMPANY	04/19/2021	Regular	0	12.14	94135
00832	MANKATO TENT & AWNING CO.	04/19/2021	Regular	0	52.20	94136
00847	MATHESON TRI-GAS, INC.	04/19/2021	Regular	0	176.40	94137
02669	MID AMERICA METER, INC.	04/19/2021	Regular	0	1,878.97	94138
00963	MINNESOTA BUREAU OF CRIMINAL APPREHEN	04/19/2021	Regular	0	270.00	94139
02234	MINNESOTA RIVER VALLEY SCENIC BYWAY ALL	04/19/2021	Regular	0	100.00	94140
03522	NAC	04/19/2021	Regular	0	1,287.25	94141
01069	NORTHWESTERN POWER EQUIPMENT CO., IN	04/19/2021	Regular	0	11,739.00	94142
03194	OPENWOOD STUDIOS INC.	04/19/2021	Regular	0	4,145.00	94143
01106	PETTY CASH	04/19/2021	Regular	0	15.50	94144
01124	PONDEROSA LANDFILL OF BLUE EARTH CO, IN	04/19/2021	Regular	0	216.45	94145
01133	POWERPLAN/RDO EQUIPMENT	04/19/2021	Regular	0	593.35	94146
01137	PRAXAIR DISTRIBUTION, INC	04/19/2021	Regular	0	33.87	94147
01166	RADIO MANKATO	04/19/2021	Regular	0	500.00	94148
01349	STONE & STEEL DESIGN, LLC	04/19/2021	Regular	0	178.12	94149
01354	SUBURBAN TIRE WHOLESALE, INC.	04/19/2021	Regular	0	1,191.92	94150
01409	TOPPERS & TRAILERS PLUS	04/19/2021	Regular	0	262.84	94151
03427	TRUCK CENTER COMPANIES	04/19/2021	Regular	0	997.94	94152
02150	U.S. BANK	04/19/2021	Regular	0	500.00	94153
02591	UNITED TEAM ELITE	04/19/2021	Regular	0	1,392.00	94154
00486	W.W. GOETSCH ASSOCIATES, INC.	04/19/2021	Regular	0	16,940.00	94155
02282	WARD EINESS STRATEGIES	04/19/2021	Regular	0	2,000.00	94156
01515	WELLS FARGO BANK, N.A.	04/19/2021	Regular	0	525.00	94157
01525	WEST CENTRAL SANITATION, INC.	04/19/2021	Regular	0	29,141.77	94158
03523	ZENCITY TECHNOLOGIES US INC	04/19/2021	Regular	0	12,000.00	94159
00551	A.H. HERMEL COMPANY	04/21/2021	EFT	0	1,140.10	3795
00028	AFFORDABLE TOWING OF MANKATO, INC.	04/21/2021	EFT	0	60.00	3796
00050	ALPHA WIRELESS COMMUNICATIONS	04/21/2021	EFT	0	171.00	3797
00063	AMERICAN PEST CONTROL	04/21/2021	EFT	0	65.00	3798
01090	AMERICAN SOLUTIONS FOR BUSINESS	04/21/2021	EFT	0	3,559.41	3799
00105	AUTO VALUE MANKATO	04/21/2021	EFT	0	119.05	3800
02712	AXON ENTERPRISE, INC.	04/21/2021	EFT	0	996.96	3801
00216	C & S SUPPLY CO, INC.	04/21/2021	EFT	0	293.54	3802
00343	DH ATHLETICS LLC	04/21/2021	EFT	0	1,596.00	3803
00369	EBSCO INFORMATION SERVICES	04/21/2021	EFT	0	1,639.65	3804
00404	FASTENAL COMPANY	04/21/2021	EFT	0	17.11	3805
00463	G & L AUTO SUPPLY, LLC	04/21/2021	EFT	0	256.84	3806
00482	GMS INDUSTRIAL SUPPLIES, INC.	04/21/2021	EFT	0	221.44	3807
00494	GOPHER STATE ONE-CALL	04/21/2021	EFT	0	178.20	3808
00544	HENDRICKSON, CHRISTOPHER	04/21/2021	EFT	0	647.16	3809
00680	J.J. KELLER & ASSOCIATES, INC.	04/21/2021	EFT	0	737.60	3810
00691	KENNEDY & KENNEDY LAW OFFICE	04/21/2021	EFT	0	10,921.77	3811
02209	KRAL, JACOB	04/21/2021	EFT	0	200.00	3812
00743	LARKSTUR ENGINEERING & SUPPLY, INC.	04/21/2021	EFT	0	328.89	3813
00776	LLOYD LUMBER CO.	04/21/2021	EFT	0	190.73	3814
00874	MENARDS-MANKATO	04/21/2021	EFT	0	1,018.14	3815
00886	MIDSTATES EQUIPMENT & SUPPLY	04/21/2021	EFT	0	790.00	3816
00889	MIDWEST TAPE/HOOPLA	04/21/2021	EFT	0	988.91	3817



00956	MINNESOTA WASTE PROCESSING CO.	04/21/2021	EFT	0	25,349.25	3818
00970	MOBILE GLASS SERVICE	04/21/2021	EFT	0	125.00	3819
00997	MTI DISTRIBUTING CO	04/21/2021	EFT	0	834.41	3820
03160	NOVEL SOLAR THREE LLC (DBA GREEN STREET	04/21/2021	EFT	0	5,962.56	3821
02005	PANTHEON COMPUTERS	04/21/2021	EFT	0	974.00	3822
01093	PAULSON, ANDREAS	04/21/2021	EFT	0	197.00	3823
01099	PET EXPO DISTRIBUTORS	04/21/2021	EFT	0	71.99	3824
01402	POMPS TIRE	04/21/2021	EFT	0	937.35	3825
01179	RED FEATHER PAPER CO.	04/21/2021	EFT	0	549.49	3826
01211	RIVER BEND BUSINESS PRODUCTS	04/21/2021	EFT	0	1,620.15	3827
03014	RUBY RIDE	04/21/2021	EFT	0	3,362.50	3828
01323	SPS COMPANIES, INC.	04/21/2021	EFT	0	410.35	3829
01478	VIKING FIRE & SAFETY LLC	04/21/2021	EFT	0	83.68	3830
00062	AMERICAN PAYMENT CENTERS	04/01/2021	Bank Draft	0	93.00	DFT0005374
00311	CULLIGAN WATER CONDITIONING	04/08/2021	Bank Draft	0	37.50	DFT0005388
00311	CULLIGAN WATER CONDITIONING	04/08/2021	Bank Draft	0	37.50	DFT0005389
02750	DPS MEDIA	04/15/2021	Bank Draft	0	191.26	DFT0005390
00447	FREE PRESS	04/08/2021	Bank Draft	0	61.96	DFT0005385
02941	JAGUAR COMMUNICATIONS	04/07/2021	Bank Draft	0	4,004.72	DFT0005391
00733	LAKES GAS CO #10	04/08/2021	Bank Draft	0	107.00	DFT0005387
00923	MINNESOTA DEPARTMENT OF LABOR & INDU:	04/01/2021	Bank Draft	0	2,683.56	DFT0005375
00910	MINNESOTA VALLEY TESTING LAB, INC.	03/31/2021	Bank Draft	0	61.75	DFT0005373
00910	MINNESOTA VALLEY TESTING LAB, INC.	04/01/2021	Bank Draft	0	61.75	DFT0005376
00910	MINNESOTA VALLEY TESTING LAB, INC.	04/01/2021	Bank Draft	0	61.75	DFT0005376
00910	MINNESOTA VALLEY TESTING LAB, INC.	04/02/2021	Bank Draft	0	61.75	DFT0005379
00910	MINNESOTA VALLEY TESTING LAB, INC.	04/02/2021	Bank Draft	0	72.00	DFT0005380
00910	MINNESOTA VALLEY TESTING LAB, INC.	04/06/2021	Bank Draft	0	77.00	DFT0005381
01320	SPRING TOUCH LAWN SPECIALIST	04/08/2021	Bank Draft	0	47.95	DFT0005386
01335	STAPLES ADVANTAGE	04/02/2021	Bank Draft	0	121.50	DFT0005378
01335	STAPLES ADVANTAGE	04/07/2021	Bank Draft	0	670.04	DFT0005382
03279	STERICYCLE INC	04/07/2021	Bank Draft	0	26.25	DFT0005384
01470	VERIZON WIRELESS	04/07/2021	Bank Draft	0	853.66	DFT0005383
03482	CARDCONNECT	04/05/2021	Bank Draft	0	845.46	DFT0005370
00234	CENTER POINT ENERGY	04/01/2021	Bank Draft	0	11,350.28	DFT0005357
02181	ETS CORPORATION	04/02/2021	Bank Draft	0	3,493.67	DFT0005360
02003	MINNESOTA DEPT OF REVENUE	04/01/2021	Bank Draft	0	234.84	DFT0005356
02003	MINNESOTA DEPT OF REVENUE	04/07/2021	Bank Draft	0	5,295.25	DFT0005367
02003	MINNESOTA DEPT OF REVENUE	04/07/2021	Bank Draft	0	10,220.00	DFT0005372
03029	OPEN EDGE	04/02/2021	Bank Draft	0	163.68	DFT0005359
02766	SPROUT SOCIAL	04/07/2021	Bank Draft	0	99.00	DFT0005392
					205,121.34	99

## Authorization Signatures

### All Council

The above manual and regular claims lists for 4-19-21 are approved by:

MARK DEHEN- MAYOR

DIANE NORLAND- COUNCIL MEMBER

WILLIAM STEINER- COUNCIL MEMBER

SANDRA OACHS- COUNCIL MEMBER

JAMES WHITLOCK- COUNCIL MEMBER



## RESOLUTION APPROVING DONATIONS/CONTRIBUTIONS/GRANTS

WHEREAS, the Minnesota Statute 465.03 and 465.04 allows the governing body of any city, county, school district or town to accept gifts for the benefit of its citizens in accordance with terms prescribed by the donor;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NORTH MANKATO, MINNESOTA, that the following donations/contributions/grants are approved as follows:

Donor	Restriction	Amount
Judy & Perry Stow	Youth Sports Scholarship	\$50.00
Richard & Susan Cashman	Youth Sports Scholarship	\$500.00
Barbara Eide	Youth Sports Scholarship	\$140.00
Billy Steiner	Swim Scholarship	\$40.00
April and Clark Johnson	Swim Scholarship	\$40.00
Richard & Melanie Hunstad	Swim Scholarship	\$40.00
Kristin Weeks Duncanson	Library Donation	\$140.00
Shelly Kain	Library Donation	\$160.00
James and Dolores Portz	Swim Scholarship	\$50.00
Evelyn Solo	Youth Sports Scholarship	\$200.00
Sheila Skilling	Youth Sports Scholarship	\$50.00
Daniel & Kristin Cronn-Mills	Swim Scholarship	\$40.00
Edroy & Judy Anderson	Youth Sports Scholarship	\$50.00
Paul Butzer	Youth Sports Scholarship	\$100.00
Corrie & Matthew Vihstadt	Swim Scholarship	\$80.00
LK Smasal	Swim Scholarship	\$40.00
David Sulzle	Youth Sports Scholarship	\$200.00
Danielle White	Swim Scholarship	\$25.00
Key City Insurance	Youth Sports Scholarship	\$50.00
Mary Bliesmer	Swim Scholarship	\$40.00
Total		\$2,035.00

Adopted by the City Council this 19<sup>th</sup> day of April 2021.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk





1001 Belgrade Avenue  
North Mankato, MN 56003  
507-625-4141 Fax: 507-625-4151  
[www.northmankato.com](http://www.northmankato.com)

Audio Permit X 2021  
Park Permit \_\_\_\_\_ 2021

## Audio Permit

### About:

An audio permit is required for anyone operating outdoor amplified sound (i.e., a loudspeaker, public address system, or sound amplifying equipment). All Audio Permits must be approved by the Council. The sound system cannot be operated before 7:00 am or after 10:00 pm. Return to [permits@northmankato.com](mailto:permits@northmankato.com). There is a \$25 fee.

### Audio Permit Responsibilities:

- An onsite event coordinator must be available by mobile during the event.
- An applicant will provide a schedule of any music or entertainment proposed to occur during the event.
- A beginning and end time must be supplied on the application, and the event coordinator must ensure compliance.
- Applicants must comply with City Code Ordinance 90.045 and Minnesota Rules Chapter 7030, which limits noise.
- Noise levels cannot exceed 60 dBA more than 50 percent of the time.

### What happens if there is a noise complaint?

- A North Mankato Patrol Officer will meet with the complainant and evaluate and measure the noise using a decibel reader at the location of the complainant.
- If the noise is found out of compliance, the Patrol Officer will contact the onsite event coordinator, and the amplified sound must be turned down.
- If the onsite event coordinator does not comply, the event will be immediately terminated, and the group will be disbursed.
- Failure to comply will affect future ability to obtain an audio permit.

AMPLIFIED SOUND: ☒ LIVE MUSIC/BAND      DATE OF EVENT: 07/24/2021  
☐ DJ/KARAOKE MACHINE      BEGIN TIME: noon  
☐ OTHER: \_\_\_\_\_      END TIME: 11:00 p.m.

LOCATION / SHELTER: Belgrade Ave

EVENT NAME: Blues on Belgrade

ONSITE COORDINATOR: \_\_\_\_\_ PRINT NAME: Jolinda Grabianowski/Katie  
MOBILE NUMBER: 507-340-2660 or 327-0627

☒ I, THE UNDERSIGNED, HAVE RECEIVED THE AUDIO PERMIT AND UNDERSTAND THAT FAILURE TO COMPLY WITH THE AUDIO POLICY MAY TERMINATE THE EVENT AND PREVENT FUTURE ABILITY TO OBTAIN AN AUDIO PERMIT.

SIGNATURE: Jolinda Grabianowski      DATE: 03/31/2021

CITY CLERK: \_\_\_\_\_ ☐ DENIED ☐ APPROVED  
☐ BOOK ☒ POLICE ☐ ONLINE ☐ \$25.00 FEE      STAFF INITIALS \_\_\_\_\_





1001 Belgrade Avenue  
North Mankato, MN 56003  
507-625-4141 Fax: 507-625-4151  
[www.northmankato.com](http://www.northmankato.com)

Audio Permit \_\_\_\_\_ 2021

Park Permit \_\_\_\_\_ 2021

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AMPLIFIED SOUND:

☐ LIVE MUSIC/BAND  
☒ DJ/KARAOKE MACHINE  
☐ OTHER: \_\_\_\_\_

DATE OF EVENT: June 5, 2021

BEGIN TIME: 10:00 AM

END TIME: 7:00 PM

LOCATION / SHELTER: Mankato Brewery, 1119 Center St.

EVENT NAME: Mankato Brewery BBQ

ONSITE COORDINATOR: PRINT NAME: Andrew Bobrytzke

MOBILE NUMBER: 507-327-2361

I, THE UNDERSIGNED, HAVE RECEIVED THE AUDIO PERMIT AND UNDERSTAND THAT FAILURE TO COMPLY WITH THE AUDIO POLICY MAY TERMINATE THE EVENT AND PREVENT FUTURE ABILITY TO OBTAIN AN AUDIO PERMIT.

SIGNATURE: Andrew Bobrytzke DATE: April 7, 2021

CITY CLERK: \_\_\_\_\_

☐ DENIED ☒ APPROVED

☒ BOOK ☒ POLICE ☐ ONLINE ☐ \$25.00 FEE

STAFF INITIALS \_\_\_\_\_

126



## Audio Permit

**About:**

An audio permit is required for anyone operating outdoor amplified sound (i.e., a loudspeaker, public address system, or sound amplifying equipment). All Audio Permits must be approved by the Council. The sound system cannot be operated before 7:00 am or after 10:00 pm. There is a \$25 fee.

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AMPLIFIED SOUND:



LIVE MUSIC/BAND

DJ/KARAOKE MACHINE

OTHER: \_\_\_\_\_

DATE OF EVENT: 4-23-2021BEGIN TIME: 5pmEND TIME: 7pmLOCATION / SHELTER: tentEVENT NAME: Mal Murphy

ONSITE COORDINATOR:

PRINT NAME: Jeni BobholzMOBILE NUMBER: 507-382-6001

☒ I, THE UNDERSIGNED, HAVE RECEIVED THE AUDIO PERMIT AND UNDERSTAND THAT FAILURE TO COMPLY WITH THE AUDIO POLICY MAY TERMINATE THE EVENT AND PREVENT FUTURE ABILITY TO OBTAIN AN AUDIO PERMIT.

SIGNATURE: Jeni BobholzDATE: 3-31-2021

CITY CLERK: \_\_\_\_\_

☐ DENIED ☐ APPROVED

BOOK



POLICE



ONLINE



\$25.00 FEE

STAFF INITIALS \_\_\_\_\_

R00277787





MINNESOTA  
1001 Belgrade Avenue  
North Mankato, MN 56003  
507-625-4141 Fax: 507-625-4151  
[www.northmankato.com](http://www.northmankato.com)

Audio Permit \_\_\_\_\_ 2020

Park Permit \_\_\_\_\_ 2020

## Audio Permit

### About:

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AMPLIFIED SOUND:



LIVE MUSIC/BAND  
DJ/KARAOKE MACHINE  
OTHER: \_\_\_\_\_

DATE OF EVENT: 4-24-2021

BEGIN TIME: 6 pm

END TIME: 9 pm

LOCATION / SHELTER: tent

EVENT NAME: Boots

ONSITE COORDINATOR:

PRINT NAME: Jeni Bobholz

MOBILE NUMBER: 507-382-1001

☒ I, THE UNDERSIGNED, HAVE RECEIVED THE AUDIO PERMIT AND UNDERSTAND THAT FAILURE TO COMPLY WITH THE AUDIO POLICY MAY TERMINATE THE EVENT AND PREVENT FUTURE ABILITY TO OBTAIN AN AUDIO PERMIT.

SIGNATURE: Jeni Bobholz

DATE: 3-31-2021

CITY CLERK: \_\_\_\_\_



BOOK



POLICE



ONLINE



\$25.00 FEE



DENIED



APPROVED

STAFF INITIALS \_\_\_\_\_

R00277787





MINNESOTA  
1001 Belgrade Avenue  
North Mankato, MN 56003  
507-625-4141 Fax: 507-625-4151  
[www.northmankato.com](http://www.northmankato.com)

Audio Permit \_\_\_\_\_ 2020

Park Permit \_\_\_\_\_ 2020

## Audio Permit

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- If the onsite event coordinator does not comply, the event will be immediately terminated, and the group will be disbursed.
- Failure to comply will affect future ability to obtain an audio permit.

AMPLIFIED SOUND:



LIVE MUSIC/BAND  
DJ/KARAOKE MACHINE  
OTHER: \_\_\_\_\_

DATE OF EVENT: 4-30-2021

BEGIN TIME: 6pm

END TIME: 10pm

LOCATION / SHELTER: tent

EVENT NAME: Ben Surugas

ONSITE COORDINATOR:

PRINT NAME: Jeni Bobholz

MOBILE NUMBER: 507-382-6601

☒ I, THE UNDERSIGNED, HAVE RECEIVED THE AUDIO PERMIT AND UNDERSTAND THAT FAILURE TO COMPLY WITH THE AUDIO POLICY MAY TERMINATE THE EVENT AND PREVENT FUTURE ABILITY TO OBTAIN AN AUDIO PERMIT.

SIGNATURE: Jeni Bobholz

DATE: 3-31-2021

CITY CLERK: \_\_\_\_\_

☐ DENIED ☐ APPROVED

☐ BOOK ☒ POLICE ☐ ONLINE ☒ \$25.00 FEE

STAFF INITIALS \_\_\_\_\_

00277787



# CITY OF NORTH MANKATO

## REQUEST FOR COUNCIL ACTION



Agenda Item # 10A	Dept: City Engineer	Council Meeting Date: 4/19/20
-------------------	---------------------	-------------------------------

**TITLE OF ISSUE:** Consider Adopting Resolution Accepting Bid Project No. 21-01 CD 2021 Belgrade Alley Improvements.

**BACKGROUND AND SUPPLEMENTAL INFORMATION:** Bids were received and opened on Tuesday, April 13, 2021 for the 2021 Belgrade Alley Improvements. Three bids were received, with W.W. Blacktopping the low bid.

If additional space is required, attach a separate sheet

**REQUESTED COUNCIL ACTION:** Adopt Resolution Accepting Bid Project No. 21-01 CD 2021 Belgrade Alley Improvements.

**For Clerk's Use:**

Motion By: \_\_\_\_\_

Second By: \_\_\_\_\_

Vote Record:

	Aye	Nay	
_____	_____	_____	Norland
_____	_____	_____	Oachs
_____	_____	_____	Whitlock
_____	_____	_____	Steiner
_____	_____	_____	Dehen

**SUPPORTING DOCUMENTS ATTACHED**

Resolution	Ordinance	Contract	Minutes	Map
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (specify) _____				
_____				
_____				
_____				

<input type="checkbox"/>	Workshop
<input checked="" type="checkbox"/>	Regular Meeting
<input type="checkbox"/>	Special Meeting

<input type="checkbox"/>	Refer to: _____
<input type="checkbox"/>	Table until: _____
<input type="checkbox"/>	Other: _____





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## MEMORANDUM

**Date:** April 14, 2021  
**To:** John Harrenstein, City Administrator  
**From:** Daniel R. Sarff, P.E., City Engineer  
**CC:** Nate Host, Public Works Director  
Kevin McCann, Finance Director  
April Van Genderen, City Clerk  
**Subject:** 2021 Belgrade Alley Improvements  
City Project No. 21-01 CD  
City of North Mankato, Minnesota  
BMI Project No. M18.119670

Bids were received and opened on Tuesday, April 13<sup>th</sup> at 11:00 a.m. for the 2021 Belgrade Alley Improvement Project. This project includes the reconstruction of the alley north of Belgrade Avenue from Range Street to Wall Street.

Three (3) bids were received, and the results of the bids are tabulated below:

<b>Bidder</b>	<b>Bid Amount</b>
W.W. Blacktopping, Inc.	\$84,827.50
Nielsen Blacktopping, Inc.	\$97,453.00
Chambers Excavating & Trucking, LLC	\$116,330.00
Engineer's Estimate	\$76,310.00

The low bidder for the project is W.W. Blacktopping, Inc., from Mankato Minnesota. The low bid is approximately 11% over the Engineer's Estimate and the next lowest bid was approximately 15% over the low bid.

Based on past performance on similar projects in previous years, it is our opinion that W.W. Blacktopping, Inc. is qualified to perform the work required under this contract. If deemed financially feasible, we hereby recommend that W.W. Blacktopping, Inc. be awarded the contract based on the bid contract amount of \$84,827.50.

