

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 July 10, 2017. Mayor Dehen called the meeting to order at 7:10 p.m. asking that everyone join in the Pledge of Allegiance. The following were present for the meeting: Council Members Norland, Freyberg, Whitlock and Steiner, Mayor Dehen, City Administrator Harrenstein, Finance Director McCann, Community Development Director Fischer, Public Works Director Swanson and City Clerk Van Genderen.

Approval of Agenda

Council Member Freyberg requested to move Agenda Item 7C to Consider Setting Public Hearing to Amend City Code, Chapter 110 Business Regulations to Business Items and Council Member Norland requested to move Agenda Item 7D Consider Approving Resolution Clarifying Public Comments Policy to Business Items. **Council Member Steiner moved, seconded by Council Member Norland to approve the Agenda with Items 7C and 7D moved to Business Items. Vote on the motion: Norland, Freyberg, Whitlock, Steiner, and Dehen, aye; no nays. Motion carried.**

Approval of Minutes

Council Member Norland moved, seconded by Council Member Steiner, to approve the minutes of the Council meeting of June 19, 2017. Vote on the motion: Norland, Freyberg, Whitlock, Steiner, and Dehen, aye; no nays. Motion carried.

Proclamation

Mayor Dehen presented the following proclamation to MRCI CEO Brian Benshoof.

WHEREAS, MRCI Worksource and the cities of Mankato and North Mankato recognize that individuals with disabilities contribute greatly to our communities; and,

WHEREAS, we celebrate the progress, lasting contributions, skills and uniqueness each person contributes; and,

WHEREAS, according to the U.S. Census Bureau, 19 percent of the population has a disability, making this part of the largest and most diverse minority representing all abilities, ages, races and socio-economic backgrounds; and

WHEREAS, it is important for people with disabilities to be proudly visible in their contributions in the community through employment, volunteerism and leisure activities; and,

NOW, THEREFORE, BE IT RESOLVED, that we, Eric Anderson, Mayor of the City of Mankato, and Mark Dehen, Mayor of the City of North Mankato, in the State of Minnesota hereby proclaim the week of July 23-30, 2017

"Disability Awareness Week"

IN WITNESS WHEREOF, we have hereunto signed our Name this 10th day of July 2017.

Consent Agenda

Council Member Norland moved, seconded by Council Member Steiner, to approve the Consent Agenda which included:

- A. Bills and Appropriations.
- B. Res. No. 41-17 Approving Donations/Contributions/Grants.
- C. Res. No. 42-17 Approving Special Legislation.
- D. Approved Large Group and Audio Permit for Business on Belgrade's Blues on Belgrade on the 200 block of Belgrade Avenue on July 22, 2017, from 9 a.m. to 11 p.m. with Audio from noon to 11 p.m.

Vote on the motion: Norland, Freyberg, Whitlock, Steiner, and Dehen, aye; no nays. Motion carried. Mayor Dehen thanked all those who made donations.

Public Comments

Kim Spears, 916 South Avenue, appeared before Council and stated his opposition to the proposed Resolution Clarifying Public Comments Policy.

Barb Church, 102 Wheeler Avenue, appeared before Council and expressed her opposition to the proposed Resolution Clarifying Public Comments Policy.

Caleb Wunderlich, 921 Lake Street, appeared before Council and expressed his opposition to the proposed Resolution Clarifying Public Comments Policy.

Tom Hagen, 927 Lake Street, appeared before Council and expressed his opposition to the proposed Resolution Clarifying Public Comments Policy.

Business Items

Receive the 2016 Comprehensive Annual Financial Report (CAFR). City Administrator Harrenstein introduced Layne Kockelman from Abdo, Eick & Meyers who presented the CAFR. Mr. Kockelman reported the City's total net position decreased by \$768,990 as compared to an increase of \$6,821,916 in the previous year. The decrease was primarily due to changes in the reporting of public safety expenses in the GASB 68 which increased by \$786,274. Housing and economic development expenses increased \$1,345,507 mainly as a result of removing property sold by the Port Authority in prior years. The City's total debt decreased by \$1,720,050 (5.1%) during the current fiscal year, consisting of new debt issuances of \$2,765,959 and retirement of long-term debt of \$4,486,009. The City maintained an "AA rating from Standard and Poor's for 2016. Mr. Kockelman reported the General Fund Balance increased with a reserve fund balance of 52.2% which is above the Office of the State Auditor and the League of Minnesota Cities recommendation of between 35 and 50%. Mr. Kockelman stated the General Fund Operations budget was under budget by \$160,222. There was an increase in the Joint Economic Development fund due to land sales of \$326,584. Mr. Kockelman reviewed the Capital Project Funds noting that the 2015 Construction fund deficit was caused by the State advancing Municipal State Aid Funds for Streets that were received in cash by the City in 2015 and 2016 but will not be recognized as revenue until available in future years. A review of the enterprise funds revealed healthy cash flow and fund balances. Discussion was held concerning a Storm Water rate increase in 2018. Council Member Freyberg commented that the fund cash balance charts have a minimum target cash balance that appears high for the smaller funds such as the Sanitary Collection and Storm Water Funds. Mayor Dehen suggested a policy change for the smaller funds, reducing the minimum cash balance from 25% to a more reasonable balance, reflecting more accurately how the funds are used. Mayor Dehen suggested staff review the policy. Mr. Kockelman presented Peer Group Ratios noting the City was in-line with peer group cities.

Receive the North Mankato Public Art Ideas Plan. Administrator Harrenstein introduced Twin Rivers Council for the Arts Executive Director Noelle Lawton. Ms. Lawton reviewed the process involved with creating the Public Art Ideas Plan. An Art Advisory Group was formed and met for four or five months to set the ground work for the plan followed by community engagement to include the public in the process. The goal was to establish a comprehensive visual identity for the community along with standards for selection and placement of art and maintenance of the art. The process revealed themes: love of small town feel, local character, active organizations thanks to Business on Belgrade and the Library and citizens are active. Executive Director Lawton reported funding could be provided in several ways including setting aside a percent of the budget, round up for the arts where citizens could round up their utility bill to donate to the arts and grants for community members. Administrator Harrenstein stated Council could review the plan and discuss it further in a work session. Administrator Harrenstein reported the City is working on creating neighborhood plans that feel welcoming. Mayor Dehen requested Executive Director Lawton clarify if there was a clear priority presented by the citizens. Executive Director Lawton reported the public was interested in parks. Mayor Dehen stated it would be good to have a summary of public priorities as the City moves forward with the budgeting process to enhance what the City is already doing. Public Works Director Swanson indicated he would continue to meet with Executive Director Lawton and work with the advisory group to see what ideas can be brought forward as the City continues with the parks planning process. Administrator Harrenstein clarified that the Public Art Ideas Plan is not a parks plan, parks are one portion and there are many other areas to display art. **Council Member Norland moved, seconded by Council Member Freyberg to discuss the Public Art Ideas Plan during a Council Work Session. Vote on the motion: Norland, Freyberg, Whitlock, Steiner, and Dehen, aye; no nays. Motion carried.**

Consider Setting Public Hearing to Amend City Code, Chapter 110 Business Regulations. Administrator Harrenstein commented that the date of the Public Hearing would need to be changed to August 7th with consideration of the ordinance on August 21, 2017, due to State Statutes. **Council Member Steiner moved, seconded by Council Member Norland to change the date of the Public Hearing.** Council Member Freyberg questioned the City Clerk to determine if a citizen petition had been received by the City or if a citizen approached the City to change City Code. City Clerk Van Genderen indicated the City had not received either. Council Member Freyberg indicated he was shocked to learn that the Council was considering increasing the age required to purchase tobacco to 21 in a Free Press article. Mayor Dehen indicated he promulgated the idea and brought the idea to Mankato who discussed the idea at a Council Work Session on June 26th. Council Member Freyberg indicated he did not believe the correct procedures were followed and would not be able to vote to set a public hearing. Mayor Dehen indicated the public hearing would be to raise the age for purchasing tobacco to 21 and not criminalize the behavior. Council Member Freyberg expressed concerns about moving ahead of State legislation and acting on individual or industry likes or dislikes. Attorney Kennedy indicated similar action was taken by the City and Mankato when bars were made smoke-free in Mankato and North Mankato before the State made the same move. Attorney Kennedy reported the Ordinance before Council does not criminalize smoking by those under 21 just the sale of tobacco and tobacco products to those under 21. Mayor Dehen stated to maintain transparency he thought bringing the idea to Council and the public at a Public Hearing would start the conversation. **Council Member Steiner withdrew his motion to set the Public Hearing Date. Council Member Norland moved, seconded by Council Member Freyberg to discuss changes to City Code Chapter 110 Business Regulations at a Council Work Session. Vote on the motion: Norland, Freyberg, Whitlock, Steiner, and Dehen, aye; no nays. Motion carried.**

Consider Approving Resolution Clarifying Public Comments Policy. Mayor Dehen stated the resolution is modeled after a resolution adopted by the Mankato City Council. Mayor Dehen stated City Council would continue to take public comment but the public comment period is not designed for discussion or debate. He stated items presented to Council were often in progress, but government moves slowly and even if the City is not as fast as some citizens would like it to move, it is moving. Council Member Steiner indicated he disagreed and stated a citizen has the right to repeat the same comment and would like to strike item #7 which states "the same citizen may not repeat a comment, question or concern if they have previously addressed the City Council on the same matter at a Public Comment," and emphasize that we maintain a 3-minute limit. Council Member Steiner moved to strike item #7 as he viewed it as a violation of free speech. The motion died without a second. Attorney Kennedy stated he knew cities that did not have a public comment period. He stated not allowing a citizen to repeat a comment could be difficult for the Mayor to enforce as there is no time limit on when a citizen can return to a topic. Council Member Freyberg stated the timeframe was an issue; how long before a topic can be brought up by a citizen a second or third time. Administrator Harrenstein noted public comment periods are not a requirement of state or federal government and not allowing or limiting public comment would not be a violation of free speech. Attorney Kennedy indicated the concern would be enforcement. **Council Member Norland moved, seconded by Council Member Steiner to table the item for discussion at a Work Session. Vote on the motion: Norland, Freyberg, Whitlock, Steiner, and Dehen, aye; no nays. Motion carried.**

Public Comments

Kim Spears, 916 South Avenue, appeared before Council and stated if the City moved forward with preventing the sale of tobacco to individuals under the age of 21 it would criminalize parents if they bought cigarettes for their minors. He indicated he was concerned about the green initiative and wanted the Council to make sure they continued to be fiscally responsible.

Barb Church, 102 Wheeler Avenue, appeared before Council and stated she believed an independent contractor should review the City's work environment.

Tom Hagen, 927 Lake Street, appeared before Council and requested the Park Board be reinstated. He indicated that he supported a review of the City's work environment.

Phil Henry, 1300 Noretta Drive, appeared before Council and stated if a Park Commission were formed he would like to be considered for contribution as he had experience with trees and shrubs.

Sandra Renor, 1921 Rockridge, St. Peter appeared before Council and thanked the City Council for considering raising the purchasing age of tobacco to 21.

City Administrator and Staff Comments

A. Green Initiative Action Items. Administrator Harrenstein suggested the item be discussed at the upcoming Council Work Session.

Mayor and Council Comments

Council Member Norland stated that Public Works Director Swanson and the staff worked to ensure that any green initiative was cost effective.

Council Member Whitlock reported Blues on Belgrade would be held on Saturday, July 22nd from 12 pm to 11 pm.

Council Member Steiner requested City staff consider allowing dogs on leashes at Spring Lake Park.

Mayor Dehen thanked Public Works Director Swanson, City staff and Civic and Commerce for another successful Fun Days.