**Recommended Action:** Adopt the Resolution Accepting Bid, City Project No. 21-01 CD, 2021 Belgrade Alley Improvement Project



RESOLUTION ACCEPTING BID  
2021 BELGRADE ALLEY IMPROVEMENTS  
PROJECT NO. 21-01 CD

WHEREAS, pursuant to an advertisement for bids for Project No. 21-01 CD, 2021 Belgrade Alley Improvements., bids were received, opened, and tabulated according to the law for reconstruction of the alley north of Belgrade Avenue from Range Street to Wall Street, and

WHEREAS the following bids were received complying with the advertisement:

<b><u>Bidder</u></b>	<b><u>Bid Amount</u></b>
W.W. Blacktopping, Inc.	\$84,827.50
Nielsen Blacktopping, Inc.	\$97,453.00
Chambers Excavating & Trucking, LLC	\$116,330.00

AND WHEREAS, it appears that W.W. Blacktopping, Inc. of Mankato, Minnesota is the lowest responsible bidder.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NORTH MANKATO, MINNESOTA, AS FOLLOWS:

- 1) The Mayor and Administrator are hereby authorized and directed to enter into a construction contract with W.W. Blacktopping, Inc. of Mankato, Minnesota in the name of the City of North Mankato, Minnesota for the Project No. 21.01 CD, 2021 Belgrade Alley Improvements, according to the plans and specifications therefor approved by the city council and on file in the office of the city clerk.
- 2) The city clerk is hereby authorized and directed to return forthwith to all bidders the deposits made with their bids, except that the deposits of the successful bidder and the next lowest bidder shall be retained until a contract has been signed.

Adopted by the City Council this 19<sup>th</sup> day of April 2021.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk



# CITY OF NORTH MANKATO

## REQUEST FOR COUNCIL ACTION



Agenda Item # 10B	Dept: Community Dev	Council Meeting Date: 4/19/20
-------------------	---------------------	-------------------------------

**TITLE OF ISSUE: Receive Webster Avenue Area Plan.**

**BACKGROUND AND SUPPLEMENTAL INFORMATION: City Planner Lassonde will review the Webster Avenue Plan.**

*If additional space is required, attach a separate sheet*

**REQUESTED COUNCIL ACTION: Accept Draft Webster Avenue Area Plan.**

**For Clerk's Use:**  
  
 Motion By: \_\_\_\_\_  
 Second By: \_\_\_\_\_  
  
 Vote Record:      Aye      Nay  
                      \_\_\_\_\_      \_\_\_\_\_ Norland  
                      \_\_\_\_\_      \_\_\_\_\_ Oachs  
                      \_\_\_\_\_      \_\_\_\_\_ Whitlock  
                      \_\_\_\_\_      \_\_\_\_\_ Steiner  
                      \_\_\_\_\_      \_\_\_\_\_ Dehen

**SUPPORTING DOCUMENTS ATTACHED**  
  

Resolution	Ordinance	Contract	Minutes	Map
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

 Other (specify) \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

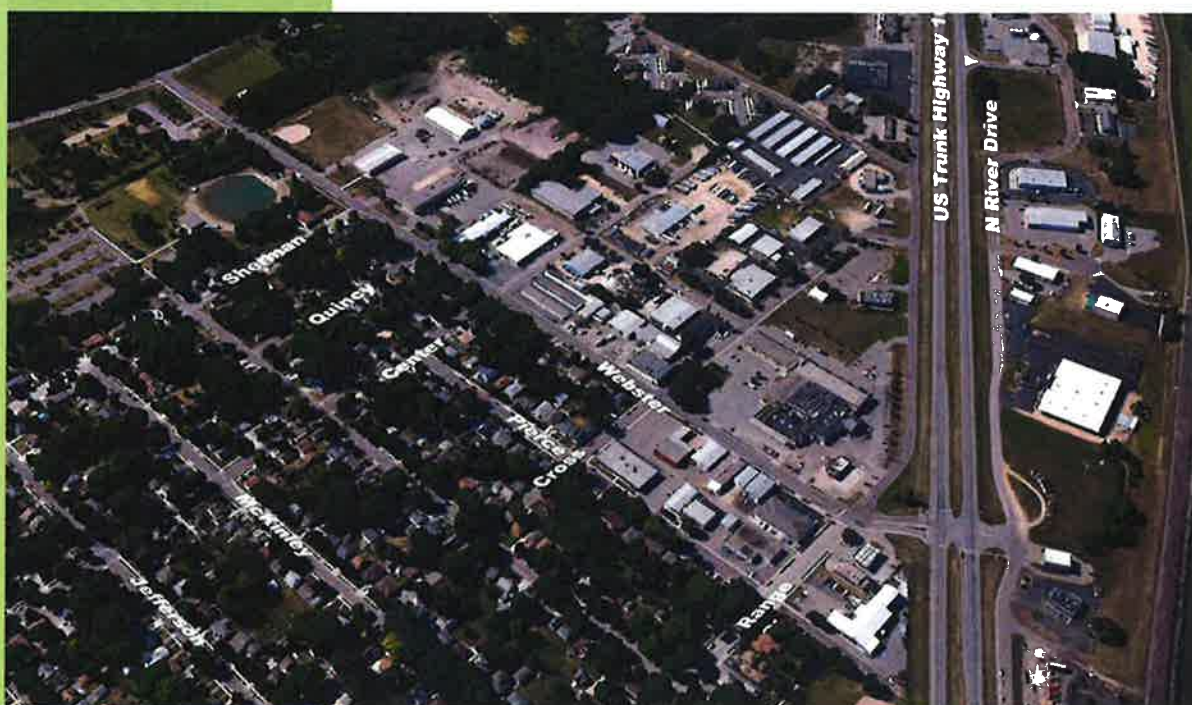
☐ Workshop  
  
☒ Regular Meeting  
  
☐ Special Meeting

☐ Refer to: \_\_\_\_\_  
☐ Table until: \_\_\_\_\_  
☐ Other: \_\_\_\_\_



## Webster Avenue Area Plan

April 2021



**Prepared by:** The City of North Mankato  
Community Development and Administration



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## I. INTRODUCTION

Webster Avenue serves as a gateway to the City of North Mankato, providing access to a thriving commercial/industrial zone, regional recreation amenities, and residential neighborhoods in Lower North Mankato. Businesses surrounding Webster Avenue rely on connections to US Trunk Highway 169 as many are oriented around the sale or maintenance of heavy truck components and/or send and receive numerous deliveries daily. Webster Avenue has direct access to Highway 169 which is close to Highway 14, providing vital regional connectivity. A major study of Highway 169 was underway during the development of this plan that provided recommendations for treatments to the Highway 169/Webster Avenue intersection to promote long-term functionality of the highway. The City of North Mankato developed this study for Webster Avenue to guide redevelopment and revitalization of the area. This study:

- Examines existing industrial, commercial, recreational, and residential uses surrounding Webster Avenue and identifies redevelopment and revitalization opportunities
- Outlines a shared vision for the future of the area surrounding Webster Avenue by the City, citizens, businesses, and property owners
- Provides a framework for investment and regulatory policies along Webster Avenue consistent with City goals.

## II. STUDY AREA

The study area includes Webster Avenue from Lake Street in the west to River Drive, just east of the Highway 169 intersection, as illustrated in **Figure 1**. The area surrounding Webster Avenue contains a diverse mix of uses that all rely on proximity to Highway 169 for the movement of goods, provision of services, and access to regional destinations such as Spring Lake Park and its new swim facility. Businesses in the study area have been established for many years and are beginning to show their age. Participants in the public process agreed that opportunities for revitalization exist and have suggested the City of North Mankato should work with businesses to encourage and incentivize change.

The City and area stakeholders recognize Webster Avenue's importance as a major gateway to the community with great potential. Opportunities exist for new development on vacant lots as well as redevelopment of underutilized properties. The area has served as a strong business presence in the community for decades and the City has interest in continuing that trend.

## III. PUBLIC ENGAGEMENT

### A. STEERING COMMITTEE

A Steering Committee was assembled early in this process consisting of key property and business owners in the study area. This group reviewed the draft plan throughout the process and provided input and direction on next steps. The Steering Committee met four times at key points during the process.







## B. VISIONING MEETINGS

Two visioning meetings were held in early-December 2019 to solicit feedback from business/property owners and residents along the roadway regarding their vision for the future of Webster Avenue. Fifteen people attended the meetings including several business/property owners, residents, and North Mankato staff and elected officials. A full meeting summary can be seen in **Appendix A**.

## C. TARGETED STAKEHOLDER MEETINGS

Various stakeholder meetings were held to solicit input from business and property owners on and around Webster. The study team met with 11 businesses and property owners to discuss their vision for the future of their property/business as well as Webster Avenue as a whole. Most businesses have been on location for many years and are doing very well. Partnerships among businesses have developed as they share clients and services. A full summary of Stakeholder meetings is included in **Appendix A**.

## D. OPEN HOUSE

A virtual public open house was held...A full summary of input received from the open house is included in **Appendix A**.

## E. INTERVIEWS WITH INDUSTRY PROFESSIONALS

Several interviews with area real estate experts were conducted as part of the Market Analysis to gather their opinions on opportunities in the study area.

# IV. GUIDING PRINCIPLES

A series of Guiding Principles were drafted to ensure this study delivers on City and area stakeholder goals, including:

- Recognize Webster as a business district in North Mankato that is a key gateway to regional amenities;
- Recognize Webster as home to long-standing commercial/industrial businesses that are providing needed services to the region;
- Ensure efficient freight access along Webster Avenue to support current and future freight-dependent businesses;
- Support pedestrian connections along and across Webster Avenue to area park and trail facilities (Spring Lake Park and Swim Facility, Mankato Brewery, Wheeler Park, Hiniker Park/Pond, Highway 14 Trail, etc.);
- Consider how additional housing opportunities can be provided along the roadway;
- Create an inviting streetscape along Webster Avenue;
- Strengthen Webster Avenue stakeholder partnerships to achieve common goals;
- Strengthen area hospitality to support expanded regional amenities in the study area;
- Protect and support businesses west and east of Highway 169; and
- Emphasize the importance of an at-grade, full access Highway 169/Webster Avenue intersection in response to the Highway 169 Corridor Study process.



## V. VISION

Feedback from visioning meetings held in early December 2019 was used to generate a vision for Webster Avenue. Some participants at those meetings wanted to see major redevelopment in the area including an indoor recreational facility on the western end of the roadway and redevelopment of the Norwood Inn into a new anchor commercial business to draw visitors. Others wished to see the area remain much as it is today with only improvements for truck movements along Webster Avenue. All agreed that accommodating heavy trucks is necessary along the roadway given many of the businesses are focused on the trucking industry and/or send/receive many shipments via heavy truck per day. Participants also agreed that some level of revitalization and redevelopment is necessary to improve area aesthetics.

During the meetings, participants were asked to provide up to three words that describe their view of Webster Avenue today. The following word cloud displays the results. **Note:** the larger the word in the word cloud, the more that word was entered by the group.



Similarly, participants were asked to provide up to three words that describe their vision for Webster Avenue in the future. The following word cloud displays the results





Input from these meetings served as a basis for developing the following vision for Webster Avenue:

*“Webster Avenue is a diverse area offering a strong and supportive business environment with regional connectivity, destination recreational resources, and hospitality to meet the needs of both area citizens and those visiting North Mankato.”*

## VI. HOW TO USE THIS STUDY

This study will help the City prioritize future projects. It describes the goals and long-term plan for Webster Ave and surrounding area to inform the development community of opportunities. It also provides an understanding of what the City hopes to achieve within the study area. Finally, the study aims to better equip existing businesses to collaborate together towards a common vision.

## VII. WEBSTER AVENUE HISTORY

Webster Avenue has evolved from a lightly populated, very low-density area on the northern end of North Mankato to a largely built-out area with a diverse mix of uses along a major US highway. Aerial photographs from the late 1940's show a sparsely developed, gravel Webster Avenue with nearly two dozen houses to the south, and a mostly undeveloped north. The Minnesota River still occupied the border between North Mankato and Mankato at this time.

In 1969 the Spring Lake Park pool was built, with commercial and industrial development following thanks to the newly created access to Highway 169. Some of the earlier development included the Best Western Hotel and 4 Seasons Truck Wash on the north, and Larkstur and Anderson Crane on the south. Today, almost the entire area north of Webster is developed, as is the south side. Housing now fills the southern blocks along Webster from Cross St and Spring Lake Park. Most of the businesses in the area have been there for decades, are family-owned, and have plans to pass to the next generation. This serves as proof of how successful this location has been in sustaining itself as a strong business district through the years.



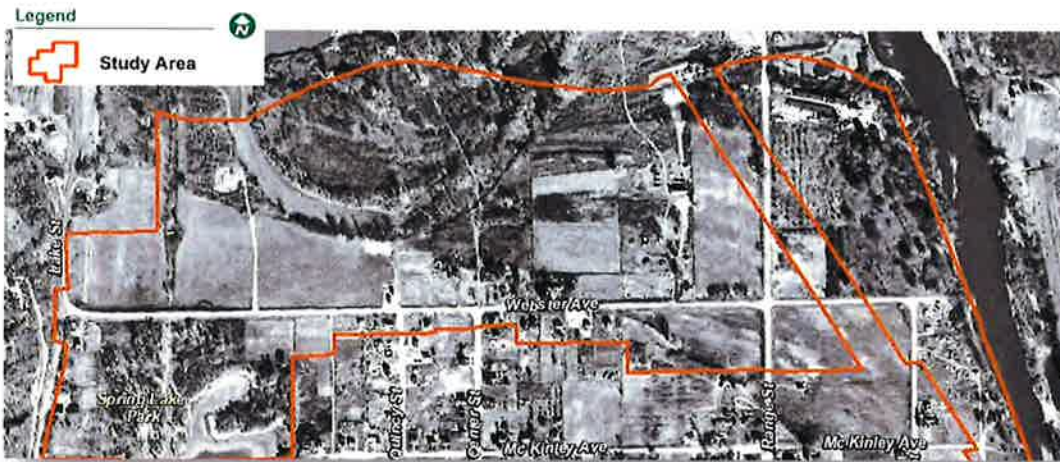


Figure 2. Webster Avenue – 1949 (Source: U.S.G.S)



Figure 3. Webster Avenue – 1971 (Source: U.S.G.S)



Figure 4. Webster Avenue – 2019 (Source: Nicollet County)



## VIII. EXISTING CONDITIONS

An existing conditions review was necessary to understand current roadway functionality and area redevelopment opportunities. A market analysis was performed to supplement the existing conditions review by providing an in depth look into the types and extent of development the area could support, while also considering potential impacts closure or alteration of the Webster Ave/Highway 169 might have on the economic vitality of the area. Anticipated development north of the study area within Mankato city limits will also impact redevelopment patterns anticipated in the study area. Potential redevelopment considerations include multi-family housing, additional retail and entertainment uses, industrial expansion, and increased hospitality. The following sections, along with **Figure 5** below, describes existing conditions within the study area. The full Market Analysis is included in **Appendix C**.

### A. Land Use

Various uses occupy Webster Avenue including regional destinations with great access to Highway 169, Highway 14, and both downtown North Mankato and downtown Mankato. The study area includes light industrial, general commercial, low-density residential, public/institutional, and park/open space zones. Land uses north of Webster Avenue are primarily industrial, and oriented heavily around trucking, shipping, and vehicle repairs. As a result, these businesses have developed a strong interrelated business model, relying on one another for services and sharing clients. The remaining uses on the north side of Webster include small-scale commercial, a restaurant, a hotel, and public park space. Much of the land use on the south side of Webster is low-density single-family residential, with some light industrial nearer Highway 169. Webster Ave terminates at Lake Street in the west where Spring Lake Park and swim facility provides a major recreational destination.

Through this process, the City has identified that businesses in the area have relationships and share customers. However, the Market Analysis suggests that the business environment doesn't foster "chaining" together different but complementary activities for patrons, leaving little reason for them to spend any time in the district. For instance, patrons are unlikely to stop at other businesses in the same way one might go to a retail store and after go to a nearby restaurant. The findings of the Market Analysis agree with public input received, suggesting the area lacks aesthetics and property improvements that would make this a desirable destination. Businesses have not invested in properties.

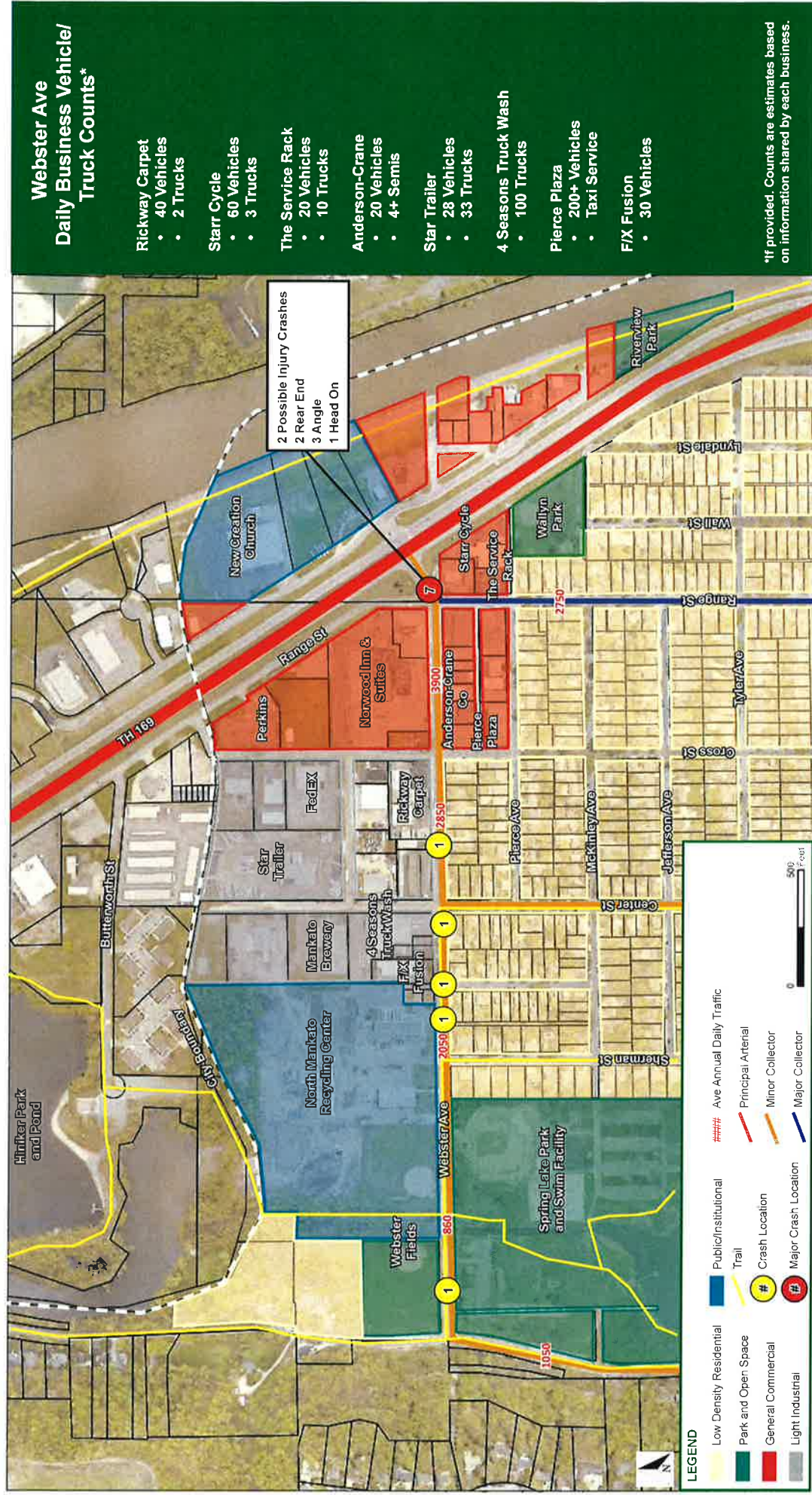
The area does have some draw. The Mankato Brewery's tap room and the recreational facilities at Spring Lake Park remain regional destinations in the study area.

### B. Transportation

Webster Avenue accommodates a mix of vehicular traffic from heavy truck traffic to passenger vehicles and provides connections to many uses. The roadway can be characterized as having low traffic volumes and minimal safety issues, except for crash concerns at its intersection with Range Street. Traffic does back up along Webster Avenue from the Highway 169 intersection which blocks access to businesses and the Webster Avenue/Range Street intersection.

Improvements to Webster Avenue should begin with improvements addressing capacity of the Webster Avenue intersections with Range Street and Highway 169 but should also include ADA compliance upgrades to existing sidewalks, wayfinding signage for heavy truck traffic, better integration of the North Mankato recreational trail system, and possibly







implementation of public art and other streetscaping amenities. The following are existing transportation characteristics along the roadway:

1. Functional Classification

Roadways are classified in how they channelize travel within a network. Each road segment is predetermined to serve a different function prior to its design. This means street widths, speed, and intersection controls are all designed to ensure the roadway serves a certain function in the system. Arterial roadways are typically designed to accommodate the longest trips and have the least number of access points and traffic controls that impede mobility. Collector roadways provide connectivity from local streets to arterial roadways and provide circulation in urban environments.

Webster Avenue is a minor collector roadway that connects Highway 169, a principal arterial, to Lake Street, another minor collector roadway. Center Street is a minor collector intersecting Webster Avenue providing a connection to Belgrade Avenue in the south and connections to Mankato. Range Street is a major collector roadway connecting Webster Avenue to the Central Business District on Belgrade Avenue.

2. Access

There are 37 access locations on Webster Avenue including four primary accesses, three secondary accesses, and 30 private accesses. Both primary and secondary access counts fall well below MAPO's recommendations for 9 to 19 accesses per mile. Concerns with the extent and location of accesses along Webster Avenue have not been raised other than the Webster Avenue/Range Street intersection. Traffic entering Highway 169 tends to back up into the Webster Avenue/Range Street intersection, causing backups on Range Street and blocking patrons from entering and exiting the Speedway gas station. Removing access to Webster Avenue from the Speedway gas station would remove one stream of traffic entering and exiting the street at this intersection and may contribute to improved traffic flow. Project staff spoke with Speedway representatives who suggested they do not oppose closing access to Webster Avenue while diverting access to Range Street with some improvements to the property access on that street.

The importance of the Webster Avenue/Highway 169 intersection access has been raised several times throughout this process. Several participants in the public process have expressed concerns with potential closure of that intersection and how that could be detrimental to the vitality of businesses in the area. Each street within the industrial district feeds to Webster which channels traffic to and from Highway 169 and most feel the success of this area is highly dependent on maintaining full, at grade access as exists today.

3. Safety

Thirteen crashes have occurred along Webster Avenue according to 2015-2019 MnDOT data. There were only three possible injury crashes and no fatalities. Seven of the 13 occurred at the Webster Avenue/Range Street intersection. An intersection safety screening was completed at this intersection for six of the seven crashes to understand the significance of occurrences and whether or not concerns are warranted. One crash was removed from the analysis as the operator was inebriated and the crash was not related to intersection geometrics and/or



operations. The screening observed crash severity, crash rate, and fatal and serious injury rate at the intersection.