Mayor Dehen read a letter from the League of Minnesota Cities proclaiming Representative Clark Johnson as a legislator of distinction for his work during the 2017 legislative session.

There being no further business, on a motion by Council Member Norland, seconded by Council Member Steiner, the meeting adjourned at 9:10 pm.

Mayor

City Clerk

Pursuant to due call and notice thereof, a Council Work Session of the North Mankato City Council was held in the Municipal Building Council Chambers on July 17, 2017. Mayor Dehen called the meeting to order at 12:03 p.m. The following were present for the meeting: Council Members Freyberg, Whitlock, Steiner, and Norland, Mayor Dehen, City Administrator Harrenstein, City Attorney Kennedy and City Clerk Van Genderen. Absent: Finance Director McCann, Community Development Director Fischer, and Public Works Director Swanson

Discuss Ordinance No. 93, Fourth Series Increasing the Age to Purchase Tobacco and Tobacco Products to 21.

Mayor Dehen stated he introduced the discussion due to health and welfare concerns for those that begin tobacco use before the age of 21. He stated the ordinance would not criminalize the use of tobacco products for those under the age of 21. Mayor Dehen reported he met with Senator Nelson and Senator Eaton who introduced a similar bill during the 2017 Minnesota legislative session, the bill was introduced late in the legislative session and no action was taken, indicating there is support for increasing the purchasing age to 21.

Council Member Norland stated that she has worked in the addiction field and supports the proposed ordinance. She stated she received a letter from the neighborhood retailers and she understands their concerns, but a business' first priority along with the tobacco company's first priority is to make money not the welfare of the community.

Council Member Freyberg stated his question is when is a person considered an adult? He indicated an individual could be trained for war at the age of 18, does the City have the right to say that same person cannot purchase cigarettes? Council Member Freyberg indicated he did not agree with local government deciding when a person can smoke.

Council Member Steiner stated the overwhelming response he has been receiving from constituents is to raise the tobacco purchasing age to 21. Personally, he does not agree with legislating morality, if a person can fight in a war they should be allowed to smoke.

Council Member Whitlock reported he is a former smoker and supports the legislation. If Edina, Mankato and North Mankato unite state legislation may follow.

Mayor Dehen stated he would like to see the topic brought before Council to set a public hearing. Attorney Kennedy indicated the Council should consider coordinating the process with Mankato. Mayor Dehen reported the topic would be brought before the Intergovernmental Meeting on August 2, 2017. It was determined to bring the topic before Council after the August 2nd Intergovernmental Meeting.

Discuss Resolution Clarifying Public Comments

Administrator Harrenstein reviewed the history of public comments preceding the proposed resolution which included: the three minute rule, public safety (presence of law enforcement), speakers not addressing individual council members, comments directed at Agenda Items and now the consideration of limiting repetitive comments. Administrator Harrenstein reported developing a policy for public comments does not impede free speech or violate first amendment rights. He stated the goal is to increase the effectiveness of public comments. He stated the goal of the public comments time is to provide productive dialogue, provide a time for citizens to be heard while recognizing the limits of the public forum as the Council has limited ability to act on non-agenda items and the dialogue is restricted to the confines of the business meeting. Administrator Harrenstein indicated the only change to current practice in the proposed resolution is Item #7 which reads "The same citizen may not repeat a comment, question or concern if they have previously addressed the City Council on the same matter at a previous Public Comment opportunity." Administrator Harrenstein provided three revision options and a blended option.

Council Member Norland stated she liked the option to allow public comments on business items and plan public comment forums. Council Member Freyberg opposed the addition of a work session due to Council Members work load. He proposed issues are better solved when citizens communicate directly with the Council and problems are discussed face to face. Council Member Whitlock agreed with the proposal to have citizens' direct public comments to the City Clerk for inclusion on the agenda. Council Member Steiner proposed just maintaining a strict 3-minute rule and not limiting what can be discussed. Council Member Freyberg reported two individuals made directed implications at City staff, the Council should be prepared to call Point of Order to prevent citizens from facing lawsuits. Additional concerns and ideas were discussed concerning amendments to the resolution. After continued discussion Council decided to bring the resolution forward at the July 24, 2017 Council Meeting. The Council recommended maintaining the first public comment period ensuring the comments are on the business agenda items and removing the second public comment period but allowing citizens to submit questions or comments to the City Clerk for review by the City Administrator, City Attorney and Mayor. Items that are reviewed may be placed on the agenda or a written response to the citizen will be provided.

Discuss Public Arts Idea Plan

Administrator Harrenstein stated the plan did not contain action items as it is a coordinated effort with Twin Rivers Council for the Arts to help identify opportunities to include art in the community planning process. Mayor Dehen requested clarification on if a Public Arts Committee was in place. Executive Director Lawton reported there was a committee in place. Administrator Harrenstein stated the goal is to have Twin Rivers Council for the Arts and the Art Committee come alongside the development process. Mayor Dehen asked if ideas for art could be directed to the Art Committee. Executive Director Lawton reported individual artists can bring ideas to the committee and the committee will review the ideas, gather information and funding and recommend projects. Administrator Harrenstein clarified that the Greenway Committee would be included in any conversation that involved art in the green spaces. Discussion was held concerning final say over art installations. Administrator Harrenstein assured City Council that all projects and concepts would be approved by Council. Council directed the city staff to present a resolution approving the Public Arts Idea Plan on July 24, 2017.

Discuss Allowing Dogs on Leashes in Spring Lake Park

Council Member Freyberg stated he approved of allowing dogs on leashes in Spring Lake Park. Council Member Norland stated she would approve of allowing dogs on a trial basis. Council Member Steiner stated he approved of allowing dogs on leashes in Spring Lake Park, but would like to require strict leash laws, ensuring no extendable leashes are allowed. Mayor Dehen directed staff to bring the item before Council on July 24, 2017.

Discuss Green Initiative Committee Ideas

Administrator Harrenstein reviewed the items discussed at the Green Initiative Meeting on May 31, 2017. Items included the continued conversion of street lights to LED's. Mayor Dehen stated the continued conversion is good, but the City does not own all of the street lights, rather Xcel and Benco own light poles. The City should be in conversation with Xcel and Benco and work with them to convert lights to LED's. Administrator Harrenstein reported the City is looking into an RFP to perform an energy audit on City owned buildings and ensuring that all new City buildings are energy efficient. Additional ideas included researching Green Steps City Process and researching what other cities of a similar size do for energy conservation.

There being no further business the meeting adjourned at 1:35 pm.

Mayor

City Clerk



City of North Mankato, MN

Claims List - Regular

By Vendor Name

Date Range: 7-24-2017

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Bank Code: APBNK-APBNK						
00416	1st LINE/LEEWES VENTURES LLC	07/24/2017	Regular	0	75.25	87741
00008	A+ SYSTEMS GROUP	07/24/2017	Regular	0	224.55	87742
00012	ABDO, EICK & MEYERS, LLP	07/24/2017	Regular	0	22,250.00	87743
02432	ACTIVE911, INC.	07/24/2017	Regular	0	423.00	87744
00028	AFFORDABLE TOWING OF MANKATO, INC.	07/24/2017	Regular	0	40.00	87745
00029	AG SPRAY EQUIPMENT	07/24/2017	Regular	0	116.52	87746
02254	ALBRIGHT LAWNS	07/24/2017	Regular	0	355.00	87747
00047	ALLSTATE PETERBILT LLC	07/24/2017	Regular	0	13,344.12	87748
00063	AMERICAN PEST CONTROL	07/24/2017	Regular	0	65.00	87749
00070	AMLAWN, INC.	07/24/2017	Regular	0	740.00	87750
00093	ARNOLD'S OF MANKATO, INC.	07/24/2017	Regular	0	22.30	87751
00105	AUTO VALUE MANKATO	07/24/2017	Regular	0	181.53	87752
00124	BAUER'S UPHOLSTERY	07/24/2017	Regular	0	220.00	87753
00142	BETHANY LUTHERAN COLLEGE	07/24/2017	Regular	0	10,562.50	87754
00145	BETTER HOUSEKEEPING VACUUMS, INC.	07/24/2017	Regular	0	103.80	87755
00176	BORDER STATES ELECTRIC SUPPLY	07/24/2017	Regular	0	63.15	87756
00181	BOY SCOUT TROOP #29	07/14/2017	Regular	0	200.00	87733
00255	CITY OF MANKATO	07/24/2017	Regular	0	90,075.61	87757
00262	CITY OF ST PETER	07/24/2017	Regular	0	833.33	87758
02582	CLASS ACT GLASS	07/24/2017	Regular	0	844.00	87759
00304	CREATIVE AD SOLUTIONS, INC.	07/24/2017	Regular	0	1,413.75	87760
00312	CULVER'S OF NORTH MANKATO	07/24/2017	Regular	0	125.00	87761
02294	D & K POWDER COATING	07/24/2017	Regular	0	16,311.54	87762
00364	DRUMMER'S GARDEN CENTER & FLORAL	07/24/2017	Regular	0	2,849.65	87763
00380	ELECTRIC PUMP, INC.	07/24/2017	Regular	0	7,079.00	87764
00428	FLAHERTY & HOOD	07/24/2017	Regular	0	1,051.25	87765
00432	FLEETPRIDE	07/24/2017	Regular	0	29.69	87766
00447	FREE PRESS	07/24/2017	Regular	0	1,594.46	87767
00463	G & L AUTO SUPPLY, LLC	07/24/2017	Regular	0	125.80	87768
00488	GOLD CROSS AMBULANCE SERVICE	07/24/2017	Regular	0	2,224.00	87769
02560	GOLD MEDAL	07/24/2017	Regular	0	371.55	87770
02295	GRAYBAR	07/24/2017	Regular	0	425.58	87771
00538	HAWKINS, INC.	07/24/2017	Regular	0	10,345.41	87772
00561	HILLTOP FLORIST & GREENHOUSE	07/24/2017	Regular	0	178.99	87773
00577	HOLTMEIER CONSTRUCTION	07/24/2017	Regular	0	61,674.35	87774
00584	HOWARD DRIVE LLC	07/24/2017	Regular	0	7,008.01	87775
00595	HY-VEE, INC.	07/24/2017	Regular	0	361.55	87776
00596	I & S GROUP, INC.	07/24/2017	Regular	0	2,300.00	87777
00680	J.J. KELLER & ASSOCIATES, INC.	07/24/2017	Regular	0	962.78	87778
02642	JOB'S DAUGHTERS	07/14/2017	Regular	0	400.00	87734
00678	KEEZ-FM / ALPHAMEDIA USA	07/24/2017	Regular	0	399.00	87779
02643	KIWANIS CLUB OF MANKATO DOWNTOWN	07/24/2017	Regular	0	170.00	87780
00731	LAGER'S OF MANKATO, INC.	07/24/2017	Regular	0	307.95	87781
00746	LAW ENFORCEMENT LABOR SERVICES, INC.	07/18/2017	Regular	0	637.00	87738
00747	LAW ENFORCEMENT TECHNOLOGY GROUP, LL	07/24/2017	Regular	0	2,700.00	87782
00724	LEAGUE OF MINNESOTA CITIES INSURANCE TR	07/24/2017	Regular	0	69.69	87783
00724	LEAGUE OF MINNESOTA CITIES INSURANCE TR	07/24/2017	Regular	0	53.00	87784
00724	LEAGUE OF MINNESOTA CITIES INSURANCE TR	07/24/2017	Regular	0	109,302.00	87785
00769	LINDSAY WINDOW & DOOR, LLC	07/24/2017	Regular	0	8,419.06	87786
00723	LJP ENTERPRISES, INC	07/24/2017	Regular	0	38,142.35	87787
00775	LJP WASTE & RECYCLE, LLC	07/24/2017	Regular	0	240.00	87788
00776	LLOYD LUMBER CO.	07/24/2017	Regular	0	727.82	87789
02575	LOCHER BROS, INC.	07/24/2017	Regular	0	171.40	87790
00793	M & M SIGNS, INC.	07/24/2017	Regular	0	110.00	87791
02644	MACQUEEN EMERGENCY GROUP	07/24/2017	Regular	0	180.65	87792
00800	MADDEN, GALANTER, HANSEN, LLP	07/24/2017	Regular	0	474.75	87793
00805	MAGFA	07/17/2017	Regular	0	451.27	87735

00812	MANKATO BEARING COMPANY	07/24/2017	Regular	0	17.85	87794
00818	MANKATO FAMILY YMCA	07/24/2017	Regular	0	19,421.52	87795
00819	MANKATO FORD, INC.	07/24/2017	Regular	0	248.60	87796
00825	MANKATO MOTOR COMPANY	07/24/2017	Regular	0	277.40	87797
00828	MANKATO PEPPERS	07/13/2017	Regular	0	248.75	87731
00847	MATHESON TRI-GAS, INC.	07/24/2017	Regular	0	259.24	87798
00874	MENARDS-MANKATO	07/24/2017	Regular	0	91.59	87799
00875	METRO SALES, INC.	07/24/2017	Regular	0	143.00	87800
00923	MINNESOTA DEPARTMENT OF LABOR & INDU	07/24/2017	Regular	0	70.00	87801
00340	MINNESOTA DEPARTMENT OF TRANSPORTATI	07/24/2017	Regular	0	71,075.17	87802
00953	MINNESOTA UI FUND	07/24/2017	Regular	0	0.24	87803
00956	MINNESOTA WASTE PROCESSING CO.	07/24/2017	Regular	0	26,581.97	87804
01018	NCPERS MINNESOTA-UNIT 662400	07/18/2017	Regular	0	192.00	87739
01056	NORTH MANKATO FIREMEN'S RELIEF ASSOCIA	07/24/2017	Regular	0	6,907.00	87805
01083	OVERDRIVE, INC.	07/24/2017	Regular	0	880.88	87806
02379	PERFECTION PACKAGING	07/24/2017	Regular	0	126.00	87807
01106	PETTY CASH	07/24/2017	Regular	0	119.62	87808
02601	PORCHLIGHTS, THE	07/13/2017	Regular	0	350.00	87732
01133	POWERPLAN/RDO EQUIPMENT	07/24/2017	Regular	0	540.68	87809
01137	PRAXAIR DISTRIBUTION, INC	07/24/2017	Regular	0	2.96	87810
01142	PREMIER VETERINARY CENTER - MANKATO	07/24/2017	Regular	0	586.70	87811
01166	RADIO MANKATO	07/24/2017	Regular	0	850.00	87812
02281	REINDERS	07/24/2017	Regular	0	2,420.50	87813
01190	REINHART FOODSERVICE LLC	07/24/2017	Regular	0	1,352.82	87814
01233	SAFETY-KLEEN SYSTEMS, INC.	07/24/2017	Regular	0	6,384.50	87815
01278	SHERWIN-WILLIAMS CO.	07/24/2017	Regular	0	148.62	87816
01079	SMC-SOUTHERN MINNESOTA CONSTRUCTION	07/24/2017	Regular	0	2,618.39	87817
01354	SUBURBAN TIRE WHOLESale, INC.	07/24/2017	Regular	0	544.08	87818
01402	TIRE ASSOCIATES	07/24/2017	Regular	0	924.73	87819
01412	TOUGAS, JOSEPH	07/07/2017	Regular	0	400.00	87730
02150	U.S. BANK	07/24/2017	Regular	0	35,392.92	87820
01441	UNITED RENTALS, INC.	07/24/2017	Regular	0	295.00	87821
01477	VIKING ELECTRIC SUPPLY, INC.	07/24/2017	Regular	0	371.16	87822
01479	VINE FAITH IN ACTION	07/24/2017	Regular	0	12,000.00	87823
01492	WACO SCAFFOLDING & SUPPLY CO.	07/24/2017	Regular	0	960.00	87824
02282	WARD EINESS STRATEGIES	07/24/2017	Regular	0	2,000.00	87825
02112	WATER CONSERVATION SERVICES, INC.	07/24/2017	Regular	0	4,650.00	87826
01515	WELLS FARGO BANK, N.A.	07/24/2017	Regular	0	750.00	87827
01517	WELLS FARGO CORPORATE TRUST SERVICE	07/24/2017	Regular	0	140,077.51	87828
01523	WENZEL AUTO ELECTRIC CO	07/24/2017	Regular	0	67.27	87829
01525	WEST CENTRAL SANITATION, INC.	07/24/2017	Regular	0	26,473.92	87830
01552	WW BLACKTOPPING, INC	07/24/2017	Regular	0	1,711.40	87831
00101	AT&T MOBILITY	07/13/2017	Bank Draft	0	26.23	DFT0001270
00241	CHARTER COMMUNICATIONS	07/13/2017	Bank Draft	0	496.58	DFT0001271
02058	CONSOLIDATED COMMUNICATIONS	07/13/2017	Bank Draft	0	3,240.03	DFT0001274
02058	CONSOLIDATED COMMUNICATIONS	07/13/2017	Bank Draft	0	254.88	DFT0001275
02058	CONSOLIDATED COMMUNICATIONS	07/13/2017	Bank Draft	0	39.00	DFT0001276
02058	CONSOLIDATED COMMUNICATIONS	07/13/2017	Bank Draft	0	40.59	DFT0001277
02058	CONSOLIDATED COMMUNICATIONS	07/13/2017	Bank Draft	0	30.58	DFT0001278
02058	CONSOLIDATED COMMUNICATIONS	07/13/2017	Bank Draft	0	42.94	DFT0001279
02058	CONSOLIDATED COMMUNICATIONS	07/13/2017	Bank Draft	0	30.58	DFT0001280
02058	CONSOLIDATED COMMUNICATIONS	07/17/2017	Bank Draft	0	209.70	DFT0001286
00311	CULLIGAN WATER CONDITIONING	07/13/2017	Bank Draft	0	114.75	DFT0001272
00311	CULLIGAN WATER CONDITIONING	07/13/2017	Bank Draft	0	33.75	DFT0001273
00445	FRED PRYOR SEMINARS	07/12/2017	Bank Draft	0	149.00	DFT0001266
00608	INGRAM LIBRARY SERVICES	07/17/2017	Bank Draft	0	1,341.65	DFT0001290
00733	LAKES GAS CO #10	07/20/2017	Bank Draft	0	79.80	DFT0001300
00733	LAKES GAS CO #10	07/20/2017	Bank Draft	0	105.40	DFT0001300
00749	LAWSON PRODUCTS, INC	07/17/2017	Bank Draft	0	320.84	DFT0001288
00749	LAWSON PRODUCTS, INC	07/17/2017	Bank Draft	0	350.41	DFT0001288
02179	MES (MUNICIPAL EMERGENCY SERVICES)	07/20/2017	Bank Draft	0	145.68	DFT0001302
00923	MINNESOTA DEPARTMENT OF LABOR & INDU	07/20/2017	Bank Draft	0	72.00	DFT0001301
00930	MINNESOTA GFOA	07/12/2017	Bank Draft	0	493.00	DFT0001267
00910	MINNESOTA VALLEY TESTING LAB, INC.	07/13/2017	Bank Draft	0	59.50	DFT0001268
00910	MINNESOTA VALLEY TESTING LAB, INC.	07/20/2017	Bank Draft	0	59.50	DFT0001299
01335	STAPLES ADVANTAGE	07/07/2017	Bank Draft	0	158.43	DFT0001264
01335	STAPLES ADVANTAGE	07/14/2017	Bank Draft	0	198.34	DFT0001285

01377	TELRITE CORPORATION	07/17/2017	Bank Draft	0	204.29	DFT0001287
01442	UNITED STATES POSTAL SERVICE	07/10/2017	Bank Draft	0	68.41	DFT0001265
01470	VERIZON WIRELESS	07/14/2017	Bank Draft	0	1,478.93	DFT0001282
01470	VERIZON WIRELESS	07/14/2017	Bank Draft	0	30.06	DFT0001283
01525	WEST CENTRAL SANITATION, INC.	07/13/2017	Bank Draft	0	2,537.75	DFT0001269
00174	BOLTON & MENK, INC.	07/26/2017	EFT	0	52,076.00	271
00216	C & S SUPPLY CO, INC.	07/26/2017	EFT	0	296.27	272
00334	DEHEN, MARK	07/26/2017	EFT	0	56.16	273
00453	FREYBERG PETROLEUM SALES, INC.	07/26/2017	EFT	0	664.40	274
00493	GOODWIN, TONY	07/26/2017	EFT	0	200.00	275
00646	HEINTZ, KATIE	07/26/2017	EFT	0	100.27	276
00691	KENNEDY & KENNEDY LAW OFFICE	07/26/2017	EFT	0	8,157.60	277
00743	LARKSTUR ENGINEERING & SUPPLY, INC.	07/26/2017	EFT	0	87.68	278
00889	MIDWEST TAPE/HOOPLA	07/26/2017	EFT	0	691.29	279
00902	MINNESOTA IRON & METAL CO	07/26/2017	EFT	0	135.00	280
00935	MINNESOTA PIPE & EQUIPMENT	07/26/2017	EFT	0	491.21	281
00997	MTI DISTRIBUTING CO	07/26/2017	EFT	0	710.55	282
01052	NORTH CENTRAL INTERNATIONAL	07/26/2017	EFT	0	1,454.21	283
02005	PANTHEON COMPUTERS	07/26/2017	EFT	0	1,068.95	284
01179	RED FEATHER PAPER CO.	07/26/2017	EFT	0	2,003.92	285
01211	RIVER BEND BUSINESS PRODUCTS	07/26/2017	EFT	0	887.35	286
01263	SCHWICKERT'S TECTA AMERICA LLC	07/26/2017	EFT	0	1,344.00	287
01323	SPS COMPANIES, INC.	07/26/2017	EFT	0	70.88	288
02589	STOLTENBERG, DARYN	07/26/2017	EFT	0	34.90	289
01478	VIKING FIRE & SAFETY LLC	07/26/2017	EFT	0	29.19	290
01568	ZIEGLER, INC.	07/26/2017	EFT	0	312.83	291
01568	ZIEGLER, INC.	07/26/2017	EFT	0	37,111.90	292
					909,059.11	151

Authorization Signatures

All Council

The above manual and regular claims lists for 7-24-17 are approved by:

MARK DEHEN- MAYOR

DIANE NORLAND- COUNCIL MEMBER

WILLIAM STEINER- COUNCIL MEMBER

ROBERT FREYBERG- COUNCIL MEMBER

JAMES WHITLOCK- COUNCIL MEMBER

RESOLUTION NO.

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
Mark and Marie Robbins	Books	\$100.00
Lynn Cashman	Book Club	\$110.00
Delta Kappa Gamma NU Chapter	Backpack for Books	\$2631.00
A.B.A.T.E. of Minnesota	Police Reserves	\$200.00
		\$3,041.00

Adopted by the City Council this 24th day of July 2017.

Mayor

City Clerk



1001 Belgrade Avenue
North Mankato, MN 56003
507-625-4141 Fax: 507-625-4151
www.northmankato.com

Audio Permit _____ 2017
Park Permit _____ 2017

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.