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.70 per MEV; this is 1.1 times the critical rate indicating the intersection operates above the expected, normal range. This makes this intersection a candidate for further study. It is recommended that an intersection control evaluation (ICE) study be performed to further analyze the intersection and identify potential improvements. The intersection safety screening is included in **Appendix B**.



**Figure 6. Crash occurrences at the Webster Avenue/Range Street intersection.**

*The intersection exhibits a critical rate higher than expected, normal range supporting the need for further analysis to identify potential improvements.*

#### 4. Traffic Volumes

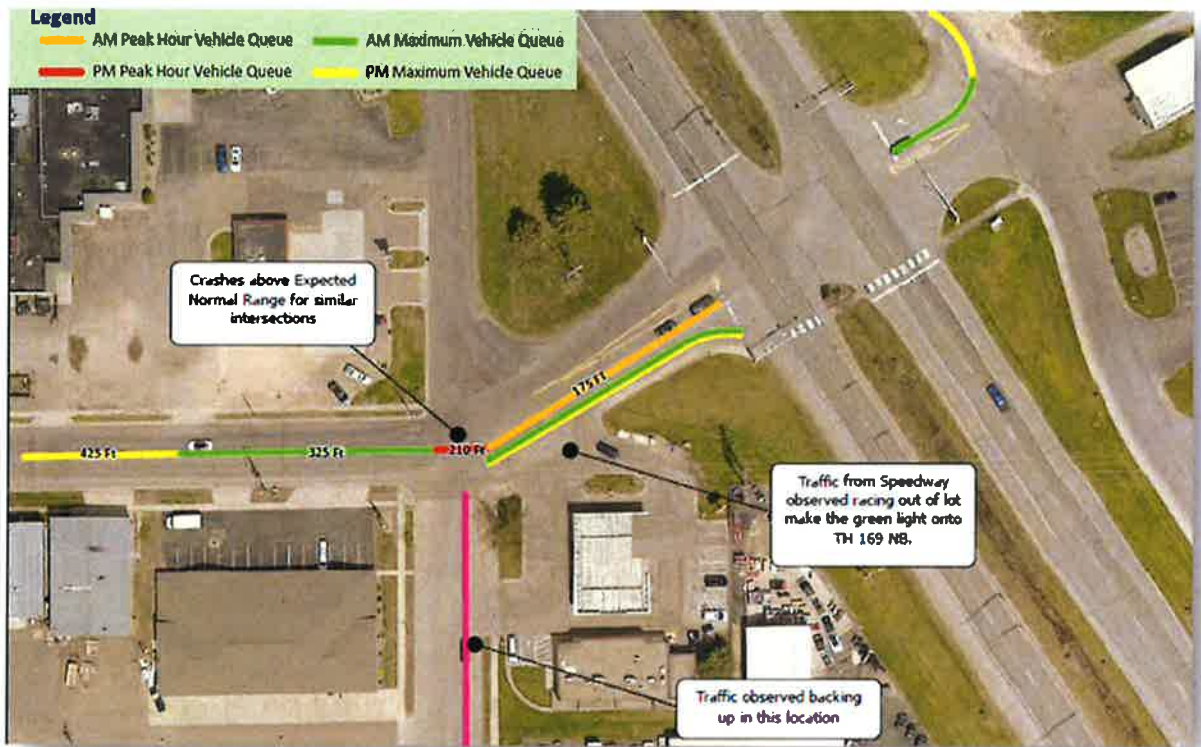
Traffic volumes are generally low along Webster Avenue with most of the traffic occurring between Range Street and Highway 169. Average Annual Daily Traffic (AADT) volumes range from 3,900 vehicles per day in this section to 860 vehicles per day between Lake Street and Sherman Street. Available AADT data show 950 vehicles per day on Center Street and 2,750 on Range Street just south of Webster Avenue. As mentioned, participants in the public process have observed congestion at the Range Street/Webster Avenue intersection during peak traffic times. A future ICE study focused on this intersection may assist with identifying options for effectively and safely accommodating existing and future traffic levels at this intersection.

#### 5. Traffic Back-Ups

The Highway 169 Corridor Study identified existing and no-build conditions for the intersection of the highway with Webster Avenue. The report shows traffic backing up along Webster Avenue from Highway 169, through its intersection with Range Street during AM and PM peak traffic periods. This concurs with reports from stakeholders



and observed conditions from staff suggesting there are back-ups in this location during peak times. **Figure 7** illustrates traffic back-ups identified in the study.



**Figure 7. AM and PM Peak Hour Traffic Back-Ups along Webster Avenue. Source: Highway 169 Corridor Study - MAP.**

Some back-ups are anticipated to increase by the 2040 planning horizon which supports the need for improvements to the area. These conditions, combined with the City's stance on maintaining full access at the Highway 169/Webster Avenue intersection and concerns from area businesses, have spurred the City to take a closer look at possible improvements along Webster Avenue. Improvement concepts developed by the City are located in **Section XII**.

#### 6. Pedestrian and Bicycle Accessibility

Webster Avenue must also accommodate pedestrian and bicycle traffic with area recreation including Spring Lake Park and connections to the Highway 14 Trail and other on-street bicycle facilities. Sidewalks are on both sides of the roadway from Highway 169 to Cross Street where it terminates on the north but continues on the south through to Lake Street. There is a midblock crossing from between Lake Street and Sherman Street which connects trails passing through Spring Lake Park to a trail traveling between the Webster Ballfields, north to Hiniker Pond.

Several on-street bicycle facilities traverse the area including Webster Avenue from Center Street west to Lake Street where sharrows are used to indicate shared lanes between vehicles and bicyclists. On-street facilities exist on Center Street, Sherman Street, and on Lake Street where there is a connection to the Highway 14 trail to the north.



Many in the public process suggested that any major improvements to pedestrian/bicycle facilities and/or streetscaping should be focused on the portion of the roadway west of Sherman Street. Existing facilities exhibit ADA deficiencies in sidewalk and pedestrian ramps including intersections at Range, Cross, Quincy, and Sherman, as well as a sidewalk bordering the Norwood property (Figure 9).



**Figure 8. Existing Sidewalk along the north side of Webster Avenue looking west from the Range Street intersection. Source: Google Maps.**



**Figure 9. Instances of ADA Non-Compliance along Webster Avenue. Source: City of North Mankato ADA Transition Plan (2019).**

*Features in red are non-compliant pedestrian ramps and sidewalk while features in green are compliant.*



## IX. FUTURE LAND USE & CITY GOALS

The City has guided future land use as mixed general commercial and light industrial in the study area, with a need to infill vacant lots. Existing businesses are strong, and present opportunities exist to leverage their success towards further growth in the area's economic output and functionality.

### A. RELEVANT CITY GOALS

- Strengthen the local economy with new commercial and light industrial uses
- Promote Infill Development
- Strengthen area amenities, particularly parks and recreation spaces
- Improve streetscaping and mobility infrastructure

In efforts to establish a vision for Webster's future that is supportive of these City-wide goals, this study answers the following questions:

- What are specific City and Public goals for the future of Webster Ave, and adjacent land?
- What frameworks can be developed to improve area character and function?
- What impacts may exist from different development opportunities?
- What properties may be candidates for near- and long-term redevelopment, including vacant properties and/or properties that are available for sale?

## X. REDEVELOPMENT FOCUS AREAS

The existing district operates well with current mix of industrial and commercial uses. However, a broader vision for the future should be examined that considers revitalization and redevelopment. As a major gateway into the community with regional connectivity and destination recreational facilities, opportunities exist for this location to be much more. The following text and **Figure 10** outline strategies for redevelopment and revitalization for the area.

### 1.0 Park and Recreational Uses

The Market Analysis identifies recreational offerings in and around the study area as a draw for users from the region and beyond, suggesting they support a critical mass of visitors that would take advantage of services located in the study area. In that light, the following strategies were developed:

#### *1.1 Continue improvements to Webster Ball Fields and Spring Lake Park, based on the City's Parks Plan and Comprehensive Plan.*

The Webster Ball Fields and Spring Lake Park present an opportunity to further enhance destination recreational offerings in North Mankato. Based on guidance from the City's Parks Plan and Comprehensive Plan, the City should assess and add additional amenities and infrastructure to support continued usage. Access improvements include improved bike lane(s) and mid-block crossing on Webster Ave, and new and/or updated facilities.

#### *1.2 Continue commitment to Spring Lake Park enhancements*





## WEBSTER AVE REVITALIZATION

- Strengthen Area Commercial and Light Industrial Uses
- Promote Infill Development
- Continue Strengthening Webster Ave Amenities as a Destination for Entertainment and Recreation
- Pursue Streetscaping and Mobility Enhancements Throughout the Area

### LEGEND

- Recreation Use Improvements
- Connectivity + Access Enhancements
- Commercial & Industrial Overlay
- Reenvisioned Hotel
- Revitalization Priority Property
- Streetscaping and Wayfinding Enhancements
- Existing Trail
- Future Trail

### FOCUS AREA 1.0 Park & Recreational Uses

- 1.1 Continue improvements to Webster Ball Fields and Spring Lake Park, based on the City's Parks Plan and Comprehensive Plan.
- 1.2 Continue promoting Spring Lake Park and Swim Facility as a regional destination.
- 1.3 Support and prioritize connectivity to the Park and trail system from surrounding residential areas.

Approximate Acres: 62.7

### FOCUS AREA 2.0 Commercial & Light Industrial (C&I)

- 2.1 Establish a new mixed-use zoning district to accommodate complimentary commercial and light industrial uses.
  - 2.1.A Continue studying feasibility and long-range redevelopment opportunities of the Public Works Yard, including multi-unit housing and commercial uses.
  - 2.2 Work with new and existing businesses towards revitalizing existing properties, while guiding new development to vacant lots.
  - 2.3 Utilize economic incentives through the Port Authority to promote redevelopment in the area.

Approximate Acres: 53.1

Priority Acres: 23.7

### FOCUS AREA 3.0 Hospitality & Destinations

- 3.1 Engage in dialog with the Norwood Hotel on the future of the property.
- 3.2 Consider improvements to the hotel building based on a long-term, vision, including facade improvements and/or publicly-available amenities.
- 3.3 Continue working with Mankato Brewery, area land owners, and potential new businesses to foster a mixed-use industrial entertainment district.

Approximate Acres: 6.4

### FOCUS AREA 4.0 Transportation Improvements

- 4.1 Improved streetscaping and wayfinding for vehicles, pedestrians, and bicyclists.
- 4.2 Build out and strengthen the existing sidewalk network throughout the district, especially new recreation facilities.
- 4.3 Comply with City Resolution 53.19 towards maintaining an all-grade, full-access intersection at the intersections of TH 169 and Webster Ave.
- 4.4 Work with Super America to consider alternative site access designs to minimize driver conflicts and enhance parking lot functionality.
- 4.5 Perform an Intersection Control Evaluation at the Webster Ave/Range Street intersection to identify potential safety improvements.



As recreation demands increase in North Mankato, the City should continue its commitment to growing Spring Lake Park and Swim Facility's regional attraction and amenities. These enhancements should be mindful of planned improvements at Caswell Park and seek to support rather than compete with Caswell.

*1.3 Support and prioritize connectivity to the park and trail system from surrounding residential areas.*

North Mankato has expressed goals of building upon and growing its recreation offerings. The 2015 Parks Master Plan and City Comprehensive Plan both note that, while the city is well served by existing park facilities, improvements should be made as population growth continues. Accessibility to these resources should be prioritized to ensure continued access from both surrounding residential areas and the larger region.

## **2.0 Commercial and Light Industrial**

Market experts interviewed as part of the Market Analysis included commercial real estate brokers, developers, commercial real estate lenders, community development experts, and study area property owners. Feedback from these groups suggests the study area is a good location with good access and strong traffic counts. They identified the recycling center as a good opportunity for redevelopment. They also suggested low property values mean low rates for redevelopment.

However, there were challenges to development potential including (but not limited to) uncertainty of the Highway 169 access, the area having a "tired" appearance, low incentive for property investment by existing owners, and the study area not being a primary retail area. The City of Mankato is facing similar challenges just north of the Webster Avenue Study area and has developed the Riverside North AreaWide Plan to identify redevelopment opportunities which will undoubtedly strengthen initiatives pursued along Webster Avenue.

Considering interview feedback from the Market Analysis, the observed need for area revitalization, and efforts to redevelop and revitalize Mankato properties north of the Webster Avenue Study area, the following strategies have been developed for commercial and light industrial redevelopment:

*2.1 Establish a new mixed-use zoning district to accommodate complimentary commercial and light industrial uses.*

Existing light industrial and commercial uses make Webster an economically strong district and this strong economy should be leveraged towards continued growth. The City should apply a mixed-use zoning designation to the district that permits complimentary light industrial and commercial uses to be interspersed. This zoning should be mindful of adjacent residential uses, while supporting flexible and dynamic long-term district viability.

*2.1.A Continue studying feasibility and long-range development opportunities of the Public Works Yard, including multi-unit housing and commercial uses.*

Recognizing the redevelopment potential of the Public Works Yard, the City may have an opportunity to guide new uses, including multi-unit housing and commercial, to the existing Yard property. New housing and jobs could capitalize on easy access to Highway 169, and be supported by efforts to raise the profile of area attractions.

Future development at the Public Works Yard should consider its proximity to Webster Ball Fields and Spring Lake Park. Development best suited for this property should incorporate uses and design strategies that comfortably transition to these adjacent recreation facilities.



This may include commercial uses, but even multi-family housing, particularly on the west side of the property.

Any future development analysis of the Public Works Yard site must assess and mitigate known and unknown environmental contaminants or degradation in coordination with the Minnesota Pollution Control Agency and other agencies.

## *2.2 Work with new and existing businesses towards revitalizing existing light industrial properties/buildings while guiding new development to vacant lots.*

To grow its tax base and promote infill development, the City should coordinate opportunities for revitalizing existing buildings, look for incentives, and attract new commercial and light industrial uses along Webster Avenue. Leveraging the current mix of complementary businesses, the City should pursue similar uses that support the continued vitality and growth of the area. Towards this end, the City should explore the creation of a new mixed-used zoning district that would allow for the creation of complimentary commercial and light industrial development.

Incentives for revitalization may include Opportunity Zones. Opportunity Zones are a community development program established by Congress in the Tax Cut and Jobs Act of 2017 to encourage long-term investments in low-income and urban communities nationwide. Census Tract 4806, which contains the study area, is considered a Low-Income Community that could qualify as an Opportunity Zone, but was overlooked in the past for designation. Ideally, property owners in the study area should be able to receive benefits offered through Opportunity Zone designation.

At the time of this study, the City of North Mankato was working with Greater Mankato Growth to appeal to Congress to expand the reach of the Opportunity Zone designation to potentially include Census Tract 4806. The entire area from the Highway 14/Highway 169 interchange to the Veteran's Memorial Bridge is enveloped by low-income census tracts eligible for Opportunity Zone designation, however, only the Mankato portion actually is. A comprehensive corridor improvement plan is difficult to develop when there are advantages for investment into the Mankato stretch, but not the North Mankato stretch. If designation is unachievable, the City should research and pursue incentives that provide similar benefits while also continuing to pursue Opportunity Zone status.

Visioning sessions and area analysis identified priority properties that could support new development or revitalization of existing structures:

- Vacant lot on Cross Street just north of Norwood Inn
- Vacant lot at 1040 N River Drive
- Several properties at the SE corner of Webster and Cross
- Public Works facility at N Center St
- Public Works Yard and North Mankato Recycling Facility
- Norwood Inn

## *2.3 Utilize economic incentives through the Port Authority to promote redevelopment in the area.*

Attracting new development should be supported with economic incentives, particularly those of the Port Authority. Through a strategic and careful use of these tools, the City hopes to further grow and develop a robust Webster District.



### **3.0 Re-envisioned Hospitality on Webster Ave**

Area experts suggest the Norwood Inn has potential. This location is also considered iconic in the area stemming from the days it served as a Best Western and was frequented by residents and visitors alike for its conference/function accommodations. However, the building is in need of renovation to remain viable. Other hotels in the area exhibit similar characteristics and are also in need of renovation.

At the time of this study, the Norwood Inn went under contract to serve as workforce housing for approximately 150-200 employees of a pork processing plant in Windom, MN. The City of North Mankato entered into a two-year agreement with company ownership to house the workforce while housing could be constructed closer to the processing plant. The City anticipates that this agreement will be a catalyst for site renovation or redevelopment at the end of the two-year period. The following strategies have been developed to respond to hospitality needs in the area:

*3.1 Engage in discussions with site owners on the future of the hotel site, and possible role(s) it may play towards hospitality for the area and region.*

The Norwood Inn & Suites sits at a critical gateway and transition point for ushering people into Webster Ave from Highway 169. The hotel carries a significant footprint, much of which is currently pavement and/or parking. As such, the City is in pursuit of viable options for the role(s) the hotel could play within the future.

*3.2 Consider improvements to the hotel building based on a long-term vision including building renovation with publicly available amenities or full site redevelopment.*

To remain viable, the existing hotel structure will require renovation to enhance aesthetics and functionality of the building and to protect the health and safety of its patrons. Depending on the future state of the building, full site redevelopment may be the ultimate solution.

*3.2 Continue working with Mankato Brewery to support efforts of creating a regional destination.*

As the Webster District grows, the City of Mankato will work to support the Mankato Brewery as a regional destination in which to draw both visitors and future development. The brewery provides a unique experience within the District, and should be leveraged to encourage continued amenities, development, and investment.

### **4.0 Transportation Improvements**

In addition to the above focus areas, a series of general district-wide improvements should be pursued with the intent of elevating accessibility and aesthetics along and around Webster Avenue.

*4.1 Improved streetscaping and wayfinding for vehicles, pedestrians, and bicyclists including a structure marking Webster as a gateway into North Mankato.*

*4.2 Buildout and strengthen the existing sidewalk network throughout the district and to any new recreation facilities.*

*4.3 Comply with City Resolution 53.19 towards maintaining an at-grade, full-access intersection at the intersections of Highway 169 and Webster Ave.*



4.5 Perform and Intersection Control Evaluation (ICE) study at the Webster Avenue/Range Street intersection to identify potential safety improvements.

4.6 Add City entryway/gateway structure at the entrance of Webster Avenue.

## XI. CONNECTION TO OTHER AREA PLANS

### A. Riverside North Area Wide Plan

During development of the Webster Avenue Area Plan, the City of Mankato was developing the Riverside North Area Wide Plan, just north of the study area. This plan looks at various potential land use scenarios that may be suitable for vacant or blighted locations along Highway 169 between Webster Avenue and the Highway 14 interchange. At the time, Mankato had developed three redevelopment concepts for properties between Butterworth Street and Lind Street. Scenarios show potential options for new multi-family residential, commercial, and “Live/Work” Makers Space. Redevelopment options were created around a new River Lane intersection with Highway 169 and a new Hiniker Parkway alignment.

While Mankato options were conceptual during this process, they show that that both cities recognize the opportunity for revitalization along Highway 169 in this location and were actively trying to plan for the future. the area has potential to support significant multi-family residential and retail uses west of Highway 169 and some commercial and office east of Highway 169. This development will undoubtedly have impacts on redevelopment surrounding Webster Avenue. **Figure 11** depicts redevelopment identified in the Highway 169 Small Area Plan.



**Figure 11. City of Mankato Riverside North Area Wide Plan redevelopment sites.**

### B. U.S. Highway 169 Corridor Study



As mentioned, this plan was developed in preparation for the Highway 169 Corridor Study running concurrent with this effort to establish and communicate the City of North Mankato's desire for an improved district and dependence on full access at the Webster Avenue/Highway 169 intersection. The City of North Mankato has supported its position to protect full access at the intersection by adopting Resolution No. 53-19 authorizing North Mankato's Local consent for the Mankato/North Mankato Area Planning Organization to undertake a Corridor Study of Highway 169 from Lake Street northwest to State Highway 60 and also providing conditions of that local consent. This resolution states that previous business engagement efforts show that area businesses believe that both north and southbound access from Webster Avenue to Highway 169 is critical to the success of their businesses and planning efforts which would restrict turning movements on or off of Highway 169 at Webster Avenue are not supported. The resolution also states that full access at Webster Avenue is critical for both transportation and emergency response in Lower North Mankato. The resolution applies conditions supporting the corridor study if it includes maintaining a full access intersection at Webster Avenue that is supported by the City of North Mankato. The full resolution is included in **Appendix D**.

## XII. INTERSECTION IMPROVEMENT CONCEPTS

### A. Concepts

As mentioned, the City of North Mankato has adopted Resolution No. 53.19 supporting full access at the Webster Avenue/Highway 169 intersection in the future (*See goal 4.3 in Section X. above*). In addition, the City recognizes the need to improve the functionality of the Webster Avenue/Range Street intersection. While the Highway 169 Corridor Study will closely examine alternatives for the Highway 169/Webster Avenue intersection, the study will likely not evaluate the Webster Avenue/Range Street intersection. Using information provided through the public process and from the Highway 169 Corridor Study, the City has developed concepts of potential intersection improvements to gain an understanding of potential for geometric fit and function of different traffic control options. It should be noted that these alternatives are conceptual and actual intersection and roadway improvements will require further evaluation and engineering.



**Figure 12. Webster Avenue at its intersections with Range Street and Highway 169 remaining a signalized intersection as it is today. This would be a “No-Build” option.**



Of course, the first thing to consider is a “No-Build” scenario where nothing happens and Webster Avenue intersections with Range Street and Highway 169 remain as they are (Figure 12). The Highway 169 Corridor Study – Existing Conditions Report analyzed the Webster Avenue/Highway 169 intersection and found that it currently operates at overall Level of Service (LOS) B meaning it is operating well within its capacity. 2045 forecasts show it will remain at LOS B into the future. Twenty-nine crashes occurred at the intersection over a five-year period from 2015 to 2019 which is within normal range for similar intersections statewide. This data indicates the intersection functions well and is anticipated to continue to function well in the future. However, observed vehicle backups along Webster Avenue from the Webster Avenue/Highway 169 intersection pose issues to local traffic circulation warranting the consideration of improvements that would alleviate these backups.

The following provide some alternatives for potential improvements:

1. Alternative 1 – Traffic Signal on Highway 169



Figure 13. Alternative 1 - Traffic Signal on Highway 169.

Alternative 1 (Figure 13) responds to observed traffic back-ups along Range Street and Webster Avenue during peak hour traffic, as well as access conflicts with the Speedway gas station. This includes the following:

a) *Closing the Webster Avenue access at Speedway.*

This will prevent traffic from racing onto Webster Avenue from Speedway to make the northbound traffic light on Highway 169; this movement is a last minute decision by drivers to make the light and has potential to contribute to crashes at the intersection. Access closure will also prevent traffic from stopping on Webster Avenue westbound while waiting to turn left into the Speedway



parking lot which can cause traffic to back up near the Webster Avenue/Highway 169 intersection.