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



DJ/KARAOKE MACHINE



OTHER: _____

DATE OF EVENT:

7-29-17

BEGIN TIME:

6pm

END TIME:

10pm

LOCATION / SHELTER:

Circle Inn

EVENT NAME:

Memorial Golf Tournament

ONSITE COORDINATOR:

PRINT NAME: Jeni Bobholz

MOBILE 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 Bobholz

DATE:

7-18-17

POLICE CHIEF:

Off #701

CITY CLERK:

☐ DENIED ☒ APPROVED

☐ BOOK ☐ POLICE ☐ ONLINE ☐ \$25.00 FEE

STAFF INITIALS _____



Application for Temporary Extension Premise

Name of Organization

Circle Inn

Address

232 Belgrade Ave.

City

State

Zip Code

North Mankato, MN 56003

Name of Person Making Application

Jewi Bobholz

Business Phone

^{cell}
~~Home~~ Phone

507-625-9667 507-382-6001

Date (s) of event

7-29-17

Description of contiguous nonenclosed area. Please include a drawing.

A simple hand-drawn diagram showing a vertical line on the left and a horizontal line at the top, forming an L-shape. To the right of this shape, the text 'tent off of patio onto the parking lot' is written in a cursive, handwritten style.

tent off of patio
onto the parking lot

Provide a detailed scale description of the barriers, method of seating, ingress and egress arrangements, security provisions,

tent with fencing around it
to enclose and keep people
contained

If the applicant carries liquor liability insurance, please provide the carrier's name and the amount of coverage.

Tom and John Bohrer

insurance covers ~~at least~~

APPROVAL

Application must be approved by the City before submitting to the City Council

North Mankato/Nicollet County

City/County

\$ 200.00

City Fee Amount

7-19-17

Date Fee Paid

Signature of City Clerk

Date Approved

7-29-17

Permit Date

 #701
Signature of Police Chief



1001 Belgrade Ave., PO Box 2055
North Mankato, MN 56003
507-625-4141 Fax: 507-625-4252
www.northmankato.com

For Office Use Only

APPROVED _____

DENIED _____

☐ PARK USE ☐ AUDIO USE

1834 invoice

Application For PARADE PERMIT

REQUIRED INFORMATION:

- Application for Parade Permit
- Map of Parade Route
- \$35 Application Fee

Thirty (30) days in advance of the parade date.

Name of Applicant <u>Amy Kolb</u>	Address	Phone	Email
--------------------------------------	---------	-------	-------

Sponsoring Organization Name <u>MN River Builders Assoc</u>	Address <u>Suite 230 530 N. Riverfront Dr</u>	Phone <u>507-625-7138</u>
---	--	------------------------------

Contact during event <u>Amy Kolb</u>	Phone <u>507-382-6841</u>
---	------------------------------

Event Location <u>Mankato Brewery</u>	Start & Finish <u>map attached</u>	Date <u>9/30/17</u>	From Time To <u>10:30 11:30 AM</u>
--	---------------------------------------	------------------------	---------------------------------------

Occasion for Parade <u>SK Fun Run</u>
--

Parade Description / Composition <u>SK Run</u>

Estimated Number of Participants: 100

As duly authorized representative or agent of the parade sponsoring organization, I hereby make application for a permit to parade in the City of North Mankato, Minnesota. I hereby certify that, to the best of my knowledge, the above is an accurate and true description of the parade. I agree to execute the parade according to this permit and subject to the provisions and conditions which may be necessary to provide for the safety of parade participants and the orderly and safe movement of public traffic.

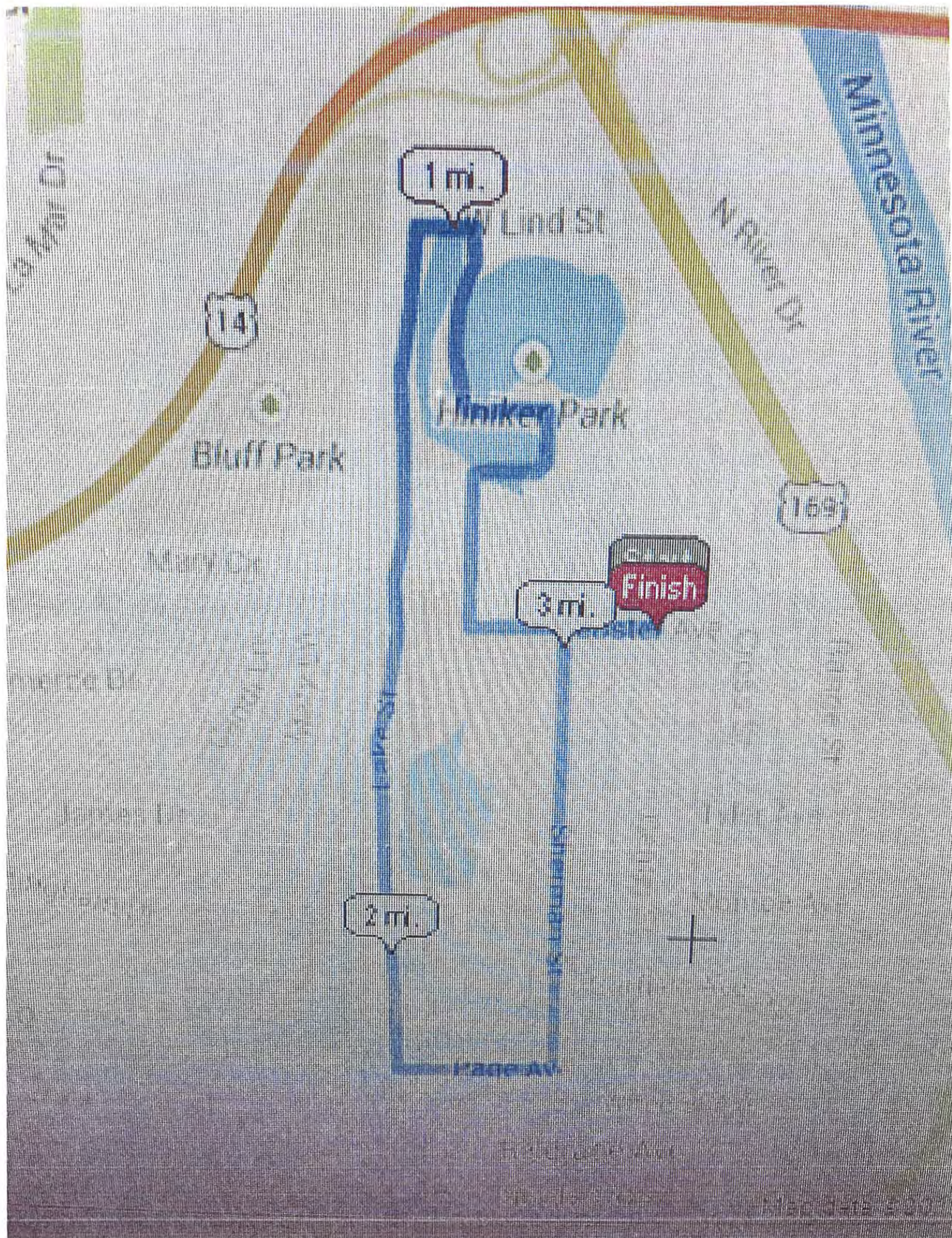
<u>Amy Kolb</u> Applicant	<u>7/8/17</u> Date
------------------------------	-----------------------

Pursuant to Section 70.21 of the North Mankato City Code, I hereby authorize a parade permit for the applicant organization. This permit shall be valid only under the conditions recommended by the City of North Mankato and only for the date and time indicated.

<u>[Signature] #701</u> Chief of Police	<u>07-10-17</u> Date
--	-------------------------

Caswell Sports Director

Date





1001 Belgrade Ave., PO Box 2055
North Mankato, MN 56003
507-625-4141 Fax: 507-625-4252
www.northmankato.com

For Office Use Only

APPROVED _____

DENIED _____

☐ PARK USE ☐ AUDIO USE

Application For PARADE PERMIT

REQUIRED INFORMATION:

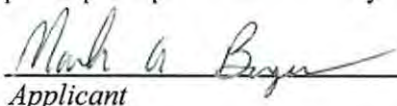
- Application for Parade Permit
- Map of Parade Route
- \$35 Application Fee

Thirty (30) days inadvance of the parade date.

Name of Applicant Mark Bongers	Address PO Box 121 Nerstrand, MN 55053	Phone 507-649-2322	Email mbongers@finalstretch.com
Sponsoring Organization Name Final Stretch Inc	Address PO Box 121 Nerstrand, MN 55053	Phone 507-664-9438	
Contact during event Mark Bongers	Phone 507-649-2322		
Event Location Hiniker Pond Park	Date 8/13/17	From 8:00am	Time To 1:30pm
Occasion for Parade North Mankato Triathlon			
Parade Description / Composition Triathlon (Swim/Bike/Run)			

Estimated Number of Participants: 350

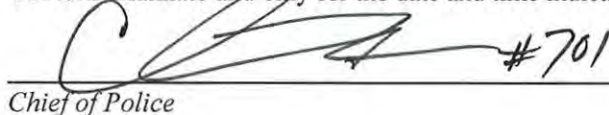
As duly authorized representative or agent of the parade sponsoring organization, I hereby make application for a permit to parade in the City of North Mankato, Minnesota. I hereby certify that, to the best of my knowledge, the above is an accurate and true description of the parade. I agree to execute the parade according to this permit and subject to the provisions and conditions which may be necessary to provide for the safety of parade participants and the orderly and safe movement of public traffic.


Applicant

7/5/17

Date

Pursuant to Section 70.21 of the North Mankato City Code, I hereby authorize a parade permit for the applicant organization. This permit shall be valid only under the conditions recommended by the City of North Mankato and only for the date and time indicated.


Chief of Police

#701 07-07-17

Date

Caswell Sports Director

Date



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

2/10/2017

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Blakestad 901 N 3rd Street #114 Minneapolis MN 55401 Minneapolis MN 55401	CONTACT NAME: Sue Martinsen PHONE (A/C, No, Ext): (612) 767-0880 E-MAIL ADDRESS: smartinsen@blakestad.com FAX (A/C, No): (763) 574-7504
INSURED Final Stretch, Inc. 12447 150th Street East P O Box 121 Nerstrand MN 55053	INSURER(S) AFFORDING COVERAGE INSURER A: Secura Insurance 22543 INSURER B: Owners Insurance 32700 INSURER C: Auto-Owners Insurance 18988 INSURER D: INSURER E: INSURER F:

COVERAGES

CERTIFICATE NUMBER: 17-18 Spec GL BAP WC UMBR

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSD WVO	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:		CP3220864	4/1/2017	4/1/2018	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000 MED EXP (Any one person) \$ Excluded PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000 \$
B	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS <input checked="" type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS		4985233700	4/1/2017	4/1/2018	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
A	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR EXCESS LIAB CLAIMS-MADE DED <input checked="" type="checkbox"/> RETENTION \$ 10,000		CU3220865	4/1/2017	4/1/2018	EACH OCCURRENCE \$ 4,000,000 AGGREGATE \$ 4,000,000 \$
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N Y N/A	08164004	4/1/2017	4/1/2018	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Event - 05/21/2017 Gear West Duathlon

CERTIFICATE HOLDER

CANCELLATION

City of Medina
2052 County Road 24
Medina, MN 55340

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Karen Hawkinson/SUEM

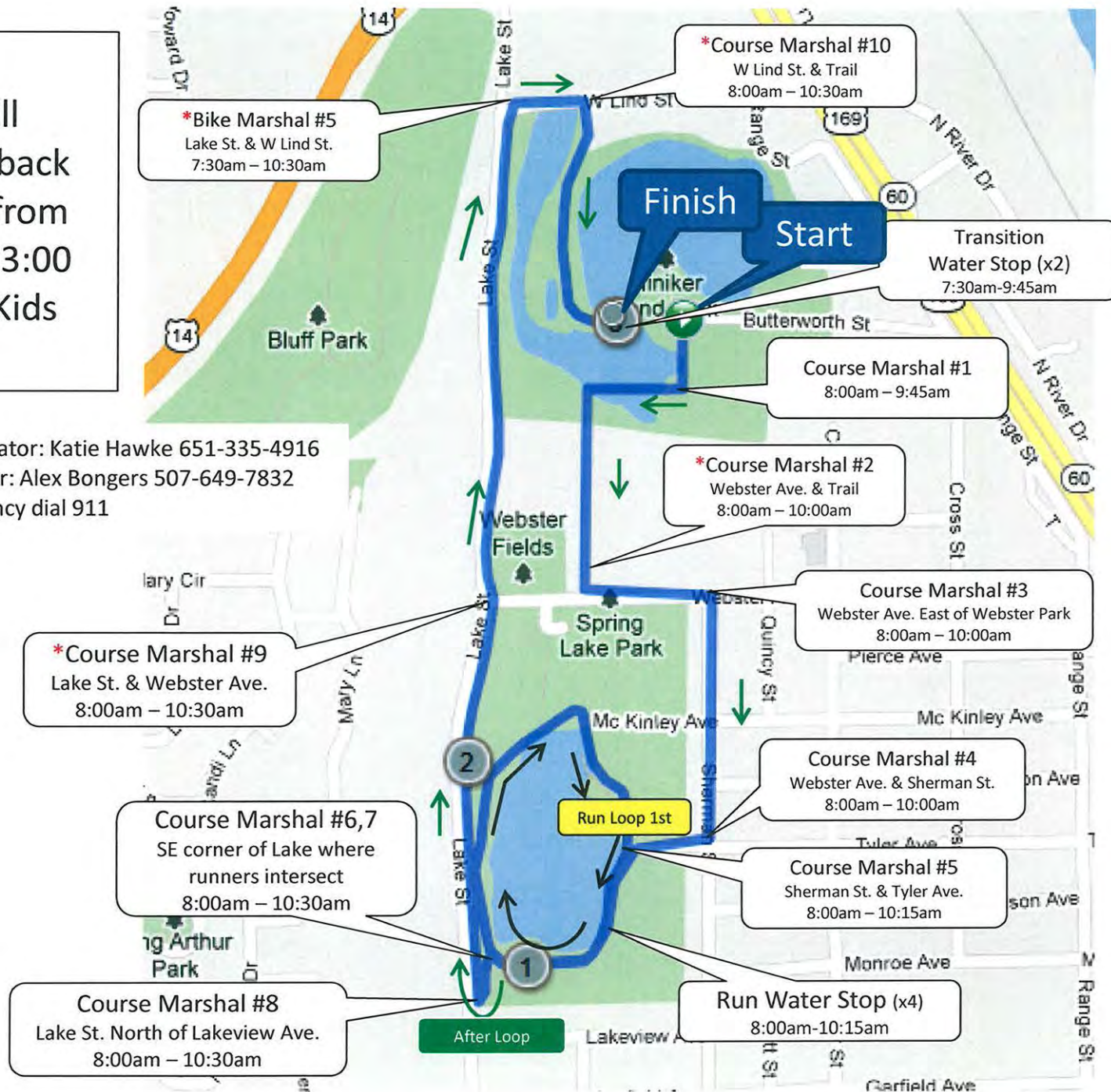
© 1988-2014 ACORD CORPORATION. All rights reserved.

N. Mankato Tri - 3 Mile Run

← = runner direction ← = loop direction 2 = Mile Marker

* = Kids Tri
Marshal (will
need to be back
in position from
11:15 am – 3:00
pm for the Kids
Triathlon.

Volunteer Coordinator: Katie Hawke 651-335-4916
Course Coordinator: Alex Bongers 507-649-7832
In Case of Emergency dial 911



MAIN

N. Mankato Tri - 3 Mile Run

← = runner direction

↺ = loop direction

 = Mile Marker

* = Kids Tri Marshal
(will need to be back
in position from 11:15
am – 3:00 pm for the
Kids Triathlon.

* Course Marshal #9
Lake St. & Webster Ave.
8:00am – 10:30am

Course Marshal #6,7
SE corner of Lake where
runners intersect
8:00am – 10:30am

Course Marshal #8
Lake St. North of Lakeview Ave.
8:00am – 10:30am

1 of 2



Volunteer Coordinator: Katie Hawke 651-335-4916
Course Coordinator: Alex Bongers 507-649-7832
In Case of Emergency dial 911

N. Mankato Tri-12 Mile Bike

*Bike Marshal #5
Lake St. & W Lind St.
7:30am – 10:30am

*Course Marshal #10
W Lind St. & Trail
8:00am – 10:30am

Finish

Start

Course Marshal #1
8:00am – 10:30am

*Course Marshal #2
Webster Ave. & Trail
8:00am – 10:30am

*Course Marshal #9
Lake St. & Webster Ave.
8:00am – 10:30am

Mile 2

← = runner direction

← = loop direction

* = Kids Tri Marshal
(will need to be
back in position
from 11:15 am –
3:00 pm for the
Kids Triathlon.



= Mile Marker

Volunteer Coordinator: Katie Hawke 651-335-4916

Course Coordinator: Alex Bongers 507-649-7832

In Case of Emergency dial 911

N. Mankato Tri-12 Mile Bike



MAIN ← = Bike Marker 6 = Mile Marker

Volunteer Coordinator: Katie Hawke 651-335-4916
Course Coordinator: Alex Bongers 507-649-7832
In Case of Emergency dial 911

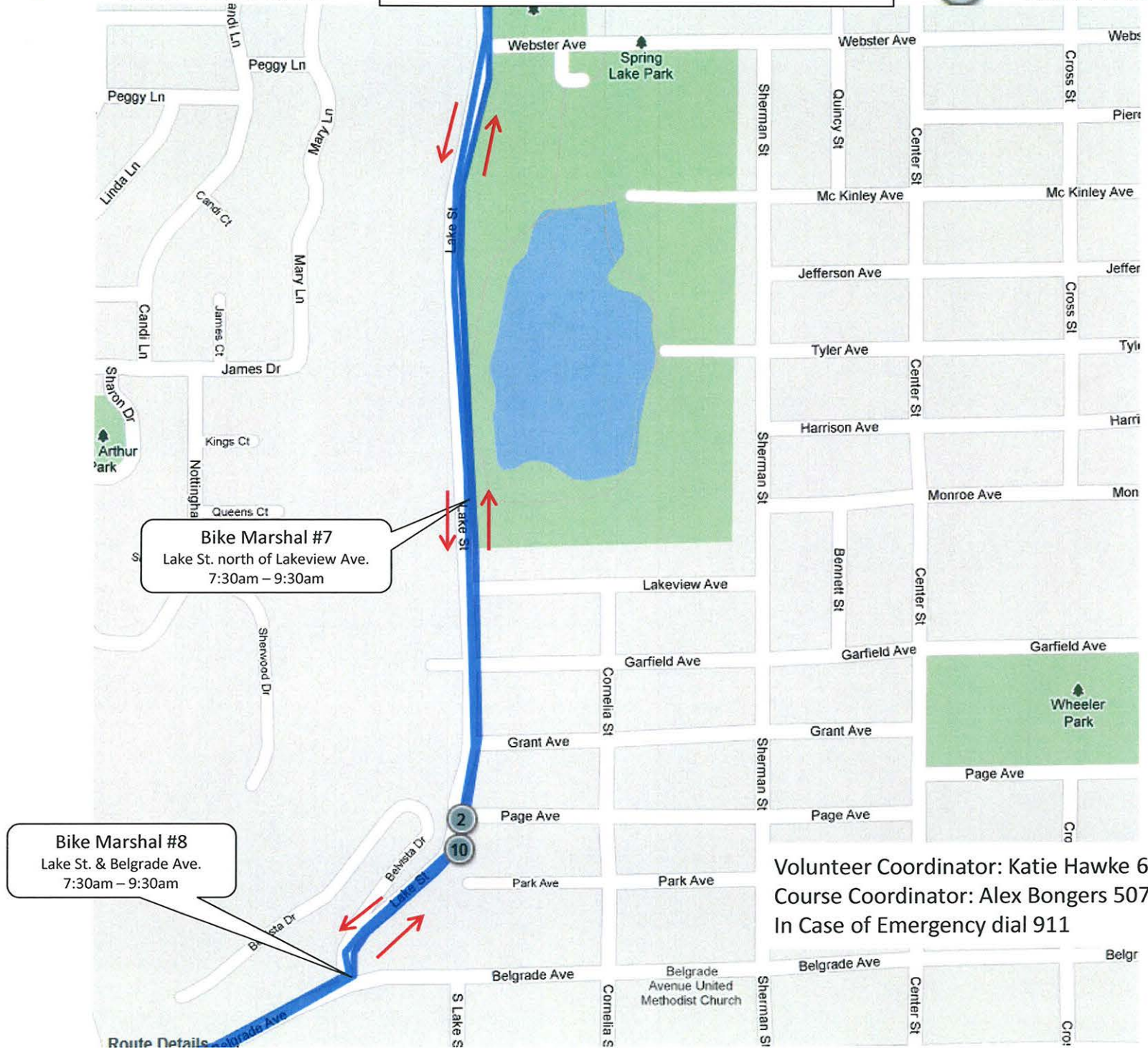
 = Mile Marker



← = Bike Direction

N. Mankato Tri-12 Mile Bike

6 = Mile Marker

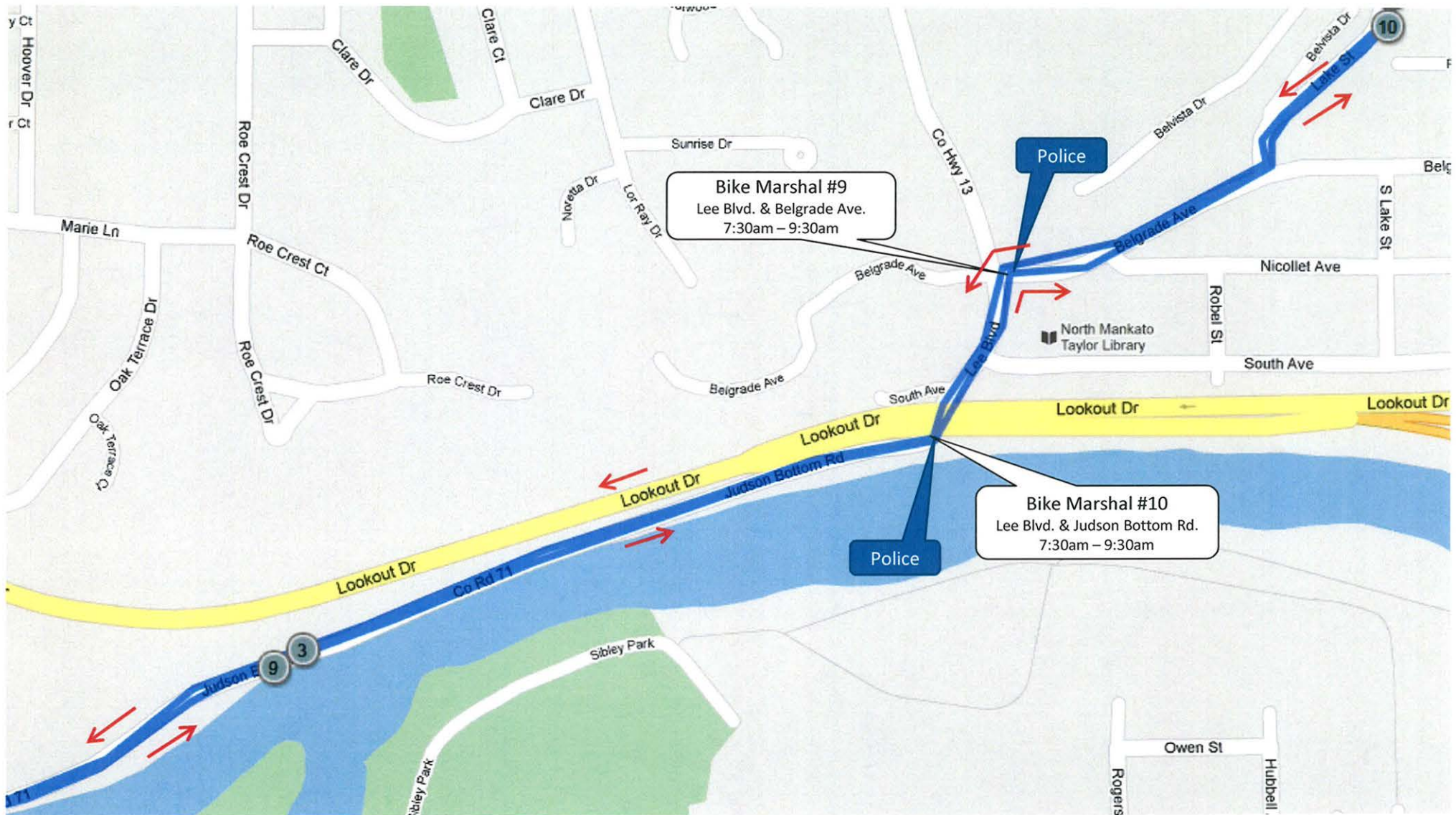


Volunteer Coordinator: Katie Hawke 651-335-4916
Course Coordinator: Alex Bongers 507-649-7832
In Case of Emergency dial 911