*b) Additional Lanes on the South Leg of the Webster Avenue/Range Street Intersection.*

Having a thru/left-turn lane and a dedicated right-turn lane onto Webster Avenue from Range allows for more vehicle storage closer to the intersection where traffic has been observed backing up. This should increase opportunities for traffic entering the Speedway gas station from Range Street. The additional southbound thru/left-turn lane provides traffic accessing the Speedway from Range Street an opportunity to wait to enter while thru traffic can still pass by in the adjacent thru-lane.

*c) Additional Eastbound Lane on West Leg of Webster Avenue/Range Street intersection.*

An additional eastbound lane on Webster Avenue at the Webster Avenue/Range Street intersection could allow traffic approaching the Highway 169/Webster Avenue intersection and early opportunity to transition to the appropriate lane. Vehicles turning right onto Highway 169 will have more opportunity to bypass backed up, thru or left-turning traffic.

*Northbound Channelized Right-Turn onto Range Street from Webster Avenue.* The addition of a concrete island in the northeast quadrant of the Webster Avenue/Range Street intersection helps to define the intersection, channeling westbound vehicles into lanes more appropriately on Webster Avenue while easing the intersection skew for vehicles turning northbound onto Range Street via the channelized right-turn movement.

2. Alternative 2 – Traffic Signal on Highway 169 with NB Dual Lefts

Alternative 2 (**Figure 14**) provides many of the improvements found in Alternative 1. Additional improvements respond more to backups stemming from the Highway 169 intersection and include:

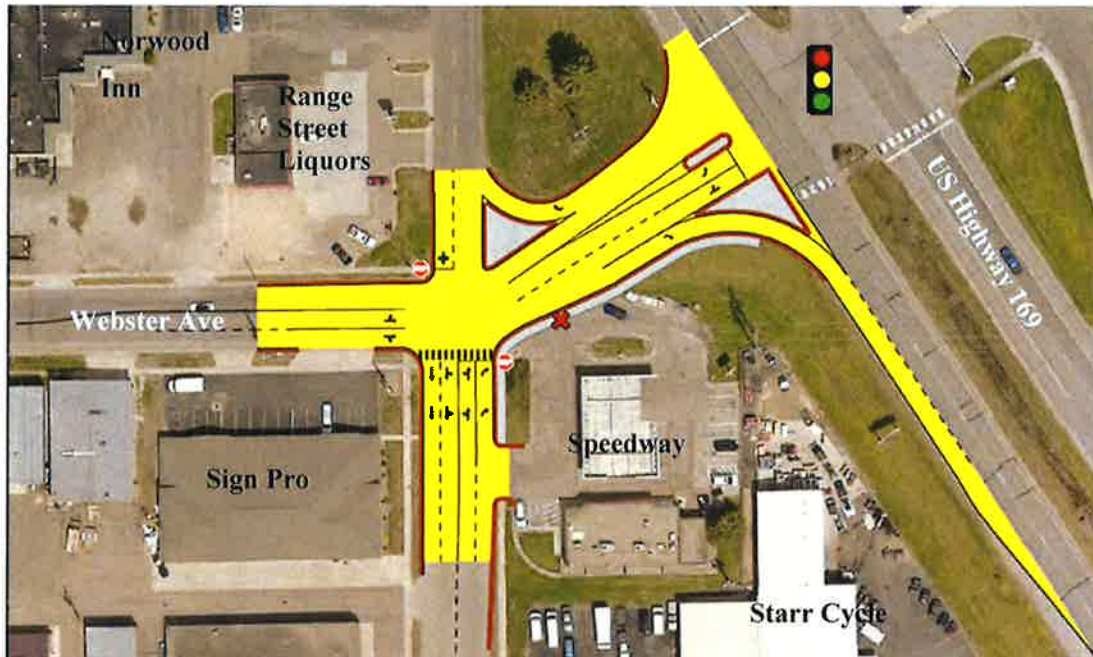
*a) Dedicated Left-Turn Lane with Thru/Left-Turn Lane.*

Traffic backups stem from vehicles waiting at the traffic signal to access Highway 169 northbound or N. River Drive across the highway. Providing a dedicated left-turn lane along with a thru/left-turn lane allows for vehicle storage at the intersection to potentially decrease backups to the Range Street intersection.

*b) Channelized Right to Southbound Highway 169 with Acceleration Lane.*

Traffic entering southbound Highway 169 from Webster Avenue would have a dedicated right-turn lane with the ability to merge into Highway 169 traffic reducing vehicle queuing at the intersection for southbound traffic.





**Figure 14. Alternative 2 - Traffic Signal on Highway 169 with NB Dual Lefts.**

**c) Alternative 3 – Roundabout on Highway 169**

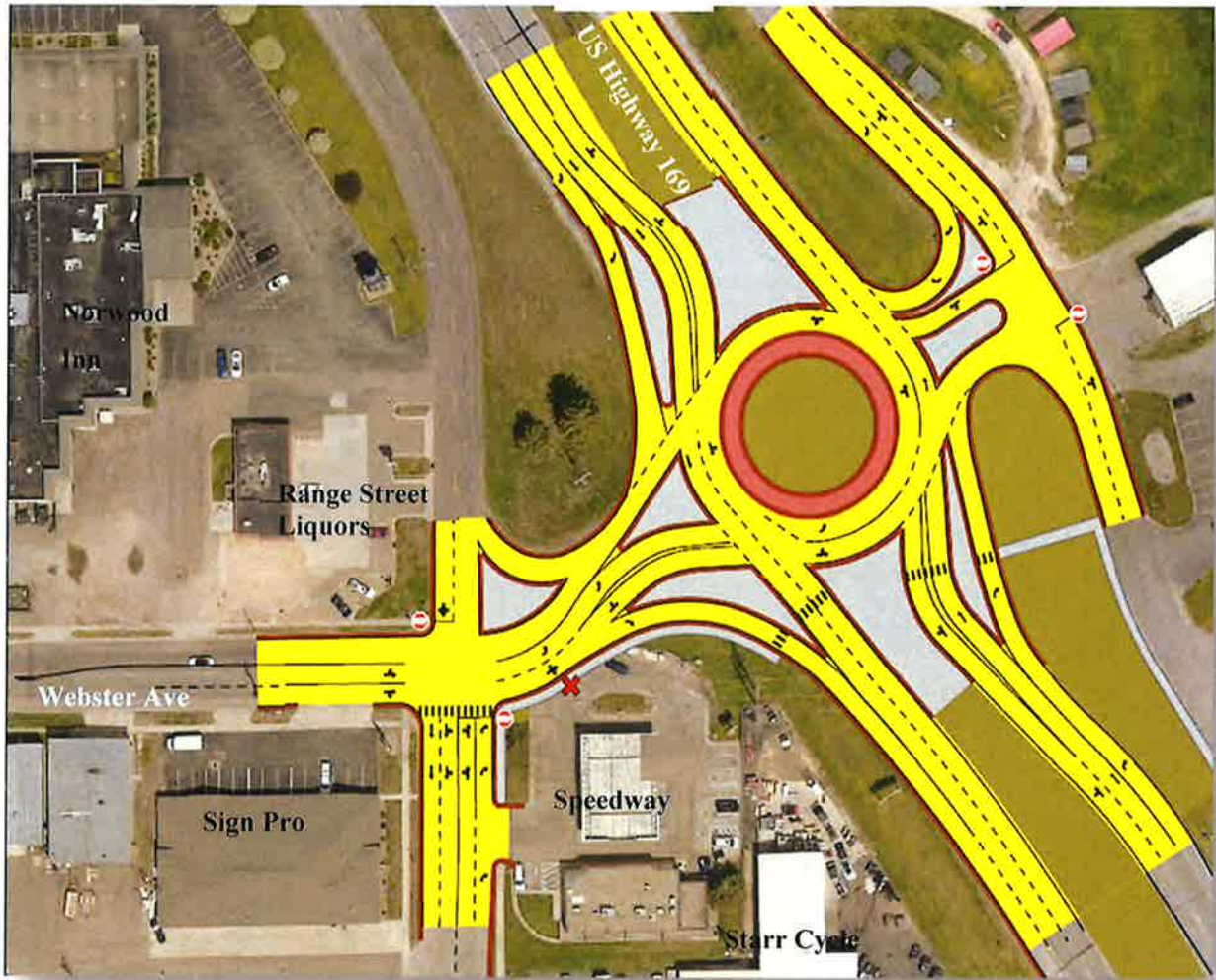
Alternative 3 (Figure 15) was developed to understand the geometric fit for a roundabout on Highway 169 as an option for maintaining full access at Webster Avenue while increasing safety and reducing vehicle delay. Guidance from MnDOT's Office of Traffic, Safety, and Technology<sup>1</sup> suggests that "the largest benefit of multi-lane roundabouts appears to be the high volumes that can flow thru them. Multi-lane roundabouts reduce congestion and reduce delay." According to MnDOT, multi-lane roundabouts can operate at 40,000 to 50,000 entering vehicles per day. Existing volumes on Highway 169 near Webster Avenue range from 22,500 vehicles per day to 26,500 vehicles per day. The Highway 169 Corridor Study forecasts this range to increase to 27,500 to 33,500 by the year 2040, which is well within the capacity threshold of a multilane roundabout.<sup>2</sup> This roundabout is modelled after the existing roundabout on TH 22 in Mankato, located on a segment carrying nearly 19,300 vehicles per day per MnDOT's 2017 Average Annual Daily Traffic volumes data.<sup>3</sup> The City views a roundabout as an appealing option for maintaining full access to this important gateway to the community as opposed to any options that would grade-

<sup>1</sup> Minnesota Department of Transportation, Office of Traffic, Safety and Technology. (2016). *Examining Multi-Lane Roundabouts in Minnesota*. Retrieved from [https://fhwaapps.fhwa.dot.gov/hsipp/Attachments/418776ff-1da5-4bc5-bad4-5669d5ada21a\\_Multi-Lane\\_Roundabouts\\_Minnesota\\_2016.pdf](https://fhwaapps.fhwa.dot.gov/hsipp/Attachments/418776ff-1da5-4bc5-bad4-5669d5ada21a_Multi-Lane_Roundabouts_Minnesota_2016.pdf)

<sup>2</sup> Mankato/North Mankato Area Planning Organization (MAPO). (2020). *Highway 169 Corridor Study; Final Existing Conditions & No-Build Conditions Report*. Retrieved from [https://71100515-3935-4716-b51b-2a9f4268f5bc.filesusr.com/ugd/3831f9\\_53b9cd7a97814e5bb2bbdf10544e6edc.pdf](https://71100515-3935-4716-b51b-2a9f4268f5bc.filesusr.com/ugd/3831f9_53b9cd7a97814e5bb2bbdf10544e6edc.pdf)

<sup>3</sup> Minnesota Department of Transportation. (2016). *Traffic Mapping Application*. Retrieved from <https://mndot.maps.arcgis.com/apps/webappviewer/index.html?id=7b3be07daed84e7fa170a91059ce63bb>





**Figure 15. Roundabout on Highway 169.**

separate the intersection. As mentioned, grade-separation would likely pose a detriment to existing businesses. Improvements include:

*d) Dual Northbound Lanes from Webster Avenue onto Highway 169.*

A roundabout would keep traffic flowing, reducing backups on Webster Avenue, with two lanes available for northbound traffic. The Webster Avenue/Range Street intersection improvements are carried over from Alternatives 1 & 2.

*e) Channelized Right to Southbound Highway 169 with Acceleration Lane.*

Traffic entering southbound Highway 169 from Webster Avenue would have a dedicated right-turn lane with the ability to merge into Highway 169 traffic reducing vehicle queuing at the intersection for southbound traffic.

*f) Channelized Right to Northbound Highway 169 from N. River Dr.*

Traffic entering Highway 169 northbound from N. River Dr. would have a dedicated right turn lane.

*g) Decreased Delay.*



Vehicles may benefit from decreased delays at the roundabout.

**B. Steering Committee Reaction to Concepts Proposed**

City staff presented these intersection improvement concepts to the Webster Avenue Area Study Steering Committee in March of 2021. Additionally, preliminary improvements from the Highway 169 Corridor Study were presented to the group. Options presented from the Corridor Study include maintaining a signalized intersection, adding a roundabout, or adding a Reduced Conflict U-Turn Intersection (RCUT). The Steering Committee expressed support for options that would allow the intersection to remain signalized and/or conversion of the intersection to a roundabout, stating a preference for the roundabout presented in this plan over that provided in the corridor study. The Committee is not supportive of closing access to the north leg of the Webster Avenue/Range Street intersection as is shown in the corridor study roundabout concept. The Committee did not support a RCUT intersection.

Other considerations were given to combining the Lind Street/Highway 169 intersection with the Webster Avenue/Highway 169 intersection into one intersection in a central location and, alternatively, constructing a grade-separated interchange at Webster Avenue. Neither of these options were supported by the Steering Committee.

Based on feedback from the Steering Committee and the findings of this study, the traffic signal and roundabout options presented for the Webster Avenue/Highway 169 intersection are the recommended options and alternatives should be dismissed from further review.



### **XIII. FUNDING STRATEGIES**

#### **Short Term Funding Strategies**

A number of tools for financing redevelopment and public infrastructure for redevelopment are available to the City of North Mankato. Success in identifying and utilizing available funding sources will contribute greatly to the success of achieving North Mankato's redevelopment objectives. Part of North Mankato's approach to financing redevelopment should include constant monitoring of federal, state, county, and private foundation and non-profit sources for grants that can be applied to public and private costs for redevelopment activity. The primary financial tools available for redevelopment at this time include:

#### **Tax Increment Financing (TIF):**

TIF can provide assistance for land write-down, public infrastructure and/or site improvements. Redevelopment TIF Districts are established based on blight and functional obsolescence criteria and may be 25 years in length. Public hearings are required by the governmental unit for review and approval of a TIF District budget and spending plan as well as a Development Agreement.

#### **Tax Abatement:**

Tax Abatement can be established to operate in a fashion similar to TIF, but with potentially more flexibility in the use of funds. The state statute establishing tax abatement allows political subdivisions to grant an abatement of the taxes they impose to be used for increasing or preserving tax base, providing employment, acquiring or constructing public facilities, redeveloping blighted areas, or financing or providing public infrastructure. Revenue from abated taxes is used to fund bonds for improvements in a fashion similar to the typical use of TIF revenue, but without the stricter use limitations applied to TIF districts. Tax Abatement may be applied for periods up to 15 years for the purposes outlined above. The City of North Mankato could request that other political subdivisions such as the County or School District also abate taxes within a district established by the City, but the other jurisdictions are not obligated to do so. Tax abatement cannot be applied within an active TIF District. North Mankato would need to establish a policy for the utilization of Tax Abatement to finance redevelopment activities.

#### **Opportunity Zones:**

Opportunity Zones are a community development program established by Congress in the Tax Cut and Jobs Act of 2017 to encourage long-term investments in low-income and urban communities nationwide. Census Tract 4806, which contains the study area, is considered a Low-Income Community that could qualify as an Opportunity Zone if the program is expanded in the future.

#### **USDA Rural Development Community Facilities Grant and Loan Program:**

These funds are used to assist communities with population less than 20,000 in developing/redeveloping essential public facilities and/or infrastructure. Grants require other funding sources to be involved; the grant amount is based on a community's economic capacity & economic distress data. Loans generally carry favorable interest rates and long payback periods of 25 to 30 years. Applications must be submitted to the USDA staff/offices. The USDA staff will work closely with applicants via a pre- 67 application process to ensure that projects meet the eligibility guidelines and the goals and risks are understood by the involved parties.

#### **Minnesota DEED Redevelopment Grant Program:**

Grant funding can be used in Downtown Redevelopment efforts/projects for land acquisition, demolition, infrastructure and other redevelopment project related improvements. The Grant dollars may total up to 50 percent of the costs for the eligible items. A Redevelopment Grant



application must be submitted to the Minnesota Department of Employment and Economic Development (DEED) per the application schedule/deadline.

#### Community Development Block Grant Entitlement Program:

The Community Development Block Grant (CDBG) Entitlement Program provides annual grants on a formula basis to entitled cities and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons. The program is authorized under Title 1 of the Housing and Community Development Act of 1974, Public Law 93-383, as amended; 42 U.S.C.-5301 et seq.

This is an annual allocation of funds from the HUD entitlement program which could be used in the CBD.

#### Minnesota Legacy Grants:

In 2008, Minnesota voters passed constitutional amendment dedicating an additional 3/8 of one percent of sales and use tax to Clean Water, Wildlife, Cultural Heritage and Natural Areas for a 25-year period beginning July 1, 2009. These funds may provide a source of funding for parks and trail connections and arts and cultural projects associated with North Mankato's Webster Avenue revitalization effort. In 2011, \$10.5 million was available for Arts and Cultural Heritage – this represents about 20% of the total funding available each year.

Applications are submitted through different state agencies based on funding category. Agencies involved include the MN Department of Natural Resources, MN Historical Society and MN Arts Board.

#### Small Business Administration 'SBA 504' Loans:

The Small Business Administration provides direct loans to qualifying for-profit businesses for fixed assets (land, building and equipment) for 40% of total project costs. They require 10% equity, 50% loan participation from a private lender as well as job creation. SBA 504 loans provide an attractive option for small businesses seeking to own their own facility. Benefits include a low down payment (10%), longer term (20 years for loans that consist primarily of real estate); and a fixed interest rate, at a low rate (currently less than 5%).

#### Small Business Administration Loan Guarantee 'SBA 7A':

The Small Business Administration encourages private lenders to lend to small businesses by providing a loan guarantee which reduces the lenders exposure if there is a default. These loans can be used for equipment purchases and/or working capital; the bank completes the application steps with the borrower and makes the loan to the borrower.

#### Commercial Grant and Loan Funds:

Many communities involved in revitalization establish revolving loan funds to support façade improvements and/or renovation activities related to bringing older buildings up to current building code standards. Examples of this approach include:

- Façade improvement loan programs which may carry no/low interest rate and be subordinated to bank and may require a matching contribution from a bank or the business or property owner. They may be structured to provide an incentive for property owners to freshen up the exterior appearance in accordance with design guidelines.



- Loan funds targeted to code related building renovation (e.g. electrical, mechanical, handicap access, etc.) In all other respects they are structured similar to the façade improvement loans.

The Port Authority and North Mankato City Council would need to establish a policy for the utilization of designated loan funds to assist in financing building renovations. Staff recommends adopting the Commercial Grant and Loan Fund as outlined in **Appendix E** in this study.

#### Long-Term Funding Strategies

##### Business or Area Association Membership

Webster Avenue business, and property owners, including cultural and educational institutions, banks and government agencies, would pay a fee to fund program activities and events. Fees can be calculated on a sliding scale based on size of business or level of membership.

##### Special Service District (SSD):

SSDs (known in some states as Business Improvement Districts or Special Improvement Areas) are a tool for improving, managing, and maintaining a commercial district. Businesses pay for these services through service charges, which may be collected as part of property tax collection or other means. Several dozen such districts have been established, although no comprehensive survey of results is available.

The advantages and disadvantages of this approach can be summarized as:

##### Advantages:

- Steady revenue stream for a variety of area improvements, revenue should also be sufficient to provide dedicated staff support.
- Flexibility in use of funds, including for operating expenses. Organizing process can build support for improvements.

##### Disadvantages:

- Organizing process requires gaining support of property owners, not business tenants, and this group may be more difficult to reach.
- Organizing process can result in opposition from some property owners who view the district service charge as a 'tax.'
- Establishment process requires time and effort, as well as a strong City commitment to establish and help manage the district.



## Appendix A: Public Engagment



## Appendix A.1: Visioning Meeting Summary



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## **Summary of Meetings**

### **Purpose:**

The purpose of the Webster Avenue Study Stakeholder Visioning Meetings was to solicit feedback from business/property owners and residents along the corridor regarding their vision for the future of Webster Avenue and understand current issues and opportunities. Two meetings were held in early December.

### **Attendees:**

Fifteen people attended two meetings including business/property owners, residents, and North Mankato elected officials.

#### **Businesses represented:**

- |                      |                   |                     |
|----------------------|-------------------|---------------------|
| • Sign Pro           | • Agri-Realty     | • Reliance Electric |
| • Starr Cycle        | • 4 Seasons Truck | • Security Storage  |
| • Star Trailer Sales | Wash              | Systems             |

#### **North Mankato City Council and Planning Commission Members:**

- |                |                |                     |
|----------------|----------------|---------------------|
| • Jim Whitlock | • Sandra Oachs | • Stephanie Stoffel |
|----------------|----------------|---------------------|

### **Meeting Formats and Major Comment Themes:**

At the December 3<sup>rd</sup> meeting, 11 participants were placed in two groups to facilitate discussion. A presentation began at the beginning of the meeting that utilized Poll Everywhere, an interactive tool that solicits feedback from groups through smart phones responses and display answers immediately on the presentation screen. The feedback received during the two meetings were combined and the results can be seen at the end of this summary document.

The following is a summary of the presentation:

- Introductions
- Purpose of the Webster Avenue Area Study
- Guiding Principles
- Area Context
- Visioning
- Next Steps

Each table had a large aerial image of the planning area to reference and write concerns on through the duration of the meeting.

After generating ideas for the future of Webster Avenue through the presentation, participants were asked to speak among small groups and answer questions to facilitate discussion. Groups were then asked to report small group answers to the larger group. The following themes resulted:

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Bolton & Menk is an equal opportunity employer.

*A Vision for Webster Avenue*



- Redevelopment – Consider a destination business near 169 (Norwood)
- Consider a park or indoor recreational facility/community center on the recycling center property; big opportunity
- Housing options should not be considered; high density residential is not a good fit
- Consider a winery near brewery
- Consider traffic calming/streetscaping near Spring Lake Park
- Accommodating trucks is necessary for the area but consider rerouting from Webster Ave
- The Webster/Range intersection is awkward and congested
- Keep trails on sides streets, not necessary on Webster especially with truck traffic
- Anchor business to replace the Norwood Inn
- Park (Spring Lake) draws people

The December 4<sup>th</sup> meeting only had four participants and took on a less formal approach where all in attendance gathered at one table and had discussion. The following themes resulted:

- Consider revitalizing buildings
- Some believe industrial areas are functioning well but expressed a desire to see some revitalization.
- Don't reroute trucks from Webster
- Consider a truck stop
- Consider wayfinding for trucks to find businesses; trucks often see residential and worry they're in the wrong location
- Consider better traffic control at the Range intersection

#### **Audience Polling Results:**

The following questions and answers reflect the results of participant feedback from the December 3<sup>rd</sup> meeting during audience polling as part of the presentation.

1. Does Webster Avenue need a business association?
  - Yes = 80%
  - No = 20%



2. What words would you use to describe Webster Avenue today?



3. What word describes your vision for the future of the Webster Avenue Area?



4. What describes your vision for sidewalk and trail connections to and from Webster Avenue?

- New restaurant on Webster
- Limited to none. Commercial is focus.
- need new sidewalks down the whole avenue
- Lighting city art
- Accessible but not intrusive to existing transportation needs
- Connecting to safe routes to schools, parks and other area trails.
- Trail connections to park
- Easy access, connecting with spring lake
- Entertaining from existing trails.
- Improved lighting
- Need bike lanes.



- Large and a lot!
  - Connection to pool and area trails
  - Bike trails would be nice
5. What opportunities do you see surrounding Webster Avenue today (i.e. redevelopment, enhanced ped/bike facilities, etc)?
- Hotels
  - New businesses
  - Bridge to east side of 169 and across the Minnesota River
  - Increase/expand commercial activity
  - ranger/webster corner business expansion
  - Refreshed
  - More business variety
  - Need stop signs at Webster and Sherman corner on Webster side.
  - Restaurants.
  - Small town feel business development
  - New retailers
  - Business growth.
  - Improved landscaping
  - Enhanced entertainment
  - Redevelopment of existing buildings
  - Pedestrian friendly
  - More pedestrian and child friendly.
  - Redevelopment
6. What beautification/place-building amenities would you like to see integrated into the streetscape along Webster Avenue?
- City art
  - sitting benches
  - Benches, shady areas with picnic tables, better lighting, included in art walk
  - Signage to area attractions
  - Lighting and corner nodes
  - Water fountains
  - hotels
  - lighting
  - Wider sidewalks
  - Matching lights to what we have on commerce
  - Boulevards with better lighting



## Appendix A.2: Stakeholder Meetings Summary



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## **Summary of Meetings**

### **Purpose:**

The purpose of the Webster Avenue Study Targeted Stakeholder Meetings was to solicit feedback from business/property owners along the corridor regarding their vision for the future of Webster Avenue, understand current issues and opportunities, future business plans, and area redevelopment and revitalization potential.

### **Meetings/Discussions**

We spoke with twelve business/property owners on and around Webster Avenue listed below

- Sign Pro
- Star Trailer Sales
- Starr Cycle/Service Rack
- Speedway
- Wayne's Auto Body
- Four Seasons Truck Wash
- Anderson-Crane
- Larkstur
- Rickway Carpet Property Owner
- Pierce Plaza
- Mankato Brewery
- FX Fusion

### **Meeting Format**

We held one-on-one meetings with each business/property owner. Each meeting began by addressing the purpose for the stakeholder meetings followed by an outline of the study area and the major themes that resulted from the public visioning meetings. We guided discussion with the following questions:

1. What is your vision for the future of Webster Avenue area?
2. What are challenges with the current state of Webster pertaining to your business/property?
3. What is your short/long-term vision for your property?
4. Are you interested in improving your property?

### **Major Comment Themes**

From these discussions, several themes emerged:

- Age and history of Webster Avenue businesses
  - Many of the businesses we met with have been operating for over 40 years, most as the original occupants of their buildings. This has provided a wealth of knowledge and



experience, both within their respective business field and about the area and how it functions.

- Business and property ownership transition
  - The age of these businesses means most have recently transitioned, or are planning to transition, to the next generation soon. 4 Season Truck Wash is now operated by the second generation of family members and Star Trailer Sales is transitioning to the third. Most businesses stated they are doing well in the Webster area are thriving and planning to continue into the distant future.
- Cross business relationships
  - Many of the businesses have existed for some time and close business relationships have evolved between compatible businesses. Star Trailer Sales and 4 Seasons Truck Wash have an overlapping customer base, Service Rack services delivery trucks from the nearby FedEx facility, Anderson-Crane and Larkstur are direct competitors, but sometimes work together and share clients.
- Individual and area aesthetic improvements
  - The age of the Webster area and the nature of the industrial/commercial uses has resulted in an area that could benefit from aesthetic improvements to buildings in the area. Businesses acknowledged this and generally support revitalization efforts to improve the look and character of Webster Avenue. Some suggested they would only support revitalization of their buildings and properties if provided funding for improvements.
- Wayfinding signage improvements
  - Many businesses expressed the need for wayfinding signage to assist trucks with finding their businesses. Trucks often enter Webster Avenue and see residences on the south side which confuses them to thinking they are in the wrong location. Coordinated wayfinding signage on USTH 169 and Webster Ave could remove confusion.
- Flourishing Norwood site
  - All businesses agreed that the Norwood property needs to be revitalized, heavily renovated, or completely redeveloped to restore that site as the gateway use it once was and to maintain the economic vitality of the overall Webster area. The proposed redeveloped uses of the site include continued hospitality, mixed-use retail/commercial/residential uses, or a truck stop.
- Direct TH169 access
  - Businesses expressed heavy reliance on Webster Avenue access to USTH 169 for the servicing of trucks, sales of trailers and parts to trucking customers, and shipments and deliveries by truck as the basis for their businesses. As such, most respondents agree that sustained direct access is vital to the continuation of their businesses and that loss of access would result in detrimental effects, including possible business closure.

### **Other Comments**

Several participants approved of the recent improvements to the pool facilities of Spring Lake Park as an amenity to the Webster area and North Mankato as a whole. When asked about improving pedestrian access on the north side of Webster Avenue, many business owners were concerned about potential



safety conflicts between pedestrians and truck traffic.

Some businesses proposed converting the Public Works Yard into a mixed-use commercial/retail/residential development to add to the business environment along Webster and serve area residential and Spring Lake Park and Swim Facility patrons. Some thought a complimentary use to the Spring Lake facilities would be to construct an area indoor recreational facility on the Public Works Yard, however, if such a facility is constructed, the aims to locate that near the Caswell Park Complex in Upper North Mankato.



## Appendix A.3: Public Open House Meeting Summary



## Appendix B: Webster Avenue/Range Street Intersection Safety Screening



# Intersection Safety Screening

Intersection: Webster Avenue and Range Street



Crash Data, 2015-2019.

Crashes by Crash Severity		Intersection Characteristics	
Fatal	0	Entering Volume	4,700
Incapacitating Injury	0	Traffic Control	Thru / stop
Non-incapacitating Injury	0	Environment	Urban
Possible Injury	2	Speed Limit	30 mph
Property Damage	4		
Total Crashes	6		

Annual crash cost = \$39,280

## Statewide Comparison

Urban Thru / Stop

Total Crash Rate		Fatal & Serious Injury Crash Rate	
Observed	0.70	Observed	0.00
Statewide Average	0.18	Statewide Average	0.33
Critical Rate	0.62	Critical Rate	8.65
<b>Critical Index</b>	<b>1.13</b>	<b>Critical Index</b>	<b>0.00</b>

The observed crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside the expected, normal range. The critical index reports the magnitude of this difference.

The observed total crash rate for this period is 0.70 per MEV; this is 1.1 times the critical rate. If crashes were reduced by 0 over five years, this intersection would perform within normal range.

The observed fatal and serious injury crash rate for this period is 0.00 per 100 MEV; this is 100% below the critical rate. The intersection operates within the normal range.



Intersection	Traffic Control	Total Crashes (2015-2019)	ADT	Crash Severity					Crash Rate			Fatal & Serious Injury Rate		
				F	A	B	C	PDO	Int. Rate	Statewide Average	Critical Rate	Int. Rate	Statewide Average	Critical Rate
Webster Avenue and Range	TWSC	6	4,700	0	0	0	2	4	0.70	0.18	0.62	0.00	0.33	8.65

Crash Type				
Angle Crashes	Rear End Crashes	Head on	Other	
3	1	1	1	1



# Definition of Codes Used in Toolkit

## Categories

**Signalized : LO volume, LO speed**

TCD 7  
SL ≤ 45  
adt\* ≤ 15,000

**Signalized : LO volume, HI speed**

TCD 7  
SL > 45  
adt\* ≤ 15,000

**Signalized : HI volume, LO speed**

TCD 7  
SL ≤ 45  
adt\* > 15,000

**Signalized : HI volume, HI speed**

TCD 7  
SL > 45  
adt\* > 15,000

**Unsignalized : Urban Thru-Stop**

TCD 3 or 5  
GEN 1 or 2

**Unsignalized : Rural Thru-Stop**

TCD 3 or 5  
GEN 4

**Unsignalized : All-Stop**

TCD 4 or 6

**Unsignalized : Other**

TCD 1, 2, or 8

## Intersection Codes

**TCD = Traffic Control Device**

1 None  
2 Thru / yield  
3 Thru / stop  
4 All stop  
5 Flashers, amber/red  
6 Flashers, red/red  
7 Signals  
8 Other

**GEN = Environment**

1 Urban  
2 Suburban  
3 City bypass (not for interstate system)  
4 Rural

**SL = Posted Speed Limit**

**adt\* = ADT of Highest Volume Leg**

Volume is compared for all legs of the intersection. The leg with the greatest ADT is reported as adt\*. This measure informs intersections where the volumes are greatly skewed.



# System Averages, 2015 Intersection Toolkit

## Three Years of Crash Data

		CR	SR	FR	FAR
Signals	Low Volume, Low Speed	0.52	0.72	0.12	0.44
	Low Volume, High Speed	0.40	0.55	0.06	0.31
	High Volume, Low Speed	0.72	1.00	0.12	0.78
	High Volume, High Speed	0.47	0.65	0.13	0.53
No Signals	Urban Thru/Stop	0.19	0.27	0.10	0.36
	Rural Thru/Stop	0.26	0.42	0.51	1.06
	All Way Stop	0.34	0.50	0.12	0.72
	Other	0.14	0.19	0.08	0.16

## Five Years of Crash Data

		CR	SR	FR	FAR
Signals	Low Volume, Low Speed	0.52	0.71	0.09	0.42
	Low Volume, High Speed	0.40	0.55	0.06	0.32
	High Volume, Low Speed	0.70	0.97	0.12	0.76
	High Volume, High Speed	0.45	0.63	0.11	0.48
No Signals	Urban Thru/Stop	0.18	0.26	0.09	0.33
	Rural Thru/Stop	0.25	0.41	0.45	1.05
	All Way Stop	0.35	0.50	0.14	0.57
	Other	0.16	0.21	0.05	0.17

## Ten Years of Crash Data

		CR	SR	FR	FAR
Signals	Low Volume, Low Speed	0.54	0.76	0.11	0.62
	Low Volume, High Speed	0.45	0.64	0.12	0.57
	High Volume, Low Speed	0.71	1.00	0.16	0.82
	High Volume, High Speed	0.46	0.65	0.12	0.51
No Signals	Urban Thru/Stop	0.19	0.28	0.09	0.35
	Rural Thru/Stop	0.27	0.43	0.46	1.14
	All Way Stop	0.35	0.51	0.18	0.60
	Other	0.15	0.21	0.04	0.20



## Appendix C: Market Area Analysis



## Memo

**Date:** 10.9.2020

**To:** Matt Lassonde, City of North Mankato

**From:** Jay Demma

**Re:** Webster Avenue Area Plan Market Assessment

## Webster Avenue Area Plan – Market Assessment

This memo evaluates the current and future market conditions impacting the potential for new development in the Webster Avenue Area Plan study area, which is located in the City of North Mankato, Minnesota.

The Webster Avenue area serves as a gateway to the City of North Mankato, providing access to a commercial/industrial district, regional recreation, and residential neighborhoods in Lower North Mankato. After a period of initial development in the 1960s and 1970s, the area has continued to evolve but nevertheless remains an important gateway.

After 50+ years since being first developed, the City is taking a close look at how the Webster Avenue area can be improved to best take advantage of its continuing role as a gateway district. As a result, the City is working with stakeholders to develop a plan for the Webster Avenue Area that will guide redevelopment and revitalization.

As part of this planning process, many questions have emerged regarding the role and importance of market dynamics on the future of the Webster Avenue Area. The purpose of the memo, therefore, is to provide community stakeholders with a better understanding of the current and future forces influencing the demand for residential, retail, and industrial uses in this important location of the City.

The memo is organized into several sections that address various factors that influence the market dynamics of the Webster Avenue area, which are as follows:

- Analysis of site and locational attributes that influence market opportunities within the Webster Avenue study area
- Analysis of the socio-economic conditions in the Webster Avenue trade area
- Interviews with local real estate experts regarding the market position and opportunities within the Webster Avenue area
- Market trends related to residential, hospitality, retail, and industrial land uses
- Key market findings and conclusions

### Site Analysis

Strong site factors are an essential foundation to real estate development success. Understanding of these factors can help to optimize the short- and long-term development vision for the Webster Avenue Plan Area.



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### Study Area Land Uses

The Webster Avenue study area consists of a wide variety of uses. Highway oriented businesses are concentrated along Highway 169 and include a hotel and conference center, freestanding restaurants, a gas station/convenience store, a liquor store, a place of worship, a motorcycle dealership, and a used car dealership.

Along Webster Avenue, land uses are much more varied and consist of smaller industrial and office buildings, the North Mankato Recycling Center, single-family residences (south side of Webster), the Spring Lake Park and Swim Facility, and Webster Fields. The eastern end of Webster Avenue is more densely developed than the western end.

North of Webster Avenue along Center, Truman, and Cross streets, the land uses are predominantly industrial with many properties containing outdoor storage. The North Mankato Brewery is located in this area and has become an important regional destination as many visitors are drawn to the brewery's tap room.

Many of the small businesses in the study area deal with trucking and industrial vehicle and equipment maintenance. Therefore, it is common for many businesses to share customers and thus benefit from being located close to one another. Although a number of businesses enjoy this locational benefit, it generally does not extend to the other businesses in the study area in the same manner as most other commercial/business districts. For example, retail districts contain traditional retail stores as well as restaurants and entertainment options in which visitors can easily extend their time in the district by "chaining" together different but complementary activities.



Figure 1: Webster Avenue Plan Study Area



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### ***Study Area Character***

The intersection of Highway 169 and Webster Avenue is a primary gateway into North Mankato for travelers arriving from the north. However, there are very few cues, if any, that indicate this area is an actual gateway. The Norwood Inn, due to its size and visibility from Highway 169, is likely the de facto landmark for the area. However, the facility is over 40 years old and, despite renovations that are now several years old, no longer has the curb presence that promotes the area as a gateway.

Many of the businesses throughout the study area are located on smaller lots, are family owned, and have been located there for many years. Although several businesses have made significant upgrades and investments in their properties in recent years, many have not due to financial necessity, limited desire to expand or grow their operations, or do not believe major investments to their properties will change their business's performance. This is evident from the lack of business signage on many buildings, the number of unimproved parking or storage areas (i.e., gravel lots), and the overall building quality and appearance.

### ***Proximity to Parks, Trails, and Other Natural Amenities***

The Webster Avenue study area includes or is proximate to numerous natural and recreational amenities that draw users from throughout the North Mankato-Mankato region and beyond. These amenities include the following:

- Spring Lake Swim Center
- Spring Lake Park
- Webster Ballfields
- Minnesota River/Rex Macbeth River Trail
- Hiniker Park
- Bluff Park
- Kiwanis Recreation Area
- Riverfront Park

This number of amenities suggests that there is a critical mass of visitors that would take advantage of support services located in the study area.

### ***Access - Regional***

The Webster Avenue study area has excellent motor vehicle access to and from the entire metropolitan region via US Highways 169 and 14 (Figure 2). In particular, the study area has direct access to Highway 169, which connects it to downtown North Mankato (1 min) and downtown Mankato (3 min) to the south and provides direct access to the Twin Cities metropolitan area (70 min) to the north. Furthermore, less than a mile north of the study area, Highway 169 has an interchange with US Highway 14, which provides access to the growing employment and shopping districts in western North Mankato (6 min) and eastern Mankato (8 min).

At the time of this study, MnDOT and MAPO (Mankato/North Mankato Area Planning Organization) had begun coordinating on a corridor study for Highway 169 from Lake Street (just north of Highway 14) to Highway 60. Findings from this study may result in changes to Highway 169 that could alter access to Webster Avenue.

From a market standpoint, direct at-grade access to Highway 169 is critical to the economic vitality of the study area. If access were to be completely eliminated at Webster Avenue this



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would have dire consequences on existing businesses because customers would need to use alternative access points to and from Highway 169, which would require longer and more confusing routes to and from area businesses.

In addition, even if access was maintained through the construction of a controlled-access interchange at Webster Ave, this may also cause significant impact on study area businesses and property owners. First, the interchange would require substantially more land, which would likely result in the razing of existing buildings and the elimination of businesses. Second, the interchange would likely be grade separated, which would reduce the visibility of several properties along Highway 169 and thus impact the type of uses that could be supported.

In addition to the road network, the Webster Avenue study area is connected to the broader metro region via the Rex Macbeth River Trail. The Rex Macbeth River Trail is a multi-use trail that runs along the west side of the Minnesota River and connects the Webster Ave study area to the Kiwanis Recreation Area to the north and Downtown Mankato to the south.

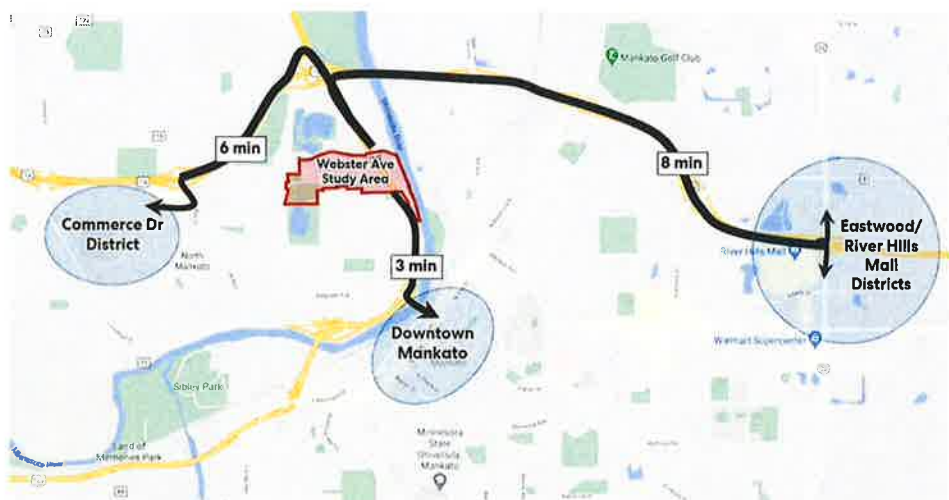


Figure 2: Travel Times to Major Regional Employment/Commercial Districts

#### Access – Local

The intersection of Highway 169 and Webster Avenue provides excellent local access to study area businesses, housing, and recreation. The intersection is fully signalized with dedicated left turn lanes from Highway 169 onto both Webster Avenue and North River Drive. There are existing frontage roads along both sides of Highway 169 in the study, which provide convenient access to businesses with frontage facing Highway 169. If MnDOT eliminates access to Highway 169 at Webster Avenue, or doesn't maintain an at-grade, full intersection access, this will have a significant impact on businesses dependent on convenient highway accessibility.

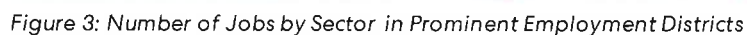
South of Webster Avenue, several north-south residential streets provide direct access to Belgrade Avenue. Although these streets are not appropriate for truck or commercial traffic, they do provide convenient access to Webster Avenue for the Lower North Mankato neighborhood.



### Traffic Volumes

Webster Avenue, which provides access to businesses and residences beyond Highway 169 has traffic volumes that range from 1,000 vehicles at its west end to nearly 5,000 vehicles per day at Range Street.

The Webster Avenue study area has approximately 300 jobs distributed across a number of industry sectors. Although the study area would be characterized as an employment district, it is smaller than the region's principal employment districts. Figure 3 shows the location of the region's major employment districts broken down by number of jobs by sector. These are the areas within the region that most businesses are likely to consider when thinking about a new location for their operations. Similarly, these are also the areas many households factor into their relocation decisions because of proximity to employment and retail opportunities.



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not compete with these areas for large industrial users, households may find the study area an attractive location because of their proximity to these employment areas.

Also consider the case of downtown Mankato. It is less than a 5-minute commute to the study area, yet it also has the region's highest concentration of education/healthcare and "knowledge" jobs (i.e., information, finance, professional services, etc.). Therefore, persons who work downtown may find the study area a desirable location to live. At the same time, the study area may also be attractive to knowledge or education/healthcare operations that want to be in or near downtown Mankato, but cannot find desirable space and/or affordable rents.

### **Socio-Economic Analysis**

This section examines regional and state demographic and economic trends. Long-term changes in demographic and economic trends can signal ways in which the market will likely respond to future demand for housing, retail, services, and other real estate uses.

#### **Trade Area Definition**

Given the central location of the Webster Avenue study area within the region and its excellent highway access, the geographic area (or trade area) with which potential customers would come from extends well beyond the cities of North Mankato and Mankato. Therefore, for purposes of measuring relevant demographic and economic data, the trade area is defined as Nicollet and Blue Earth counties (Figure 4), which is also the same definition the US Census uses to define the metropolitan region of Mankato-North Mankato.



Figure 4: Webster Avenue Plan Trade Area

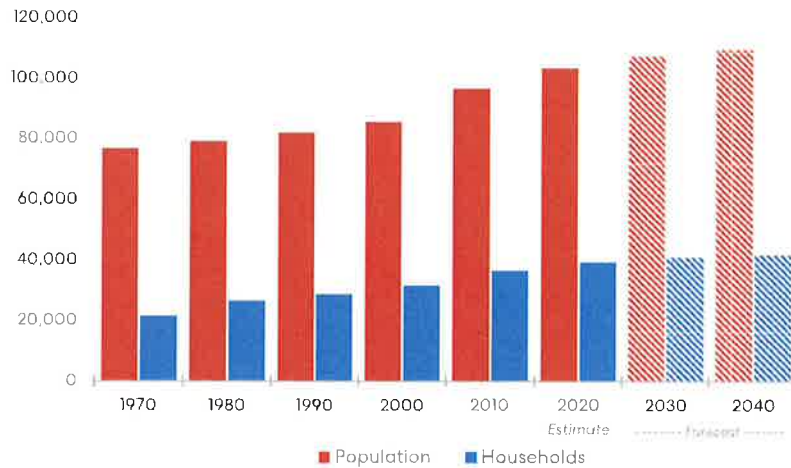


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### Population Growth Trends

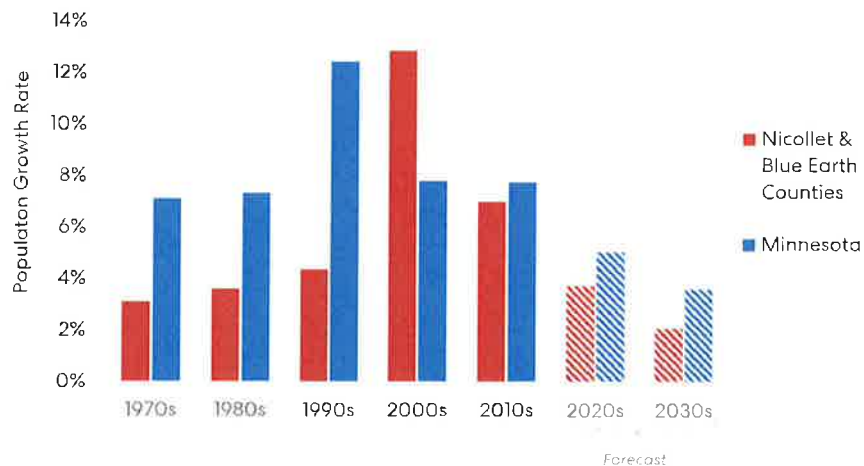
The Webster Avenue Trade Area, which consists of both Nicollet and Blue Earth Counties, has an estimated 2020 population of approximately 103,000 people and a household base of 39,000 (Figure 5). Since 2000, the Trade Area has added roughly 18,000 people, which was a significant increase over the period from 1980 to 2000, in which the Trade Area grew by only 6,500 people. Based on projections from the Minnesota Demographic Center, the population of the Trade Area is expected to add 6,100 people between 2020 and 2040.