← = Bike Direction

N. Mankato Tri-12 Mile Bike

6 = Mile Marker



← = Bike Direction

N. Mankato Tri-12 Mile Bike

 = Mile Marker



CITY OF NORTH MANKATO

REQUEST FOR COUNCIL ACTION



Agenda Item #8F	Department: Administration	Council Meeting Date: 7/24/17																											
TITLE OF ISSUE: Consider Adopting Resolution Approving the North Mankato Arts Idea Plan.																													
BACKGROUND AND SUPPLEMENTAL INFORMATION: The City Council discussed the North Mankato Arts Idea Plan at the July 10, 2017 Council Meeting and again at the July 24, 2017 Council Work Session.																													
<i>If additional space is required, attach a separate sheet</i>																													
REQUESTED COUNCIL ACTION: Adopt Resolution Approving the North Mankato Arts Idea Plan.																													
<div style="margin-bottom: 10px;"> Motion By: _____ Second By: _____ </div> <div> Vote Record: <table style="display: inline-table; vertical-align: top; margin-left: 10px;"> <thead> <tr> <th style="text-align: center;">Aye</th> <th style="text-align: center;">Nay</th> <th></th> </tr> </thead> <tbody> <tr><td style="text-align: center;">_____</td><td style="text-align: center;">_____</td><td>Freyberg</td></tr> <tr><td style="text-align: center;">_____</td><td style="text-align: center;">_____</td><td>Whitlock</td></tr> <tr><td style="text-align: center;">_____</td><td style="text-align: center;">_____</td><td>Steiner</td></tr> <tr><td style="text-align: center;">_____</td><td style="text-align: center;">_____</td><td>Norland</td></tr> <tr><td style="text-align: center;">_____</td><td style="text-align: center;">_____</td><td>Dehen</td></tr> </tbody> </table> </div>	Aye	Nay		_____	_____	Freyberg	_____	_____	Whitlock	_____	_____	Steiner	_____	_____	Norland	_____	_____	Dehen	<div style="text-align: center; border-bottom: 1px solid black; margin-bottom: 10px;"> SUPPORTING DOCUMENTS ATTACHED </div> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center; width: 20%;">Resolution</td> <td style="text-align: center; width: 20%;">Ordinance</td> <td style="text-align: center; width: 20%;">Contract</td> <td style="text-align: center; width: 20%;">Minutes</td> <td style="text-align: center; width: 20%;">Map</td> </tr> <tr> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </table> <div style="margin-top: 10px;"> Other (specify) <u>North Mankato Public Art Ideas Plan</u> _____ _____ _____ </div>	Resolution	Ordinance	Contract	Minutes	Map	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Aye	Nay																												
_____	_____	Freyberg																											
_____	_____	Whitlock																											
_____	_____	Steiner																											
_____	_____	Norland																											
_____	_____	Dehen																											
Resolution	Ordinance	Contract	Minutes	Map																									
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																									
<div style="margin-bottom: 10px;"> <input type="checkbox"/> Workshop </div> <div style="margin-bottom: 10px;"> <input checked="" type="checkbox"/> Regular Meeting </div> <div> <input type="checkbox"/> Special Meeting </div>	<div style="margin-bottom: 10px;"> <input type="checkbox"/> Refer to: _____ </div> <div style="margin-bottom: 10px;"> <input type="checkbox"/> Table until: _____ </div> <div> <input type="checkbox"/> Other: _____ </div>																												

RESOLUTION APPROVING THE NORTH MANKATO
PUBLIC ART IDEAS PLAN

WHEREAS, the City of North Mankato wishes to establish a long-term plan for community art; and

WHEREAS, the City of North Mankato wants to establish a process for selecting future public art projects; and

WHEREAS, the City of North Mankato wishes to ensure community art projects are properly installed and well maintained.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF NORTH MANKATO, NICOLLET COUNTY, MINNESOTA as follows:

Section 1. The North Mankato City Council reviewed the North Mankato Public Art Ideas Plan.

Section 2. The North Mankato City Council hereby determines that the approval of the North Mankato Public Art Ideas Plan is in the best interest of the City of North Mankato and approves the plan.

Section 3. This Resolution shall be in full force and effect upon approval.

Adopted by the City Council this 24th day of July 2017.

Mayor

ATTEST:

City Clerk

CITY OF NORTH MANKATO

REQUEST FOR COUNCIL ACTION



Agenda Item #8G	Department: Administration	Council Meeting Date: 7/24/17																																		
TITLE OF ISSUE: Consider Adopting Resolution Clarifying Public Comments.																																				
BACKGROUND AND SUPPLEMENTAL INFORMATION: The City Council initially discussed the resolution at the July 10, 2017 Council Meeting and again at the July 24, 2017 Council Work Session.																																				
<i>If additional space is required, attach a separate sheet</i>																																				
REQUESTED COUNCIL ACTION: Adopt Resolution Clarifying Public Comments.																																				
<p>Motion By: _____</p> <p>Second By: _____</p> <p>Vote Record:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">Aye</td> <td style="width: 15%; text-align: center;">Nay</td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Freyberg</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>Norland</td> </tr> <tr> <td></td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Dehen</td> </tr> </table>		Aye	Nay			_____	_____	Freyberg		_____	_____	Whitlock		_____	_____	Steiner		_____	_____	Norland		_____	_____	Dehen	<p style="text-align: center;">SUPPORTING DOCUMENTS ATTACHED</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 20%;">Resolution</td> <td style="width: 20%;">Ordinance</td> <td style="width: 20%;">Contract</td> <td style="width: 20%;">Minutes</td> <td style="width: 20%;">Map</td> </tr> <tr> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </table> <p>Other (specify) _____</p> <p>_____</p> <p>_____</p> <p>_____</p>		Resolution	Ordinance	Contract	Minutes	Map	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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RESOLUTION CLARIFYING PUBLIC COMMENTS POLICY

WHEREAS, citizens are encouraged to attend and participate in discussion on regular agenda items; and

WHEREAS, prior to the beginning of the Business Item portion of the Agenda, there is a Public Comment time which provides citizens an opportunity to comment on items that are listed as Business Items; and

WHEREAS, no legal requirement for public comment portions of the agenda exists, and the public comment times have been established above the minimum legal requirements in the interest of good governance; and

NOW THEREFORE BE IT RESOLVED by the City Council of the City of North Mankato that the following Public Comments Policy is hereby adopted.

Public Comments Policy

1. Citizens are encouraged to attend Council Meetings and may speak on any Business Item on the agenda or on matters for which a public hearing is being held.
2. Citizens must complete a Request to Appear before City Council form before speaking and state their name and address when they approach the podium.
3. Citizens wishing to speak are encouraged to contact the Mayor or City Administrator prior to the start of the meeting.
4. Citizens with questions or comments regarding items not listed as Business Items must contact the City Clerk's office by Monday at noon on the day of a regular business meeting and submit a Request to Appear before City Council form. The City Clerk will submit the request to the Mayor, City Administrator, and City Attorney to determine if it should be added to the meeting agenda.
5. Items regarded as not being able to wait until the next business meeting may be added to the agenda by a recommendation of the Mayor, City Administrator, or City Attorney, upon approval of the City Council.
6. Speaking times will be limited to 3-minutes.
7. The Public Comment portion of the meeting will be limited to 15 minutes.
8. Citizens who have previously addressed the City Council during Public Comments regarding a topic that is not a Business Item on the regular agenda may only revisit the same matter to request a written progress report once every 90 days. Additional new information may always be submitted to the City Clerk for dissemination to the City Council.
9. Matters discussed at Public Comments will typically be referred to Administration with a request for a follow-up report.
10. Any matters involving personnel or insurance claims will be immediately referred to the City Administrator or City Attorney.
11. The City Council will not typically take action, and may only ask questions to clarify a question or comment.
12. The City Council may schedule a work session to gather feedback from residents on non-agenda items regarding matters for which they have oversight responsibilities.

Procedures for non-compliant speakers:

(For speakers who exceed time limit or address issues that are not appropriate for Public Comments.)

1. Mayor may interrupt and re-direct the speaker or a Council member may call a "point of order."
2. Mayor, City Administrator, or department head may volunteer to address the issue in an office meeting.
3. Mayor to gavel the speaker and conclude his/her time.
4. Law enforcement or other security will remove the disruptive speaker from the podium, if necessary.

This Resolution shall become effective upon its passage and without further publication.

Dated this 24th day of July 2017.

Mayor

City Clerk

CITY OF NORTH MANKATO

REQUEST FOR COUNCIL ACTION



Agenda Item #8H	Department: Administration	Council Meeting Date: 7/24/17																												
TITLE OF ISSUE: Consider Setting a Public Hearing to Consider Ordinance No. 94, Fourth Series, an Ordinance of the City of North Mankato, Minnesota, Amending North Mankato City Code, Chapter 111, Entitled "Alcoholic Beverages."																														
BACKGROUND AND SUPPLEMENTAL INFORMATION: City Staff has reviewed City Code and are presenting the inclusion of a seasonal extension of permitted unenclosed area to allow flexibility for restaurant and bar owners during the summer hours.																														
<i>If additional space is required, attach a separate sheet</i>																														
REQUESTED COUNCIL ACTION: Set Public Hearing for 7 p.m. on August 7, 2017 to consider Ordinance No. 94, Fourth Series, an Ordinance of the City of North Mankato, Minnesota, Amending North Mankato City Code, Chapter 111, Entitled "Alcoholic Beverages."																														
Motion By: _____ Second By: _____ Vote Record: <table style="margin-left: 40px; border: none;"> <tr> <td style="text-align: center;">Aye</td> <td style="text-align: center;">Nay</td> <td></td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Freyberg</td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Whitlock</td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Steiner</td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Norland</td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Dehen</td> </tr> </table>	Aye	Nay		_____	_____	Freyberg	_____	_____	Whitlock	_____	_____	Steiner	_____	_____	Norland	_____	_____	Dehen	<div style="text-align: center; border-bottom: 1px solid black; margin-bottom: 10px;"> SUPPORTING DOCUMENTS ATTACHED </div> <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Resolution</td> <td style="text-align: center;">Ordinance</td> <td style="text-align: center;">Contract</td> <td style="text-align: center;">Minutes</td> <td style="text-align: center;">Map</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </table> Other (specify) <u>Redlined City Code</u> _____ _____ _____ _____		Resolution	Ordinance	Contract	Minutes	Map	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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ORDINANCE NO. 94, FOURTH SERIES
AN ORDINANCE OF THE CITY OF NORTH MANKATO, MINNESOTA, AMENDING NORTH
MANKATO CITY CODE, CHAPTER 111, ENTITLED "ALCOHOLIC BEVERAGES"

THE CITY COUNCIL OF THE CITY OF NORTH MANKATO, MINNESOTA ORDAINS:

Section 1. The North Mankato City Code, Section 111.036, Premises Licensed is hereby amended by incorporating the following changes:

(H) Seasonal Extension of Permitted Unenclosed Area

- (1) An applicant may make application to have an area that is contiguous to the unenclosed or enclosed licensed premises included in the licensed area for a 6-month seasonal extension of permitted area to permit the sale and/or consumption of intoxicating and /or nonintoxicating liquor.
- (2) Such application shall be an additional application.
- (3) Such application for a seasonal use of contiguous unenclosed premises shall comply with all the requirements set forth in divisions (D) through (F) in terms of the requirements and standards for its issuance and the terms of its licensure.
- (4) Applicants must prove adequate insurance is provided to cover the seasonal extension of permitted area.