The population growth that occurred in the Trade Area over the last two decades represents a sharp difference from the historic pattern (Figure 6). In particular, the 2000s saw a growth rate of nearly 13%, which was well above the statewide growth rate of about 8%. For all other recent decades, though, the Trade Area had a growth rate below the statewide rate; sometimes well below as was the case in the 1990s.



Sources: US Census, Minnesota Demographic Center, Perkins and Will

Figure 5: Trade Area Population and Household Growth Trends 1970-2040



Sources: US Census, Minnesota Demographic Center, Perkins and Will

Figure 6: Population Growth Rate by Decade 1970-2040



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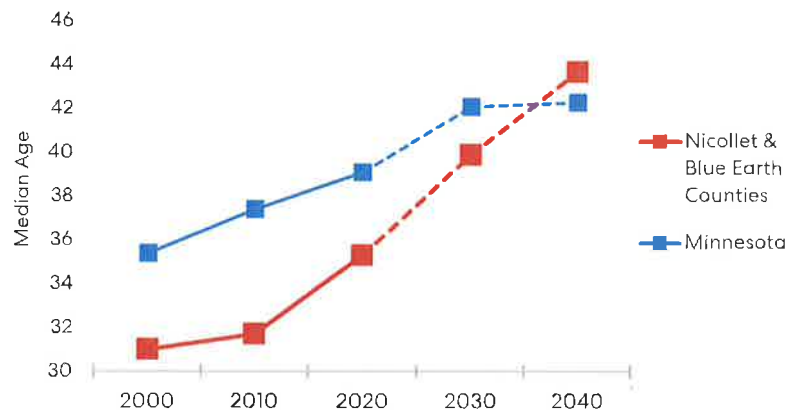
### Age Distribution of the Population

Although overall population and household growth is a key indicator for determining future market demand, breaking down the age distribution of the population provides a lot more understanding of how that growth will influence various market sectors.

Figure 7 show the recent and forecasted change in the median age of the population for both the State of Minnesota and the Trade Area. For both geographies, the trend has been and will continue to be one in which the median age is increasing rapidly. In particular, the Trade Area is expected to see its median age increase from just over 35 in 2020 to nearly 44 by 2040.

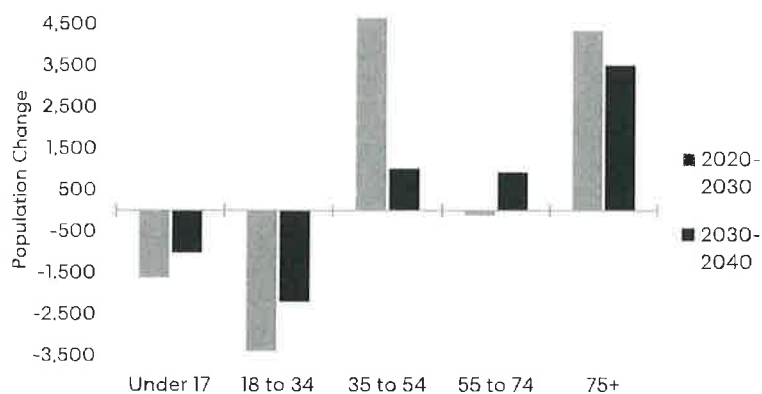
Figure 8 illustrates why the median age will increase so significantly in the coming decades. Persons age 75 or older will account for the majority of population growth during this period. Meanwhile, persons under age 35 will experience a substantial net decline in population.

An aging population has an impact on the demand for housing, goods, and services, but also on the ability of businesses to attract and retain talented workers.



Sources: US Decennial Census (2000 and 2010); US Census American Community Survey (2018); Minnesota Demographic Center; Perkins and Will

Figure 7: Change in Median Age 2000-2040



Sources: Minnesota Demographic Center; Perkins and Will

Figure 8: Forecasted Trade Area Population Change by Age Group 2020-2040



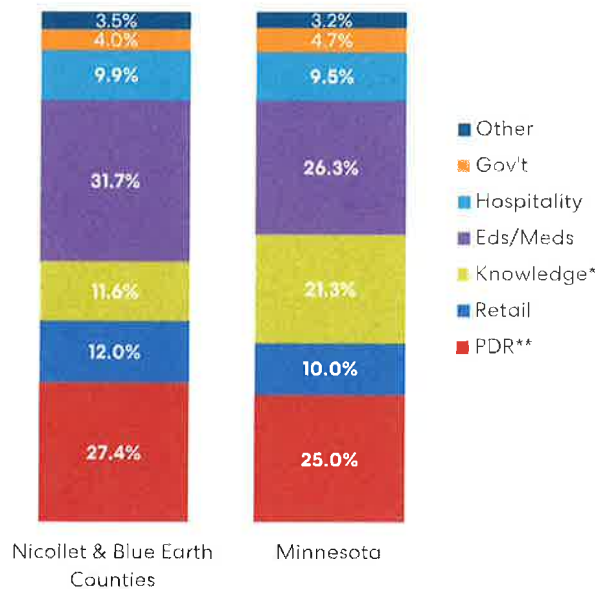
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### Employment Trends

Figure 9 shows the distribution of jobs by industry sector for the Trade Area and the State of Minnesota. Compared to the State, the Trade Area has a higher percentage of jobs in the education and healthcare sector (i.e., "Eds/Meds") as well as the collection of sectors known as PDR or Production, Distribution, and Repair (i.e., manufacturing, construction, utilities, warehousing, and transportation sectors). The presence of Minnesota State University, Mankato helps account for the larger proportion of jobs in Eds/Meds. The prominence of the Taylor Corporation helps anchor the region as a center for PDR jobs.

Most of the other industry sectors in the Trade Area have a similar proportion to the State of Minnesota, which reflects a well-diversified economy. The one exception is the group of industry sectors collectively known as "Knowledge," which includes the information, financial services, and professional services sectors. The Knowledge sectors only account for 12% of jobs in the Trade Area, yet statewide they account for 21% of jobs. This is not uncommon in many of the State's regional population centers, such as North-Mankato, because Knowledge jobs tend to gravitate toward very large metropolitan areas, such as the Twin Cities.

Since 2015, the Trade Area has seen job growth in six of the eight industry categories that outpaced the Statewide job growth rate (Figure 10). In particular, the Trade Area had much higher rate of growth in the PDR, hospitality, and Government sectors. Conversely, the Knowledge and retail sectors had a lower rate of job growth compared to the State.



\* Knowledge = Consists of "knowledge-based" industry sectors, such as Information, Finance, and Professional Services/Management

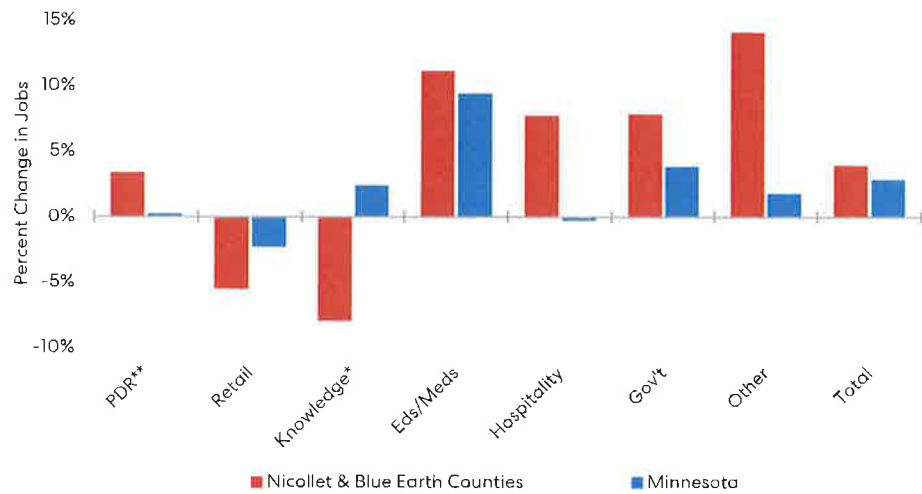
\*\* PDR = Production, Distribution, and Repair industry sectors (i.e., Manufacturing, Construction, Transportation, Utilities, etc.)

Source: MN DEED, Quarterly Census of Employment and Wages (QCEW)

Figure 9: Distribution of Jobs by Major Industry Sector 2020



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\* Knowledge = Consists of "knowledge-based" industry sectors, such as Information, Finance, and Prof Svcs/Management  
 \*\* PDR = Production, Distribution, and Repair industry sectors (i.e., Manufacturing, Construction, Transportation, Utilities, etc.)  
 Source: MN DEED, Quarterly Census of Employment and Wages (QCEW)

Figure 10: Job Growth by Major Industry Sector 2015 to 2020

## Expert Interviews

Previous sections of this report presented quantitative data on the local and regional market for residential, retail, and office uses. In order to augment this data with more qualitative data, interviews with real estate experts familiar with the study area were conducted to gather their opinions and perspectives on the opportunities and barriers to future change in the study area.

The interviewees included commercial real estate brokers, developers, commercial real estate lenders, community development experts, and study area property owners. The following are summaries of comments by discussion topic.

### Study area strengths regarding development potential:

- Good location/access
- Strong traffic counts
- Recycling center site is a good opportunity
- Water is a tremendous opportunity [i.e., proximity to the Minnesota River, Spring Lake Park, and Hiniker Park]
- Gateway area
- Low rates [i.e., property values]

### Study area challenges regarding development potential:

- Numerous smaller lots makes it challenging to assemble land
- Uncertainty regarding future access to Highway 169
- "Tired" appearance of many properties
- Many long-established businesses have little incentive to improve their properties



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- Orientation of many buildings not conducive to take advantage of existing highway access or area amenities
- Other business districts in the region are better positioned for development [i.e., supply of shovel-ready sites, clear vision for growth, etc.]
- The study area is currently not a primary retail area

Current market conditions in the North Mankato-Mankato region:

- Office market is currently challenging; recent development of Class A buildings in downtown Mankato has created vacancies in other Class B and C office buildings.
- The hospitality market [i.e., lodging] was "hot" 9-12 months ago, but is currently very cool. Recent hotel development has captured pent-up demand. At the same time, COVID-19 has caused a sharp drop in hotel demand [although a new hotel is being constructed along Commerce Drive in Upper North Mankato].
- Retail has been challenging for a number of years due to overbuilding [e.g., the region is still dealing with several vacant big-box stores].
- Industrial market has been strong for a number of years, but there are several business/industrial parks in the region with plenty of marketable sites. However, there is an emerging need for flex space that can accommodate a mix of industrial and office space.
- Housing has been very strong maybe even "gang busters", but some slow down seen among the multifamily submarket due to recent development.

Other relevant comments and observations:

- The Norwood Inn has the bones to be a good facility. It is a good location and has a lot of great amenities, especially conference facilities. However, the current owners are not interested in selling because their current business model is cash flowing even though the property has not been adequately maintained to attract new business.
- Views of the Minnesota River would be attractive for multifamily housing. However, there is not enough space between the levee and the frontage for an adequate buffer.
- Commercial development is changing. Livability and vitality are now crucial for attracting and retaining workers, shoppers, and visitors. The study area would benefit from being better connected to Belgrade Avenue and downtown Mankato.

## **Market Trends**

### ***Housing***

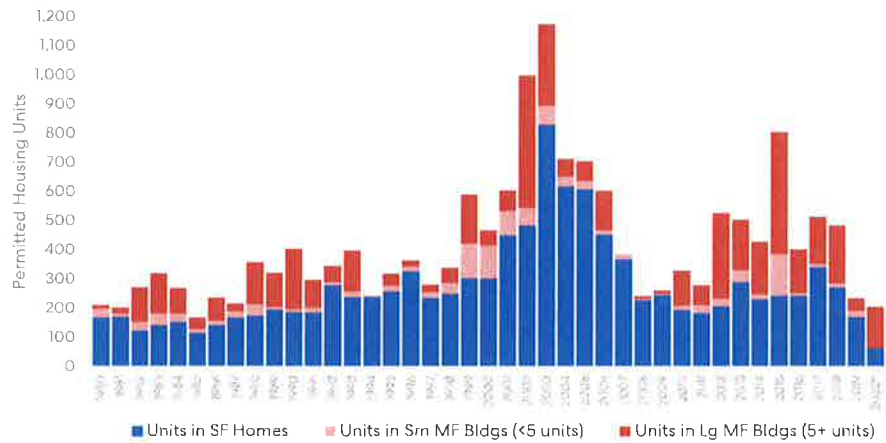
Housing has been the strongest real estate market in recent years, and this is true in the North Mankato-Mankato region as well. Figure 11 shows the number of housing units permitted each year in the trade area since 1980. Over the last 40 years, the region has experienced two significant periods of housing development, which occurred during the early to mid-2000s and the mid-2010s.

The 2010s growth period is characterized by a higher proportion of multifamily development compared to the historical average. This was primarily the result of two factors: 1) strong employment growth in the Trade Area that attracted younger workers into the region; and 2) the aging of the Millennial generation into their young adult years and the need to form their



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own households. The Millennial generation, those born roughly between 1980 and 2000, replaced the Baby Boom as the nation's largest generational cohort and thus have had an oversized impact on a variety of markets including housing.



Source: US Census Building Permit Database

Figure 11: North Mankato Housing Permits by Type 1980-2020

A good example of the strength of the multifamily market in recent years is the Park Place Townhomes, which are located immediately north of the Webster Avenue study area. These townhomes were developed in the early 2010s and experienced rapid absorption. Rents have consistently risen since initial absorption and are now approximately \$900 per month for a one-bedroom unit and over \$1,200 per month for a three-bedroom unit.

Although the number of newly developed multifamily units has slowed somewhat in the last couple of years, the local market has remained relatively healthy and has avoided becoming overbuilt. According to CoStar, a national commercial real estate database, overall vacancy for multifamily apartments in the region is still below 5%, which is generally agreed to be a good indicator of a healthy market.

Although demand for Millennial-occupied apartments will likely decrease in coming years as these households form families and likely seek single-family housing, demand for senior housing is currently strong and will only get stronger as the Baby Boom generation becomes mostly retired and looks to downsize from single-family homes into condominiums, apartments, and assisted living facilities.

### Retail

Bricks-and-mortar retail market is facing some very strong headwinds. Consumers are rapidly embracing e-commerce as a primary means to acquire both essential and non-essential goods. As a result, many of the nation's largest retailers, such as Target and Walmart, are now investing heavily in their e-commerce operations at the expense of developing traditional big-box stores. Although this trend has been emerging for many years, the current COVID-19 pandemic has clearly hastened this trend (Figure 12).

The embracing of e-commerce by long-established retailers also means that retail districts dependent on anchor stores, such as Target and Walmart, are now experiencing less customer traffic, which impacts smaller chains and independent stores.



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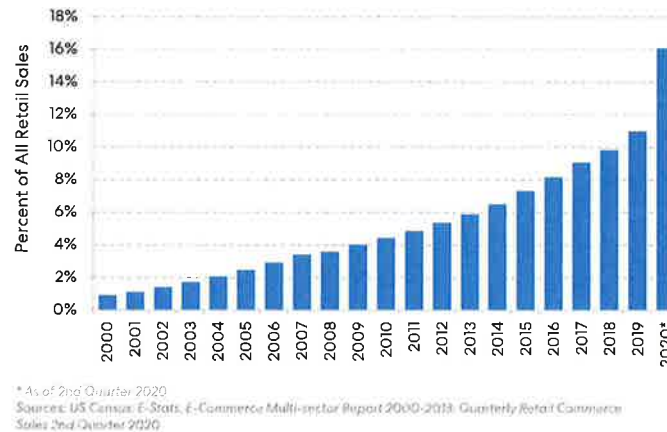


Figure 12: Growth in US e-Commerce Retail Sales 2000-2020

Another major headwind for traditional retailers is an aging population. The Baby Boomers, which have historically been the nation's largest generation, have always had an outsized impact on any market that they age into (positive) or out of (negative). In the case of retail, many store concepts of the last 50 years emerged primarily to serve a young and maturing Baby Boom generation. However, Baby Boomers are now aging out of their consumption years and into a period of life where healthcare is the dominant household expense. The net effect of this is an overall reduced demand for retail goods and services.

In the Trade Area, these headwinds can be seen in the form of several empty big boxes and the inability of a secondary retail district to emerge on the west side of the metro area despite healthy household growth.

Counterbalancing these retail headwinds is what is known as experiential retail. These are retail environments in which the shopping experience is much more than a simple transaction that meets one's basic needs. They are environments that are associated with pleasurable activities that often include dining, entertainment, and the arts, as well as physical spaces (both public and private) that are inviting, safe, and stimulating. An example of this is a pedestrian-oriented downtown district that has successfully mixed traditional retailers with other uses and activities.

Although experiential retail districts have a built-in advantage to compete with e-commerce – they promote socialization – they also require a high-level of neighborhood and public realm amenities, which then increase property values and store rents, and ultimately lead to environments that also exclude those unable to afford many of the available goods and services.

### Office

Office market trends point to less demand for office space even if the number of office workers grows. This is due to a downward trend in the amount of space needed per worker that is the result of changing work habits in the digital era. However, during the COVID-19 pandemic, this trend is reversing somewhat as employers try to accommodate social distancing. Nevertheless, an increase in telecommuting, also hastened by COVID-19, is demonstrating to many employers that they can effectively rely on a home-based workforce and thus not have to pay for expensive workspace.



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Locally, the office market exhibited some strength during the mid-2010s when vacancies were low. This necessitated the development of two large Class A office buildings, which have increased vacancies in the region's Class B and C office properties. Part of the challenge in the local office market is the overall level of demand for space. The region does not have a high percentage of jobs in industry sectors that typically use office space (e.g., Information, Finance, Insurance, Real Estate, Professional Services, etc.). Therefore, the need for additional office space tends to take many years before new development can be supported. Furthermore, it doesn't take a lot of additional square footage to be added to the market before it has an impact on existing properties.

Another trend related to the office market is the migration away from suburban campus-like office buildings/parks and toward mixed-use districts, such as downtowns, that have the amenities (e.g., dining, shopping, entertainment, recreation, etc.) that can help attract and retain employees. This is heightened for businesses that want to attract younger workers in sectors like technology, design, and management.

### ***Industrial***

The industrial market has been booming nationally as e-commerce has fueled the need for distribution centers in every metro area and regional center. In the Trade Area, there are several active industrial/business parks with excellent highway access that have significant land available to meet the needs of most industrial users.

The study area mostly consists of lots smaller than 3 acres in size. Most industrial users are looking for a minimum of 3 acres and ideally 5 acres or more. This would likely require assembly of several adjacent lots, which would take time, be more expensive than purchasing one large parcel, and also require demolition of existing uses.

### **Mankato Highway 169 Small Area Study**

Immediately north of the Webster Avenue study area, the City of Mankato is preparing a small area plan for the southwest and southeast quadrants of the Highway 169 and Highway 14 interchange. At the time of this market assessment, the City of Mankato had published a draft plan for this area but had yet to finalize and approve the plan. Figure 13 displays the area included in the plan relative to the Webster Avenue Plan area.

The purpose of the plan is to create a vision for how the properties in this small area can be better positioned for investment and/or redevelopment in response to an ongoing MnDOT corridor study that is evaluating how best to reconstruct portions of the Highway 169/Highway 14 interchange. Final design of the interchange has yet to be determined. Regardless of its final design, though, it is known that reconstruction of the interchange will require a full or partial closure of the Highway 169/Lind Street intersection, which will significantly impact access to this study area.

The plan focuses on three potential redevelopment areas based on the assumption that the Highway 169/Lind Street intersection would be fully closed, yet access to the study area sites would remain with a new fully signalized intersection at either River Lane and Highway 169 or Butterworth Street and Highway 169.



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Figure 13: Highway 169 Small Area Plan Boundary Relative to the Webster Avenue Plan Boundary

### Market Context

The plan authors concluded that the study area would be potentially attractive for both commercial and residential development. Commercial developers would be attracted to the area's high visibility along two major highways (Highway 14 and Highway 169) and its central location within the region. Residential developers would be attracted to the area's proximity to multiple recreational amenities and convenient access to employment districts in downtown Mankato or along Highway 14.

The plan authors felt that each of the three focus areas were strong enough to support redevelopment. Multiple concepts were developed for each focus area based on its overall size, visibility, and access. For example, four development concepts -- ranging from a residential-dominant version to a commercial-dominant version -- were envisioned for the largest focus area (15+ acres), which is a former industrial site on the north side of Lind Street.

In total, the plan suggests that the study area could support: a) over 300 units of housing; b) a 120-room hotel; c) 15,000-30,000 square feet of smaller-scale highway-oriented retail; d) up to 200,000 square feet of big-box retail; e) roughly 100,000 square feet of office space; and f) up to 7,500 square feet of flexible industrial space (e.g., maker space).

The redevelopment concepts represent a wide range of uses and possibilities. This is because the timing of development remains a significant unknown given the uncertainty of exactly how and when the design of the Highway 169 and Highway 14 interchange will move forward.



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Nevertheless, the plan suggests that there is long-term demand for a variety of uses in the study area.

It is important to note, though, that some of the development concepts presented in the plan are much more optimistic than others. For example, one of the concepts includes a 100,000 square foot office building. Although the study area is objectively a good location for an office building (i.e., excellent visibility from Highways 169 and 14), the market demand in both the short- and long-term is marginal, especially for an office building of that size. As noted previously in this analysis, new office development in the trade area over the past 3-5 years has likely absorbed many years' worth of demand.

Another example of an aggressive market forecast is the concept showing a 150,000 square foot big-box retail building. Not only are the market indicators weak (i.e., there are several vacant big-box buildings in the trade area and retail is being battered by the dual blows of COVID-19 and e-commerce competition), but the study area doesn't have the space available to evolve into a major retail destination driven by big-box retailers. In other words, big-box retailers like to be near other big-box retailers and the study area does not have the space to accommodate other big-box buildings other than the one site shown as a development concept.