Section 2. After adoption, signing and attestation, this Ordinance shall be published once in the official newspaper of the City and shall be in effect on or after the date following such publication.

Adopted by the Council this _____ day of _____ 2017.

Mayor

ATTEST:

City Clerk

§ 111.036 PREMISES LICENSED.

(A) The application for any license granted hereunder shall contain a detailed description of the premises upon which description on the application shall be a drawing which designates the area to be licensed, which drawing shall be deemed a part of the application.

(B) Except as otherwise provided in this division, no premises shall be licensed unless contained wholly within a completely enclosed building and all activities related to the sale and/or consumption of intoxicating liquor and/or 3.2% malt liquor shall be strictly limited to the completely enclosed building or portion thereof as have been licensed.

(C) An applicant may make application to have an area that is contiguous to the completely enclosed licensed premises included in the area licensed to permit the sale and/or consumption of intoxicating and/or 3.2% malt liquor in such contiguous area that is not wholly within a completely enclosed building. Such application shall be accompanied by an investigation and review fee, which fee shall be nonrefundable and in addition to any other investigation fee required.

(D) Each application pursuant to division (C) of this section shall contain a description of the nonenclosed area that is proposed to be licensed and shall be accompanied by a drawing of the proposed area to be licensed. Such application shall also include a detailed scale description of the barriers that will be used, method of seating, ingress and egress arrangements, security provisions, sanitary and fire arrangements and lighting. The drawings required hereunder shall include the dimensions of the area, barriers, tables, aisles and equipment and shall be drawn proportionately to scale.

(E) The application pursuant to division (C) of this section shall be submitted to the Police Department, Fire Department, Planning Division, City Attorney, Building Inspector and City Administrator for review and comment before submission to the City Council. The aforementioned city staff shall review the suitability of the proposed nonenclosed premises in light of the applicable fire, building and life safety codes, zoning ordinances, past performance of the licensee in maintaining order on the licensed premises and obeying applicable laws, the adequacy of the proposal to provide for the safety of persons on the proposed premises, impact on the surrounding land, adequacy of lighting, appropriateness of noise level, suitability of ingress and egress arrangements, including control of persons entering and leaving for purposes of preventing consumption by minors and safety of seating arrangements.

(F) Any application granted for the inclusion of nonenclosed premises in the licensed premises shall be granted upon such terms and conditions as the Council may specify in granting such application relating to the limits of such use, including provisions relating to:

- (1) Hours of operation in the unenclosed area;
- (2) Barriers to be maintained delineating the unenclosed area such as requiring planters, walls or fences;
- (3) Minimum lighting requirements;
- (4) Type of chairs and/or tables used and/or their anchoring;
- (5) Days of the week or months enclosed premises may be used;

- (6) Personnel required to supervise the unenclosed area;
- (7) Items required by applicable fire, building and life safety codes;
- (8) Maximum number of persons who may be present at any one time;
- (9) Fencing to be opaque;
- (10) Means and methods used to restrict consumption to licensed area and prevent removal or consumption of beverages outside licensed area;
- (11) Additional parking requirements;
- (12) The type of beverage container used;
- (13) Amplified music;
- (14) Sanitary facilities provided, their location and number.

(G) Any licensing of unenclosed premises shall be deemed experimental and, as such, no expectation shall be had by the licensee that the licensing of the unenclosed premises will be renewed even though no misconduct occurred on the unenclosed premises in the event the City Council determines to repeal the general authorization for unenclosed areas to be included in the licensed premises of establishments.

(H) Seasonal Extension of Permitted Unenclosed Area

- (1) An applicant may make application to have an area that is contiguous to the unenclosed or enclosed licensed premises included in the licensed area for a 6-month seasonal extension of permitted area to permit the sale and/or consumption of intoxicating and /or nonintoxicating liquor.
- (2) Such application shall be an additional application.
- (3) Such application for a seasonal use of contiguous unenclosed premises shall comply with all the requirements set forth in divisions (D) through (F) in terms of the requirements and standards for its issuance and the terms of its licensure.
- (4) Applicants must prove adequate insurance is provided to cover the seasonal extension of permitted area.

~~(H) An applicant may make application to have an area that is contiguous to the licensed completely enclosed premises temporarily included in the area license to permit the sale and/or consumption of intoxicating and/or nonintoxicating liquor in such contiguous area that is not wholly within a completely enclosed building. Such application shall be an additional application and shall be accompanied by an additional investigation and review fee, which fee shall be nonrefundable and in addition to any other investigation fee required. Such application for a temporary use of contiguous nonenclosed premises shall comply with all the requirements set forth in divisions (D) through (F) in terms of the requirements and standards for its issuance and the terms of its licensure; provided, however, that only plastic cups may be used to serve beverages and no glass beverage containers or beverage cans may be used or present in the unenclosed temporarily licensed premises. Such temporary use shall not exceed 1 consecutive 3 day period.~~

(Ord. 138, passed 4-4-1994)

CITY OF NORTH MANKATO

REQUEST FOR COUNCIL ACTION



Agenda Item #10A	Department: Administration	Council Meeting Date: 7/24/17
TITLE OF ISSUE: Receive Belgrade Avenue Master Plan.		
BACKGROUND AND SUPPLEMENTAL INFORMATION: Bolton & Menk Transportation Planner Matt Lassonde will present the Belgrade Avenue Master Plan.		
<div style="text-align: right; font-size: small; color: gray;">If additional space is required, attach a separate sheet</div>		
REQUESTED COUNCIL ACTION: Receive Belgrade Avenue Master Plan.		
<div style="margin-bottom: 10px;"> Motion By: _____ Second By: _____ </div> <div> Vote Record: Aye Nay <div style="margin-left: 100px;"> <div style="display: flex; justify-content: space-between; width: 100%;"> <div style="width: 40%;"> <div style="border-bottom: 1px solid black; width: 100%;"></div> <div style="border-bottom: 1px solid black; width: 100%;"></div> <div style="border-bottom: 1px solid black; width: 100%;"></div> <div style="border-bottom: 1px solid black; width: 100%;"></div> <div style="border-bottom: 1px solid black; width: 100%;"></div> </div> <div style="width: 40%;"> Freyberg Whitlock Steiner Norland Dehen </div> </div> </div> </div>	<div style="text-align: center; font-weight: bold; margin-bottom: 10px;">SUPPORTING DOCUMENTS ATTACHED</div> <div style="display: flex; justify-content: space-around; font-size: small;"> Resolution Ordinance Contract Minutes Map </div> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; width: 40px; height: 20px;"></div> <div style="border: 1px solid black; width: 40px; height: 20px;"></div> <div style="border: 1px solid black; width: 40px; height: 20px;"></div> <div style="border: 1px solid black; width: 40px; height: 20px;"></div> <div style="border: 1px solid black; width: 40px; height: 20px;"></div> </div> <div style="margin-top: 10px;"> Other (specify) _____ _____ _____ _____ _____ </div>	
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Belgrade Avenue Master Plan

City Council Meeting

July 24, 2017

City of North Mankato, MN



Agenda

- Purpose of Plan
- Issues
- Guiding Principles
- Vision
- Plan Overview
- Implementation
- Moving Forward



Plan Purpose

- ...to achieve a plan for investment in the Central Business District (CBD) and a shared vision for its future among the City, citizens and property owners in the downtown area.

Issue Identification

- Walkability and the Pedestrian Realm
- Parking
- Land Use, Design and Downtown Character
- Circulation Issues
- Economic Development Issues



Guiding Principles

- Utilize the CBD as a gathering place and place for businesses to succeed
- Strengthen the variety and vitality of the CBD
- Establish flexible design guidelines for new construction and rehabilitation efforts
- Revitalize neighborhoods in and near the CBD
- Create inviting streets and sidewalks
- Strengthen partnerships to achieve common goals

Vision

A Vision for the North Mankato Central Business District



Plan Components

Section 1: Introduction

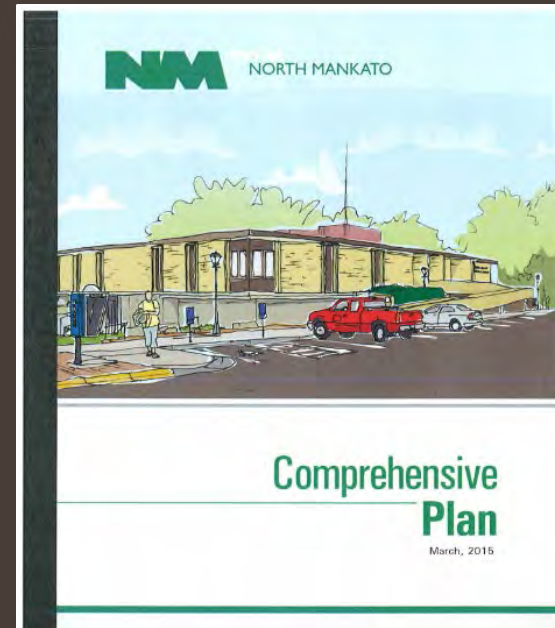
- Plan Purpose
- Overview of the planning process and previous planning efforts
- Summary of the Issues and Themes discussed in the plan
- How the plan is used
- Guiding Principles



Plan Components

Section 2: Vision, Goals, and Objectives

- A vision created from themes generated at previous meetings
- Goals and Objectives from the Comp Plan



Plan Components

Section 3: Public Involvement

Public Meetings		
Business on Belgrade (3)	Public Open Houses (3)	Steering Committee Meetings (5)
<ul style="list-style-type: none"> December 2014 March 2015 	<ul style="list-style-type: none"> April 2016 January 2017 (2) 	<ul style="list-style-type: none"> April 2016 Sept 2016 November 2016 January 2017 April 2017