Although some of the concepts shown in the plan may be overly optimistic, it is clear that new public and private investments in the study area will attract new development over time. The study area is too well situated within the region to not be attractive to developers.

## Conclusions

The Webster Avenue study area has a number of fundamentals that are quite strong and would be the basis for supporting future development. These include the study area's central location within region, convenient access to local highways, proximity to downtown Mankato (and Belgrade Avenue), and its plethora of recreational opportunities that already draw numerous visitors from throughout the region.

At the same time, the study area has a number of challenges that would need to be overcome or addressed in order to stimulate reinvestment and/or new development. Most important is the hodge-podge nature of the existing buildings and the businesses that occupy them. There is very little that connects these businesses to one another, either physically or economically, that contributes to a sense of place that would make the study area distinct within the region. In other words, the study area isn't known for anything in particular.

The following are market-driven conclusions to consider integrating into the Webster Avenue Plan:

1. **Focus on the housing market.** In the near-term, it is unlikely that developers will come forward with proposals for new office, retail, industrial, or hospitality uses. However, if sites become available further west in the study area closer to the existing residential area and recreational amenities, there is a strong likelihood that a multifamily housing developer might come forward. The upside of supporting any new housing development is that the location would attract both younger and older renters. Younger renters would like the access to nearby jobs, recreational amenities, and downtown Mankato. Older renters would also be drawn to the study area's recreational amenities, but also its transit service and its more centralized location



**Date:** 10.9.2020  
**Re:** Webster Avenue Area Plan  
 Market Assessment

closer to medical services and social support systems (e.g., family, senior centers, churches, etc.).

2. **Be prepared to consider new real estate typologies for the study area.** In the long term, as the study area begins to evolve away from its hodge-podge character through new public and private investment, opportunities for flex space could emerge. The study area cannot compete against existing industrial/business parks because there is not enough acreage for the types of users who are drawn to those developments. However, there are niche types of tech companies or small-scale specialty light manufacturers that do not need or want huge acreage, but instead want a more mixed-use neighborhood with amenities like brewery tap rooms, trails, parks, housing within walking distance and connections to other nearby neighborhoods.
3. **Consider incentives that would help study area business and property owners to improve their signage and/or building facades.** This is a proven low-cost technique that often catalyzes additional investment. Not only do business and property owners many times invest above and beyond the incentive, the improvements made can help draw greater attention to the study area and potentially attract outside investors.
4. **Work to remove the uncertainty regarding future access to Highway 169.** There is a long-standing perception among the real estate community that the Webster Avenue intersection with Highway 169 could at some point in the future be closed, which would negatively impact existing businesses and affect the type of future land uses that would be feasible in the study area. As a result, some in the real estate community have shied away from considering investment in the study area due to this uncertainty. Clearly some of this longstanding uncertainty will be eliminated when the MnDOT/MAPO Highway 169 Corridor Study is complete. Nevertheless, regardless of the Corridor Study's ultimate recommendation for the intersection, it will be essential to reinforce within the real estate community the future plan for the intersection.  
  
 This is important because the real estate community sees value in the study's area location for a variety of reasons. Most reasons, understandably, are due to its high degree of access and visibility to Highway 169. However, the real estate community also sees value in the study area even if it loses its advantageous highway access. For example, housing and other uses less dependent on direct highway access would gravitate to this area as well due to its central location within the region and plethora of recreational amenities. Although maintaining highway access may be a preferred goal, it should be understood that removing uncertainty (whether the ultimate decision is favored or not) will likely unlock future investment.
5. **Develop a plan for the Norwood Inn.** The site of the Norwood Inn is arguably the most prominent site in the study area because it anchors the intersection with Highway 169 and Webster Avenue, and it is a landmark structure. However, it was cited by many real estate experts as being a major barrier. The challenge is that the existing owners have no incentive to improve the property. Therefore, unless something changes, the property will indefinitely affect perceptions of the entire study area.



Appendix D: City Resolution No. 53.19  
Providing Conditions of Local Consent on  
the Corridor Study of Highway 169



**RESOLUTION AUTHORIZING NORTH MANKATO'S LOCAL CONSENT FOR THE MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION TO UNDERTAKE A CORRIDOR STUDY OF HIGHWAY 169 FROM LAKE STREET NORTHWEST TO STATE HIGHWAY 60 AND ALSO PROVIDING CONDITIONS OF THAT LOCAL CONSENT**

**WHEREAS**, in 1996, area governments decided that an area transportation plan was needed. This resulted in a coordinated effort to produce the Mankato Area Transportation & Planning Study (MATAPS); and

**WHEREAS**, an update of MATAPS was completed in 2003 and 2012; and

**WHEREAS**, a reoccurring component of MATAPS was Highway 169 corridor improvements; and

**WHEREAS**, the Mankato/North Mankato Area Planning Organization Policy Board (MAPO) budgeted funds for the Highway 169 Corridor Study from Lake Street Northwest to State Highway 60 to be completed in 2019; and

**WHEREAS**, proceeding with corridor studies requires a resolution of consent from local governments included in the study; and

**WHEREAS**, a critical intersection along the Highway 169 Corridor is at Webster Avenue where many North Mankato businesses rely on unrestricted access and turning movements on and off Highway 169; and

**WHEREAS**, in 2017, the City of North Mankato held business engagement meetings with area businesses to discuss the importance of the Highway 169 and Webster Avenue intersection; and

**WHEREAS**, it was evident that all participating area businesses believe that both north and southbound access from Webster Avenue to Highway 169 is critical to the success of their businesses, and do not support any planning efforts which would restrict turning movements on or off of Highway 169 at Webster Avenue; and

**WHEREAS**, the official position of the City of North Mankato is Webster Avenue shall remain open as a full access intersection with no restriction on turning movements and this has been North Mankato's position for over twenty years; and

**WHEREAS**, Webster Avenue is a critical full access intersection for both transportation and emergency response in Lower North Mankato; and

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NORTH MANKATO, MINNESOTA, AS FOLLOWS:**

1. The North Mankato City Council supports the inclusion of a Highway 169 Corridor Study in the 2019 MAPO work plan subject to the following condition:

a. The study will include maintaining a full access intersection at Webster Avenue that is supported by the City of North Mankato.

2. If the study includes an option for relocating the Webster Avenue intersection, North Mankato's support for the recommendations is conditioned on the following:

a. All existing businesses in the corridor are provided with an economically viable and safe access.

b. Any new proposed location of the Webster Avenue intersection must remain within the boundaries (present or expanded) of the City of North Mankato.

c. Any new proposed location for the Webster Avenue intersection must include an area that is economically viable and feasible for redevelopment and reinvestment.



d. Any new proposed location of the Webster Avenue intersection will include a safe outlet for residents in Lower North Mankato, and that access point must be within the municipal boundaries (present or expanded) of North Mankato.

3. An oversight committee be established for the project, including one staff member from the City of North Mankato, one staff member from the City of Mankato, and one staff member from the Minnesota Department of Transportation. This committee will be responsible for issuing, receiving proposals, interviewing prospective firms, recommending firms for selection to the MPO board, managing the corridor study, and approving its recommendations to the Policy Board and respective jurisdictions.

This resolution shall become effective immediately upon passage and without publication.

Adopted by the City Council this 1<sup>st</sup> day of July 2019

  
\_\_\_\_\_  
Mayor

ATTEST:

  
\_\_\_\_\_  
City Clerk



## Appendix E: Commercial Grant and Loan Fund



**RESOLUTION PROVIDING FOR THE CREATION OF A REDEVELOPMENT DEFERRED  
LOAN PROGRAM IN THE BUSINESS DISTRICTS IN THE CITY OF NORTH MANKATO**

WHEREAS, revitalization of the North Mankato Business Districts has been identified as a priority within the North Mankato Comprehensive Plan and the Belgrade Avenue Master Plan; and

WHEREAS, to achieve the revitalization goals set forth in the Comprehensive Plan and the Belgrade Avenue Master Plan, the North Mankato City Council and Port Authority Commission seek to create a public and private funding program available to property owners within all business districts; and

WHEREAS, funding for the program will be allocated from the Port Authority General Fund and Port Authority Local Revolving Loan Fund

NOW, THEREFORE, BE IT RESOLVED BY THE NORTH MANKATO PORT AUTHORITY COMMISSION that a deferred loan program is created as follows:

For the following improvements, the North Mankato Port Authority will grant a deferred loan for 30% of the total costs of the improvements, not to exceed \$25,000:

- Plumbing, electrical and HVAC improvements
- Roof replacement
- Water and sewer services
- Signage
- Interior remodeling
- Rehabilitation of second level housing units
- Parking lot replacement

For the following improvements, the North Mankato Port Authority will grant a deferred loan for 50% of the total cost of the improvements, not to exceed \$25,000:

- Doors and windows
- Awnings
- Conversion of residential dwellings to businesses
- Tuck pointing or exterior rehabilitation

Any deferred loan granted by the Port Authority carries no interest and no periodic payment, but is secured by a Repayment Agreement and a lien against the property. Any deferred loan must be repaid in the event the property is sold within five (5) years from the date of the Repayment



Agreement. Repayment will be pro-rated over the five year term with 20% of the loan being forgiven for each year completed in the repayment term.

Property owners within the Central Business District may be eligible for additional loan opportunities from the Port Authority's Federal Revolving Loan (RLF) Program in compliance with the established program guidelines.



**CITY OF NORTH MANKATO**  
**REQUEST FOR COUNCIL ACTION**



Agenda Item # 10C	Dept: Administration	Council Meeting Date: 4/19/20
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**TITLE OF ISSUE: Consider Authorizing the City Administrator to Execute Operating Agreement with Mankato United Soccer Club.**

**BACKGROUND AND SUPPLEMENTAL INFORMATION: City Administrator Harrenstein will review the proposed agreement.**

*If additional space is required, attach a separate sheet*

**REQUESTED COUNCIL ACTION: Authorize the City Administrator to Execute Operating Agreement with Mankato United Soccer Club.**

**For Clerk's Use:**

Motion By: \_\_\_\_\_

Second By: \_\_\_\_\_

Vote Record:

Aye      Nay

_____	_____	Norland
_____	_____	Oachs
_____	_____	Whitlock
_____	_____	Steiner
_____	_____	Dehen

**SUPPORTING DOCUMENTS ATTACHED**

Resolution    Ordinance    Contract    Minutes    Map

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Other (specify)    Agreement \_\_\_\_\_

_____
_____
_____
_____

☐ Workshop

☒ Regular Meeting

☐ Special Meeting

☐

Refer to: \_\_\_\_\_

☐

Table until: \_\_\_\_\_

☐

Other: \_\_\_\_\_



## OPERATING AGREEMENT

THIS OPERATING AGREEMENT (this "Agreement") is entered into as of April \_\_\_\_, 2021 (the "Effective Date") between the City of North Mankato (the "City") and Mankato United Soccer Club (the "Club") and together with the City, the "Parties" or individually, a "Party").

### RECITALS

WHEREAS, the City and the Club desire to enter into this Agreement with regard to the Caswell North Soccer Complex, a facility that is part of the Caswell Regional Sporting Complex, and the operations of such facility which involves, without limitation, annual operation payments, maintenance, scheduling, charges to the clubs, community use, concession stand/storage building management, sponsorship income, and on-going communication between the City and the Club.

WHEREAS, it is the intent of the Parties to work together through the term of this Agreement, and any subsequent agreements, to cause the development of the Facility (as hereinafter defined).

### AGREEMENT

NOW THEREFORE, in consideration of the mutual covenants herein contained and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereto agree as follows:

1. Caswell North Soccer Complex. This Agreement governs the use and operation of the Caswell North Soccer Complex and the areas described on Exhibit A (the "Facility").
2. Scheduling & Access. The scheduling policy for the Facility is attached to this Agreement as Exhibit B.
3. Term.
  - a. The term of this Agreement shall commence on the Effective Date, and continue for a period of sixteen (16) years (the "Initial Term"). Thereafter, this Agreement shall automatically renew for additional five (5) year periods (each a "Renewal Term" and together with the Initial Term, the "Term") unless one Party provides the other Party with written notice of non-renewal at least one hundred and eighty (180) days prior to the end of the Initial Term or the then-current Renewal Term.
  - b. During the Initial Term, the Club and the City shall meet every five years, beginning on the five year anniversary of the Effective Date, to review this Agreement. In the event a Party is found to be in breach of this Agreement the breaching Party shall have ten (10) days from written notice of the breach to cure such breach, to the extent curable. If the breach is not cured in such timeframe then the non-breaching Party may terminate this Agreement pursuant to Section 4(a). Provided, however, if the breaching Party is diligently working to cure the breach then additional time may be granted by the non-breaching Party for the breaching Party to cure the breach.
4. Termination. This Agreement may be terminated as follows:
  - a. In the event of a material breach of this Agreement or an Event of Default (as defined in the Donation Agreement) of the Donation Agreement dated \_\_\_\_, 2021 between



the Parties (the "Donation Agreement") caused by the Club, this Agreement may be terminated upon ninety (90) days' prior written notice to the breaching Party identifying the breach if the breach is not cured within such ninety (90) day period.

b. By written agreement of the Parties.

5. Effects of Termination. Upon the termination of this Agreement for any reason by the Club or if the City terminates due to failure of the Club to pay the Annual Operating Payment pursuant to Section 6 or failure of the Club to pay the Donation (as defined in the Donation Agreement), if the Donation due pursuant to the Donation Agreement is not paid in full then the Club shall pay the balance of the Donation to the City by wire transfer of immediately available funds on the date of termination of this Agreement.

6. Annual Operating Payment.

a. The City will adopt the annual budget for the Caswell North Complex by December 31<sup>st</sup> of each year.

b. The City will bill the Club Forty-Five Thousand and no/100 Dollars (\$45,000.00) per year for three years and thereafter such fee shall increase by one and a half percent (1.5%) each year (the "Annual Operating Payment") or by the rate of inflation, whichever is greater. The rate of inflation will be determined by the Consumer Price Index produced by the Bureau of Labor Services. The Annual Operating Payment is intended to pay for the actual annual costs of operating the Facility including, without limitation, personnel services, supplies, services and charges, and capital outlay expended to operate the facility. These costs shall also include the cost of the field maintenance plan referred to in Section 8(a), 8(b), and 8(e) of this Agreement.

c. The Club will remit the Annual Operating Payment to the City by December 31<sup>st</sup> of each year.

d. The Club and the City will meet to review the Annual Operating Payment after the first year of the Initial Term and annually thereafter to confirm the Annual Operating Payment reasonably covers all actual costs as provided in Section 6(b).

7. Club Credit. A deduction to the Annual Operating Payment charged to the Club will be made for rentals of grass turf fields at the Facility by third-parties provided:

a. No deduction will be made to the Annual Operating Payment for rentals or use by Independent School District 77 ("ISD 77") or use by or events hosted by the City.

b. Eighty percent (80%) of field rental fees collected by the City for the Facility will be deducted from the Annual Operating Payment billed to the Club.

c. No club credit will be provided for rental on the artificial turf field and no annual operating fee will be charged to the Club for the artificial turf field for the first full year the artificial turf field is operated. Following the first full year the artificial field is operated, the Club and the City will meet to determine the annual operating costs for the artificial turf field that will be applied to the annual operating payment and to determine the Club credit for use of the artificial turf field by other groups. While the specific maintenance costs of the artificial turf field are unknown, the Parties agree the Club's annual operating payment



related to the artificial turf field, after deducting all credits, shall be capped by the larger of (i) \$5,000 per year for three years and thereafter such fee shall increase by one and a half percent (1.5%) each year; or (ii) by the proportion of the Club's use of the artificial turf field multiplied by the total operating cost (for example if the Club's use is 60% and the operating cost is \$10,000, the club's share of the operating cost is capped at \$6,000).

- d. The Club will not be charged for any damage to the Facility caused by rentals of the Facility by third-parties not party to this Agreement.
- e. The City will not enter into any agreement with a third-party, other than ISD 77, providing such third-party with priority use of the Facility to another soccer club. The Club's MYSA league games shall have scheduling priority over any program operated by the City.

8. Field, Building Maintenance, Game Setup, Building Access.

- a. The Club and the City desire to maintain the artificial turf field and the turf grass fields in a manner that achieves the highest level of play experience. Each year the Club and the City will review the field maintenance plan for both artificial and turf grass to achieve a mutual understanding of how the fields will be maintained.
- b. The City will perform annual artificial and grass turf maintenance plan at the Facility and bill the Club for cost of services in accordance with Section 6 of this Agreement.
- c. Emptying of trash and recycling receptacles at the facility will be the responsibility of the City and be completed daily between April 1<sup>st</sup> and October 31<sup>st</sup> of each year.
- d. Restroom maintenance will be the responsibility of the City and will be completed daily between April 1<sup>st</sup> and October 31<sup>st</sup> of each year.
- e. The City will provide an onsite staff member as reasonably requested by the Club for game days and tournaments.
- f. The City is responsible for field markings for all activities and events at the Facility including, without limitation, practice, games, tournaments, clinics, and events hosted by the Club. The City will bill the Club for the cost of field markings in the amount of \$2,700 per year.
- g. The Club is responsible for setting up goals for all activities and events at the Facility hosted by the Club, including, without limitation, practice, games, tournaments, clinics, and events hosted by the Club.
- h. Access to the fields and the building at the Facility used for storage, concessions, restrooms, and tournament offices will be controlled by the City for security purposes. Access will be granted to members of the Club to perform the affairs of the Club. A list of Club members allowed access to the Facility shall be maintained with the City and reviewed annually by the City. The City shall have the right to terminate any individual's access to the Facility in the City's sole discretion. If rights of access to the Facility are removed by the City for a Club Member or Club Board member, the City will notify the Club.



- i. The City is responsible for securely opening and closing the facility for all events hosted by the City. The Club is responsible for securely opening and closing the facility for all events hosted by the Club.

9. Sponsorships & Gate Fees & Concessions.

- a. As part of funding the Annual Operating Payment and maintaining accessible annual fees to players, the Club engages in the sale of sponsorships.
- b. As part of promoting the Facility as a benefit to the public, regional institutions, as a regional sport event and tourism destination, and attaining accessible costs for rental of the Facility, the City engages in the sale of sponsorships.
- c. No sponsorships may be sold by the Club associated with the Facility or that will be displayed at the Facility without prior written approval from the City. This paragraph does not apply to sponsorships sold for display on player uniforms and clothing, or apparel or merchandise sold or distributed at events (i.e. a sponsor printed on a t-shirt or novelty soccer ball).
- d. The phrase “a partnership with the City of North Mankato” or “a partnership with the Caswell Regional Sporting Complex” will be displayed in all promotional material or sponsorships displayed at the Facility or if the Facility is used in photographs of promotional material displayed outside of the Facility.
- e. 50% of revenue from sponsorships sold by the Club and subject to approval by the City for display at the Facility will be remitted to the City. The Club will retain the first \$12,000 each year of any sponsorships sold before the 50% sharing agreement is applied.
- f. 50% of revenue from sponsorships sold by the City for display at the Facility will be remitted to the Club. The City will retain the first \$12,000 each year of any sponsorships sold by the City before the 50% sharing agreement is applied.
- g. Gate fees from events hosted by the Club, the City, or ISD 77, will be retained by the hosting party unless another arrangement is made for an individual event between the parties.
- h. No parking fee shall be imposed by the Club or City or ISD 77 for events held at the facility unless another arrangement is made for an individual event between the parties.
- i. The Club will remit to the City 10% of its net concession proceeds.
- j. The Club may exclusively operate concessions for events hosted by the Club. The City may exclusively operate concession for events hosted by the City. Both parties are responsible for securing equipment to use and inventory for sale at the concession stand when such party is operating the concessions.

10. Joint Operating Committee– The parties recognize that collaboration will be important to the success of the parties and the facility. The parties will create a Caswell North Operating Committee (the “**Operating Committee**”) comprising at least two representatives appointed by the City Administrator and at least two representatives appointed by the Club. The Operating Committee will meet monthly year-round, to review the field maintenance plan, discuss scheduling and facility



usage, coordinate sponsorship sales and marketing placement, coordinate program offerings, and any other issues related to the Operating Agreement.

11. Indoor Recreation Space. In the event the Club intends to build an indoor recreation space, the Club shall first work with the City to locate the indoor recreation space in North Mankato.
12. Insurance. The Club shall maintain such insurance policies of the types and in amounts customarily carried by its business.
13. Quarterly Meetings. The City and the Club agree to meet at least four times annually to discuss issues related to the Facility.
14. Dispute Resolution.
  - a. In the event of any controversy, disagreement, or dispute arising between the Parties in connection with this Agreement, either Party may initiate a dispute resolution process by providing a written notice to the other party (the "Dispute Note"). Promptly upon receipt of such notice, each Party will appoint one or more representatives (the "Representatives") to communicate and negotiate in good faith to resolve the dispute in an amicable manner. If the Parties have not resolved the dispute within thirty (30) business days after receipt of the Dispute Notice, each of the Parties will be free to exercise the remedies available to it under Sections 14(b).
  - b. Mediation. If the Representatives are unable to resolve a dispute pursuant to Section 14(a) above, then either Party may, at its sole discretion, refer the matter under dispute to non-binding confidential mediation at a neutral location in Mankato, Minnesota, in accordance with the then current Mediation Procedure of the International Institute for Conflict Prevention and Resolution (the "CPR Mediation Procedure"). The CPR Mediation Procedure controls, except where it conflicts with these provisions, in which case these provisions control. The mediator will be chosen pursuant to the CPR Mediation Procedure. If the Representatives do not agree upon a resolution of the dispute within thirty (30) days after the commencement of the non-binding mediation, each of the Parties shall be free to exercise the remedies available to it at law or equity.
15. Miscellaneous Provisions.
  - a. Notices. All notices, claims, demands, and other communications hereunder shall be in writing and shall be deemed to have been given: (a) when delivered by hand (with written confirmation of receipt); (b) when received by the addressee if sent by a nationally recognized overnight courier (receipt requested); (c) on the date sent by facsimile or email of a PDF document (with confirmation of transmission) if sent during normal business hours of the recipient, and on the next business day if sent after normal business hours of the recipient, or (d) on the third day after the date mailed, by certified or registered mail, return receipt requested, postage prepaid. Such communications must be sent to the respective parties at the following addresses (or at such other address for a party as shall be specified in a notice given in accordance with this Section 15(a)):

**If to the Club:**

Mankato United Soccer Club  
P.O. Box 991 Mankato MN 56002



president@mankatounited.org – email address.

**If to the City:**

City of North Mankato  
City Administrator  
City of North Mankato  
1001 Belgrade Avenue  
North Mankato, MN 56003  
Attn: John Harrenstein  
Email: johnharrenstein@northmankato.com

- b. Recitals. The recitals herein constitute an integral part of this Agreement and are to be considered as such.
- c. Association. The Parties, by this Agreement, do not intend to create a partnership, principal/agent, master/servant, or joint venture relationship, and nothing in this Agreement shall be construed as creating any such relationship between the Parties. Neither Party shall hold itself out contrary to the terms of this paragraph, and neither Party shall become liable for the representation, act or omission of the other contrary to the provisions hereof.
- d. Interpretation; Headings. This Agreement shall be construed without regard to any presumption or rule requiring construction or interpretation against the Party drafting an instrument or causing any instrument to be drafted. The headings in this Agreement are for reference only and shall not affect the interpretation of this Agreement.
- e. Severability. If any term or provision of this Agreement is invalid, illegal, or unenforceable in any jurisdiction, such invalidity, illegality, or unenforceability shall not affect any other term or provision of this Agreement.
- f. Entire Agreement. This Agreement constitutes the sole and entire agreement of the Parties with respect to the subject matter contained herein and therein, and supersedes all prior and contemporaneous understandings and agreements, both written and oral, with respect to such subject matter. In the event of any inconsistency between the statements in the body of this Agreement and the Exhibits, the statements in the body of this Agreement will control.
- g. Successors and Assigns. This Agreement shall be binding upon and shall inure to the benefit of the Parties hereto and their respective successors and permitted assigns. Neither Party may assign its rights or obligations hereunder without the prior written consent of the other Party, which consent shall not be unreasonably withheld or delayed. Any purported assignment in violation of this Section shall be null and void. No assignment shall relieve the assigning Party of any of its obligations hereunder. There are no third-party beneficiaries to this Agreement.
- h. Amendment. This Agreement may only be amended, modified, or supplemented by an agreement in writing signed by each Party hereto. No waiver by any Party of any of the provisions hereof shall be effective unless explicitly set forth in writing and signed by the Party so waiving. No failure to exercise, or delay in exercising, any right or remedy arising from this Agreement shall operate or be construed as a waiver thereof; nor shall any single



or partial exercise of any right or remedy hereunder preclude any other or further exercise thereof or the exercise of any other right or remedy.

- i. Governing Law; Submission to Jurisdiction. This Agreement shall be governed by and construed in accordance with the internal laws of the State of Minnesota without giving effect to any choice or conflict of law provision or rule (whether of the State of Minnesota or any other jurisdiction). Any legal suit, action, proceeding, or dispute arising out of or related to this Agreement or the transactions contemplated hereby or thereby may be instituted in the federal courts of the United States of America or the courts of the State of Minnesota in each case located in the city of North Mankato and county of Nicollet, and each party irrevocably submits to the exclusive jurisdiction of such courts in any such suit, action, proceeding, or dispute.
- j. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original, but all of which together shall be deemed to be one and the same agreement. A signed copy of this Agreement delivered by facsimile, email, or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original signed copy of this Agreement.
- k. Force Majeure. Neither Party will be liable for any failure or delay in performing an obligation under this Agreement that is due to any of the following causes, to the extent beyond its reasonable control and not in effect on or before the date of this Agreement: (i) acts of God; (b) flood, fire, earthquake or explosion; (c) war, invasion, hostilities (whether war is declared or not), terrorist threats or acts, riot or other civil unrest; (d) government order, law, or action; (e) embargoes or blockades in effect on or after the date of this Agreement; and (f) national or regional emergency.

*[Remainder of page intentionally left blank; Signature page follows]*



The Parties have signed and entered into this Agreement, in a manner appropriate to each, effective as of the Effective Date.

THE CITY:

CITY OF NORTH MANKATO

By: \_\_\_\_\_

Name: \_\_\_\_\_

Its: \_\_\_\_\_

THE CLUB:

MANKATO UNITED SOCCER CLUB

By: Richard Ringler

Name: Richard Ringler

Its: Treasurer



# EXHIBIT A

## FACILITY





## **EXHIBIT B**

### **CASWELL NORTH SCHEDULING POLICY**

The City, as owner and operator of the Caswell North Soccer Complex, is responsible for scheduling events in a manner that ensures the Facility is being utilized for local users groups, local/regional/state tourism efforts, and operated at a reasonably efficient cost. The Reservation Policies identified in this Agreement are created to govern this process for both contributing partners as well as other organizations. Any entity or organization must recognize and adhere to these policies prior to the use of the Facility.

#### **Reservation Policy**

1. ISD 77, the Club, and the City will have priority for reserving the Facility for events.
2. The Caswell Sports Tournament Director will post approved reservations on a calendar which will be accessible through a website of the City.
3. No event, practice, tournament, clinic, or otherwise, will be held at the Facility without prior authorization of the Caswell Sports Tournament Director.
4. Repeat events will be granted first rights to the corresponding dates the following year.
5. National, Regional, State, or Sectional events will be given special consideration when scheduling as to promote the use of the Facility as a tourism destination.
6. No two events will operate at the same time without prior authorization of the Caswell Park Tournament Director.
7. The Facility may be reserved from April 1<sup>st</sup> through October 31<sup>st</sup> weather permitting.
8. The Caswell Sports Tournament Director may restrict use if field conditions are not safe for play or are susceptible to unreasonable damage.
9. The concession and restrooms will be available from April 1<sup>st</sup> through October 31<sup>st</sup> weather permitting.
10. The artificial turf field installed in 2021 will be rented before any other field at the Facility in an effort to preserve the turf grass fields for play.

#### **Applications for Reservation dates and deadlines**

1. Partnering entities (the City, ISD 77, the Club, and others designated by the Caswell Sports Tournament Director) may submit applications for events one year in advance.
2. After January 1<sup>st</sup> of the current year, all reservation requests will be done on a first come first serve basis.

#### **Rental Fees & Charges**

Rental Fees will be established by the City and subject to change at the discretion of the Caswell Sports Tournament Director and approval of the City Council.



# CITY OF NORTH MANKATO

## REQUEST FOR COUNCIL ACTION



Agenda Item # 10D	Dept: Administration	Council Meeting Date: 4/19/20																																	
<b>TITLE OF ISSUE:</b> Consider Authorizing the City Administrator to Execute Donation Agreement with Mankato United Soccer Club.																																			
<b>BACKGROUND AND SUPPLEMENTAL INFORMATION:</b> City Administrator Harrenstein will review the proposed agreement.																																			
<i>If additional space is required, attach a separate sheet</i>																																			
<b>REQUESTED COUNCIL ACTION:</b> Authorize the City Administrator to Execute Donation Agreement with Mankato United Soccer Club.																																			
<b>For Clerk's Use:</b>  Motion By: _____ Second By: _____  <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Vote Record:</td> <td style="width: 10%; text-align: center;">Aye</td> <td style="width: 10%; text-align: center;">Nay</td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Norland</td> </tr> <tr> <td></td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Oachs</td> </tr> <tr> <td></td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Whitlock</td> </tr> <tr> <td></td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Steiner</td> </tr> <tr> <td></td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Dehen</td> </tr> </table>	Vote Record:	Aye	Nay			_____	_____	Norland		_____	_____	Oachs		_____	_____	Whitlock		_____	_____	Steiner		_____	_____	Dehen	<b>SUPPORTING DOCUMENTS ATTACHED</b>  <table style="width: 100%; text-align: center;"> <tr> <td>Resolution</td> <td>Ordinance</td> <td>Contract</td> <td>Minutes</td> <td>Map</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> </table> <p>Other (specify)    Agreement _____</p> <p>_____</p> <p>_____</p> <p>_____</p>	Resolution	Ordinance	Contract	Minutes	Map	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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<input type="checkbox"/> Workshop  <input checked="" type="checkbox"/> Regular Meeting  <input type="checkbox"/> Special Meeting	<input type="checkbox"/> Refer to: _____  <input type="checkbox"/> Table until: _____  <input type="checkbox"/> Other: _____																																		



## DONATION AGREEMENT

THIS DONATION AGREEMENT (this "Agreement") is entered into as of April \_\_\_\_, 2021 (the "Effective Date") between the City of North Mankato (the "City") and Mankato United Soccer Club (the "Club") and together with the City, the "Parties").

### RECITALS

WHEREAS, the City and the Club desire to enter into this Agreement regarding a donation by the Club of \$500,000 to field improvements and additions at the Caswell Regional Sporting Complex (the "Sporting Complex"), which project is estimated to cost a total of \$1,800,000; and

WHEREAS, Independent School District 77 (the "School District") owns the land on which the Sporting Complex is located and the City and the School District have an agreement regarding use of such land for the Sporting Complex.

### AGREEMENT

NOW THEREFORE, in consideration of the mutual covenants herein contained and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto agree as follows:

1. The Project. The City agrees to construct the improvements and additions as listed on Exhibit A and Exhibit B hereto (the "Improvements").
2. The Donation.
  - a. The Club agrees to donate Five Hundred Thousand and 0/100 Dollars (\$500,000.00) (the "Donation") to the Improvements. If construction on the Improvements has not commenced by August 1, 2022, the Club may, in its sole discretion, elect to terminate this Agreement by providing written notice thereof by July 22, 2022 to the City.
  - b. The Donation shall be paid according to the schedule provided on Exhibit C hereto until December 1, 2036 (the "Maturity Date"). On the Maturity Date, the entire remaining balance shall be due and payable in full. The Donation may be prepaid, in whole or in part, at any time prior to the Maturity Date without penalty.
  - c. The Club represents to the City that it considers this a binding pledge. The Club understands that the City will rely upon this commitment to make the Donation, including but not limited to making financial and other commitments in reliance upon it.
  - d. The Club agrees that the City may amend the budget for the Improvements before and during construction of the Improvements as the City deems appropriate in its sole discretion.
3. Term and Termination. The term of this Agreement shall commence on the Effective Date, and shall continue until the mutual written agreement of the Parties to terminate this Agreement.
4. Events of Default. "Event of Default" means the occurrence of any of the following:



- a. The Club shall (i) be or become insolvent, or (ii) apply for or consent to the appointment of, or the taking of possession by, a receiver, custodian, trustee, liquidator or the like of a substantial part of the Club's property, or (iii) commence a voluntary case under any bankruptcy, insolvency, reorganization, arrangement, readjustment of debt, dissolution, liquidation or similar proceeding under the laws of any jurisdiction, or (iv) file a petition seeking to take advantage of any other law relating to bankruptcy, insolvency, reorganization, winding up or composition or adjustment of debts, or (v) admit in writing the Club's inability to pay its debts as they mature, or (vi) make an assignment for the benefit of its creditors; or
  - b. The Club shall default on any payment when due under this Agreement and such default shall continue for ten (10) days after written notice thereof is given to the Club.
5. Remedies. If the Club breaches this Agreement or an Event of Default occurs, the City, in addition to any other remedy available at law or in equity, may restrict the Club from accessing the Sporting Complex, in whole or in part, in the City's sole discretion.
6. Dispute Resolution.
  - a. In the event of any controversy, disagreement, or dispute arising between the Parties in connection with this Agreement, either Party may initiate a dispute resolution process by providing a written notice to the other Party (the "Dispute Note"). Promptly upon receipt of such notice, each Party will appoint one or more representatives (the "Representatives") to communicate and negotiate in good faith to resolve the dispute in an amicable manner. If the Parties have not resolved the dispute within thirty (30) business days after receipt of the Dispute Notice, each of the Parties will be free to exercise the remedies available to it under Section 6(b) below.
  - b. Mediation. If the Representatives are unable to resolve a dispute pursuant to Section 6(a) above, then either Party may, at its sole discretion, refer the matter under dispute to non-binding confidential mediation at a neutral location in Mankato, Minnesota, in accordance with the then current Mediation Procedure of the International Institute for Conflict Prevention and Resolution (the "CPR Mediation Procedure"). The CPR Mediation Procedure controls, except where it conflicts with these provisions, in which case these provisions control. The mediator will be chosen pursuant to the CPR Mediation Procedure. If the Representatives do not agree upon a resolution of the dispute within thirty (30) business days after the commencement of the non-binding mediation, each of the Parties shall be free to exercise any other remedies available to it at law or equity.
7. Miscellaneous Provisions.
  - a. Notices. All notices, claims, demands, and other communications hereunder shall be in writing and shall be deemed to have been given: (a) when delivered by hand (with written confirmation of receipt); (b) when received by the addressee if sent by a nationally recognized overnight courier (receipt requested); (c) on the date sent by facsimile or email of a PDF document (with confirmation of transmission) if sent during normal business hours of the recipient, and on the next business day if sent after normal business hours of the recipient, or (d) on the third day after the date mailed, by certified or registered mail, return receipt requested, postage prepaid. Such communications must be sent to the



respective parties at the following addresses (or at such other address for a party as shall be specified in a notice given in accordance with this Section 7(a)):

**If to the Club:**

Mankato United Soccer Club  
Mankato United Soccer Club  
P.O. Box 991 Mankato Minnesota  
56002  
president@mankatounited.org – email address.

**If to the City:**

City of North Mankato  
City Administrator  
City of North Mankato  
1001 Belgrade Avenue  
North Mankato, MN 56003  
Attn: John Harrenstein  
Email: johnharrenstein@northmankato.com

- b. Recitals. The recitals herein constitute an integral part of this Agreement and are to be considered as such.
- c. Association. The Parties, by this Agreement, do not intend to create a partnership, principal/agent, master/servant, or joint venture relationship, and nothing in this Agreement shall be construed as creating any such relationship between the Parties. Neither Party shall hold itself out contrary to the terms of this paragraph, and neither Party shall become liable for the representation, act or omission of the other contrary to the provisions hereof.
- d. Interpretation; Headings. This Agreement shall be construed without regard to any presumption or rule requiring construction or interpretation against the Party drafting an instrument or causing any instrument to be drafted. The headings in this Agreement are for reference only and shall not affect the interpretation of this Agreement.
- e. Severability. If any term or provision of this Agreement is invalid, illegal, or unenforceable in any jurisdiction, such invalidity, illegality, or unenforceability shall not affect any other term or provision of this Agreement.
- f. Entire Agreement. This Agreement constitutes the sole and entire agreement of the Parties with respect to the subject matter contained herein and therein, and supersede all prior and contemporaneous understandings and agreements, both written and oral, with respect to such subject matter. In the event of any inconsistency between the statements in the body of this Agreement or the Exhibits, the statements in the body of this Agreement will control.
- g. Successors and Assigns. This Agreement shall be binding upon and shall inure to the benefit of the Parties hereto and their respective successors and permitted assigns. Neither party may assign its rights or obligations hereunder without the prior written consent of the other Party, which consent shall not be unreasonably withheld or delayed. Any purported



assignment in violation of this Section shall be null and void. No assignment shall relieve the assigning Party of any of its obligations hereunder.

- h. Amendment. This Agreement may only be amended, modified, or supplemented by an agreement in writing signed by each Party hereto. No waiver by any Party of any of the provisions hereof shall be effective unless explicitly set forth in writing and signed by the Party so waiving. No failure to exercise, or delay in exercising, any right or remedy arising from this Agreement shall operate or be construed as a waiver thereof; nor shall any single or partial exercise of any right or remedy hereunder preclude any other or further exercise thereof or the exercise of any other right or remedy.
- i. Governing Law; Submission to Jurisdiction. This Agreement shall be governed by and construed in accordance with the internal laws of the State of Minnesota without giving effect to any choice or conflict of law provision or rule (whether of the State of Minnesota or any other jurisdiction). Any legal suit, action, proceeding, or dispute arising out of or related to this Agreement or the transactions contemplated hereby or thereby may be instituted in the federal courts of the United States of America or the courts of the State of Minnesota in each case located in the city of North Mankato and county of Nicollet, and each party irrevocably submits to the exclusive jurisdiction of such courts in any such suit, action, proceeding, or dispute.
- j. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original, but all of which together shall be deemed to be one and the same agreement. A signed copy of this Agreement delivered by facsimile, email, or other means of electronic transmission shall be deemed to have the same legal effect as delivery of an original signed copy of this Agreement.
- a. Force Majeure. Neither Party will be liable for any failure or delay in performing an obligation under this Agreement that is due to any of the following causes, to the extent beyond its reasonable control and not in effect before the date of this Agreement: (i) acts of God; (b) flood, fire, earthquake or explosion; (c) war, invasion, hostilities (whether war is declared or not), terrorist threats or acts, riot or other civil unrest; (d) government order, law, or action; (e) embargoes or blockades in effect on or after the date of this Agreement; and (f) national or regional emergency.

*[Remainder of page intentionally left blank; Signature page follows]*



The Parties have signed and entered into this Agreement, in a manner appropriate to each, effective as of the Effective Date.


THE CITY:

CITY OF NORTH MANKATO

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

THE CLUB:

MANKATO UNITED SOCCER CLUB

By:  \_\_\_\_\_  
Name: Richard Ringler  
Its: Treasurer



**EXHIBIT A**

1. Anderson-Johnson Associates, Inc., a Bolton and Menk Company Cost Estimate dated November 16, 2020 including rendering.





**CASWELL PARK (NORTH)**  
**CHAMPIONSHIP FIELD RECONSTRUCTION (SYNTHETIC TURF)**

November 16, 2020

ITEM	Description	Total Cost	Comments
A	<b>GENERAL</b>		
1	Mobilization/G.C.	\$ 55,000	4% of Construction Cost
2	Testing	\$ 8,000	Testing by Contractor
			<b>\$63,000.00</b>

ITEM	Description	Total Cost	Comments
B	<b>SITE REMOVALS</b>		
1	Fence, Posts, Etc.	\$ 2,000	Fence, posts, gates, etc.
2	Pavements	\$ 2,000	Pathways, minimal, access
3	Storm Sewer, Utilities	\$ 3,000	Pipe/ tile
4	Misc Removals	\$ 10,000	Misc. pave, equip, etc.
			<b>\$17,000.00</b>

ITEM	Description	Total Cost	Comments
C	<b>EARTHWORK</b>		
1	Silt Fence, Sediment Logs	\$ 8,000	
2	Rock Construction Entrance	\$ 8,000	20'x50'
3	Erosion Control	\$ 15,000	CB protection, reporting
4	Strip, Pile, Replace Topsoil	\$ 28,000	Strip from Ch Field- Respread at East Fields
5	Rough Grading, Subcut Champ Field	\$ 115,000	Cut 3'-respread over East Fields
6	Fine Grading	\$ 28,000	Fine grading of areas
7	Sand Subbase (Champ Field)	\$ 145,000	24" depth sand subbase at Field
8	Turf Sub-base (Champ Field)	\$ 190,000	Fabric, Tile, Porous Agg (97,100 sf)
			<b>\$537,000.00</b>

ITEM	Description	Total Cost	Comments
D	<b>STORM SEWER / UTILITIES</b>		
1	Catch Basins	\$ 33,000	48" structures
2	Manholes	\$ 17,000	48" structures
3	Pipe - Storm Sewer	\$ 54,000	15" PVC Pipe (solid & perf)
4	Pipe - Collector Drain (Turf)	\$ 24,000	8" PVC Pipe (perf)
5	Drain Tile (East Field)	\$ 23,000	6" DT at East Fields
			<b>\$151,000.00</b>

ITEM	Description	Total Cost	Comments
E	<b>PAVING</b>		
1	Pathways/ Spectator Area	\$ 17,000	3" asphalt + 6" base agg.to East Field
2	Turf Field Curb	\$ 34,000	6" curb at field perimeter
			<b>\$51,000.00</b>

ITEM	Description	Total Cost	Comments
F	<b>SYNTHETIC TURF</b>		
1	Synthetic Turf (Championship Field)	\$ 393,000	FieldTurf Rev 380 (97,100 SF) Incl. maint equip, Gmax Test, etc
			<b>\$393,000.00</b>



ANDERSON - JOHNSON ASSOCIATES, INC.

A  BOLTON & MENK COMPANY



**CASWELL PARK (NORTH)**  
**CHAMPIONSHIP FIELD RECONSTRUCTION (SYNTHETIC TURF)**

November 16, 2020

ITEM	Description	Total Cost	Comments
<b>G</b>	<b>MISC IMPROVEMENTS</b>		
1	Security Fence	\$ 4,000	6'8' ht. selective areas (patch, repair)
2	Soccer Goals	\$ 14,000	Portable goals (2 pair)
3	Comm Boxes	\$ 5,000	Comm (ground) boxes (2) with ug empty cond
			<b>\$23,000.00</b>

ITEM	Description	Total Cost	Comments
<b>H</b>	<b>IRRIGATION</b>		
1	Field Irrigation (East Field)	\$ 30,000	Auto system, heads, valves, upgrade clock
2	Irrigation Extensions/ Rework	\$ 4,000	Extend, terminate 'old' system, rework flds
			<b>\$34,000.00</b>

ITEM	Description	Total Cost	Comments
<b>I</b>	<b>ELECTRICAL</b>		
1	Misc repairs, extensions	\$ 10,000	Estimate
			<b>\$10,000.00</b>

ITEM	Description	Total Cost	Comments
<b>J</b>	<b>LANDSCAPING</b>		
1	Sod	\$ 12,000	Around Championship Field
2	Seed	\$ 22,000	East Field, Outer areas/ General Restoration
3	Erosion Blanket	\$ 12,000	Steep slopes
			<b>\$46,000.00</b>

Total Estimated Construction Cost: **\$1,325,000.00**

Contingency (5%):	<b>\$66,250.00</b>
Borings, Geotechnical Reporting (Estimate):	<b>\$6,000.00</b>
Design Fees, Survey:	<b>\$85,000.00</b>
Constr. Admin Services, Staking, Etc.:	<b>\$53,000.00</b>

<b>Total Opinion of Probable Project Cost :</b>	<b>\$1,535,250.00</b>
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ANDERSON - JOHNSON ASSOCIATES, INC.

A  BOLTON & MENK COMPANY



## **EXHIBIT B**

1. Craig Gallop e-mail Nov. 9<sup>th</sup>, 2020. To be replaced with quote.

Option #2j Upgrade the Championship soccer field lighting to 50 footcandles and light the new soccer field to 30 footcandles...\$317,000 turnkey estimate.



**EXHIBIT C**

<b>Club Payment Schedule</b>			
<b>#</b>	<b>Year</b>	<b>Date Due</b>	<b>Amount</b>
1	2021	30 days following commencement of construction	\$100,000.00
2	2022	December 1, 2022	\$26,666.67
3	2023	December 1, 2023	\$26,666.67
4	2024	December 1, 2024	\$26,666.67
5	2025	December 1, 2025	\$26,666.67
6	2026	December 1, 2026	\$26,666.67
7	2027	December 1, 2027	\$26,666.67
8	2028	December 1, 2028	\$26,666.67
9	2029	December 1, 2029	\$26,666.67
10	2030	December 1, 2030	\$26,666.67
11	2031	December 1, 2031	\$26,666.67
12	2032	December 1, 2032	\$26,666.67
13	2033	December 1, 2033	\$26,666.67
14	2034	December 1, 2034	\$26,666.67
15	2035	December 1, 2035	\$26,666.67
16	2036	December 1, 2036	\$26,666.62
<b>Total</b>			<b>\$500,000.00</b>