Community Survey

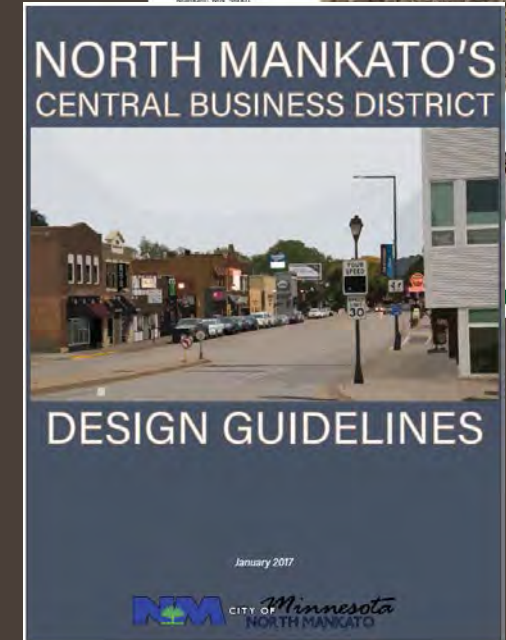
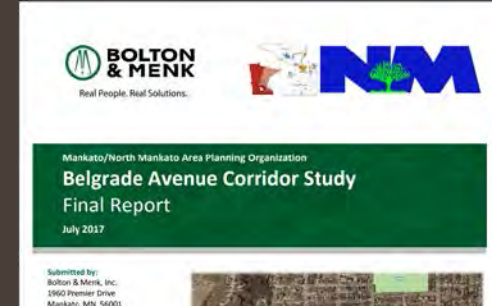
- Input on business environment as a place to work, live and operate a business
- 350 responses



Plan Components

Section 4: Existing and Emerging Conditions

- Existing and Emerging Conditions
 - Demographics
 - Land Use and Structures
 - Transportation and Circulation
 - Infrastructure
 - Community Events
 - Market Analysis



5, 10, and 20-Year implementation recommendations

Plan Components

Section 5: Implementation

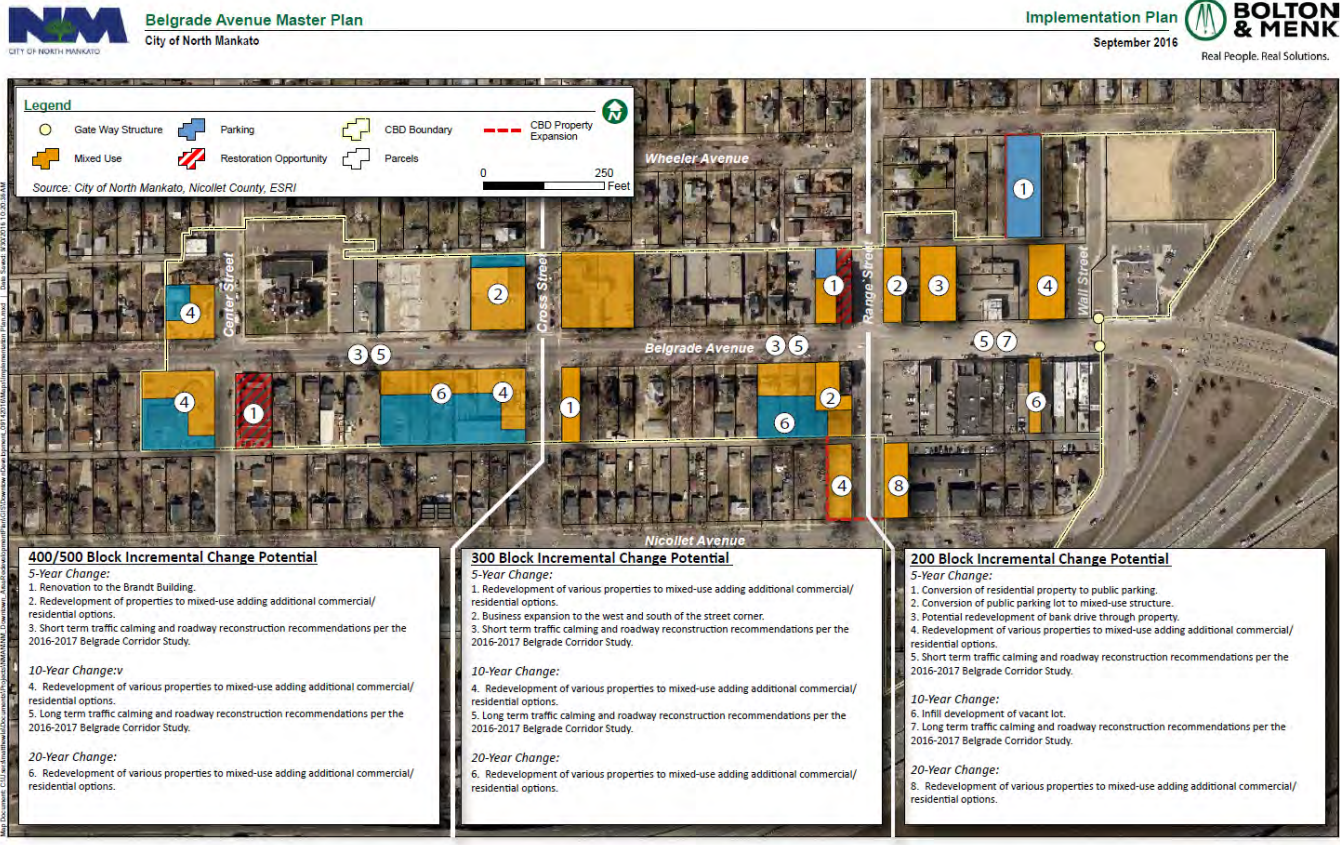


Plan Components

Section 6: Funding Strategies

- Funding Strategies to assist economic development
- Tax Increment Financing
- Community Development Block Grant Entitlement Program
- Commercial Grant and Loan Funds

Implementation Plan



- Key items from implementation:
 - Encourage redevelopment of corners as mixed use buildings
 - Employ traffic calming strategies, streetscaping and pedestrian improvements to create a more inviting destination for public gathering
 - Create design guidelines for new construction and renovations to encourage aesthetic continuity throughout the district
 - Develop a plan to inventory and recognize properties of historical significance

Moving Forward

How this Plan is Used

- A guide for public and private improvements within the next 5 – 20 years.
 - Public Sector:
 - Addendum to the Comp Plan
 - Reference for coordination, design, and budgeting for capital improvements
 - Communication to citizens
 - Private Sector:
 - Developer reference
 - Business interests reference
 - Existing businesses reference
- A supplement to the Belgrade Corridor Study and previous planning efforts

2016

Belgrade Avenue Master Plan



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Acknowledgements

We would like to thank all who contributed to the Belgrade Avenue Master Plan effort. Your desire to enhance the business environment, citizen experience, and aesthetic quality of this very important district in the City has been invaluable to the success of the effort.

A special thanks to:

North Mankato City Staff

John Harrenstein,
City Administrator

Michael Fischer,
City Planner
April Van Genderen,
City Clerk

Business on Belgrade

Jim Whitlock,
Director

City Center Partnership

Megan Flanagan,
Director

Belgrade Avenue Master Plan Steering Committee

Brad Potter
Lynn Schriener
Tom Nuebert
Randy Zellmer
Jon Hammel
Linda Myron
Jim Whitlock
Max DeMars
Barb Church
Dillon Petrowitz
Adrian Person
Rebecca DeYonge
Christopher Person
Matthias Leyrer
Corrie Vihstadt
Tom Hagen
Nicole Goebel
Dan Cronn-Mills
Thomas Bohrer
Sheila Skilling
Jennifer Chelstrom

Executive Summary

The purpose of the Belgrade Avenue Master Plan is to achieve a framework for investment in the Central Business District (CBD) and to achieve a shared vision of the future of the CBD by the City, citizens and property owners in the downtown area. Issues in the downtown were discussed at a stakeholder meeting back in December of 2014. Citizens and business owners in the district worked with City staff and consulting staff to identify a way forward for the district. This plan should serve as a guide for both public and private redevelopment and streetscape improvements throughout the CBD into the near future. Both public and private sectors play a vital role in this process and should use this plan as outlined below:

Public Sector

1. This document should be adopted as an addendum to the North Mankato Comprehensive Plan.
2. City departments should refer to the components in this document to coordinate, design, and budget for capital improvements.
3. Citizens should look to this plan to understand how the City hopes to enhance the downtown and make it a stronger destination.

Private Sector

1. Developers should work with City Staff and refer to this document prior to generating design concepts, in order to better understand the overall goals of the community and how their proposed project fits into the context of the Belgrade Avenue Master Plan.
2. Entrepreneurs and business owners looking for a place to set up or relocate a retail establishment should consult this plan to gain an understanding of what businesses exist and how consumers in the region spend their money.
3. Existing business owners and organizations should look to this plan for guidance on business expansion that will best serve the identified goals and to become aware of potential funding sources that could assist with the success of their businesses.

The key 5, 10 and 20-year implementation initiatives of this plan are outlined below:

5-Year Implementation

- Redevelop the corners of major intersections in the CBD as mixed use centers.
- Extend the commercial/mixed use environment north and south of Belgrade Avenue along Range Street.
- Implement short-term traffic calming, streetscaping, and other improvement recommendations from the 2016-2017 Belgrade Avenue Corridor Study along Belgrade Avenue.

10-Year Implementation

- Redevelop the corners of major intersections in the CBD as mixed use centers and look to expanding redevelopment toward the center of blocks along Belgrade facilitating the conversion or redevelopment of existing residential dwellings and/or blighted properties.
- Implement long-term traffic calming, streetscaping and other improvement recommendations from the 2016-2017 Belgrade Avenue Corridor Study along Belgrade Avenue.

20-Year Implementation

- Redevelop the corners of major intersections in the CBD as mixed use centers and look to expanding redevelopment toward the center of blocks along Belgrade facilitating the conversion or redevelopment of existing residential dwellings and/or blighted properties.
- Promote and participate in the further western expansion of mixed use throughout the CBD.
- Pursue opportunities for expansion of 200 Block south of Nicollet.

Section 1 – Introduction

1.1 Plan Purpose

The purpose of this document is to achieve an identifiable plan for investment in the Central Business District (CBD) by the City of North Mankato, and to achieve a shared vision of the future of the CBD by the City, citizens and property owners in the downtown area.

As the gateway to the North Mankato, the CBD located along Belgrade Avenue is a critical part of the community. The City provides this document as an implementation plan for the goals, objectives and policies presented in the North Mankato Comprehensive Plan which suggest that the future downtown should be memorable, vibrant, attractive and welcoming to pedestrians.



Attributes that are vital to a vibrant commercial center will include a mix of retail stores, unique dining experiences, service providers, residential opportunities and welcoming public gathering spaces in the form of plazas and green space. In pursuit of this cause, this plan aims to:

- Focus redevelopment efforts to solidify the identity of the downtown by blending commercial activity with a variety of residential uses to create a unique urban atmosphere in the City.
- Provide guided implementation for the defined Goals, Objectives and Policies in the North Mankato Comprehensive Plan. The Comprehensive Plan outlines the major issues facing the downtown and this plan aims to provide solutions for those issues through recommended land use suggestions.
- Draw visitors to the area by supporting land use decisions, infrastructure investment, and beautification efforts that make the area more attractive to those activities and maintain the downtown as a magnet for community gathering, shopping and dining through added open gathering spaces, unique shopping options, and dining options.

1.2 Planning Process

Business owners within the CBD have repeatedly expressed the desire to work with the City to acquire economic development tools to enhance the Downtown as a destination providing unique shopping, dining and gathering opportunities. The business owners are the primary stakeholder group within the District, including those that make up the Business on Belgrade organization; a group of businesses that, through partnership, pursue enhanced marketing efforts and facilitate events in the downtown such as Blues on Belgrade, Bier on Belgrade, Bumpers on Belgrade, and Bells on Belgrade. Members from the Business on Belgrade organization gathered with City Staff leadership to begin brainstorming efforts early in the planning process.

Previous efforts for Downtown planning were reviewed to include the results of the public participation processes and to incorporate relevant, conceptual ideas from those efforts into this plan.

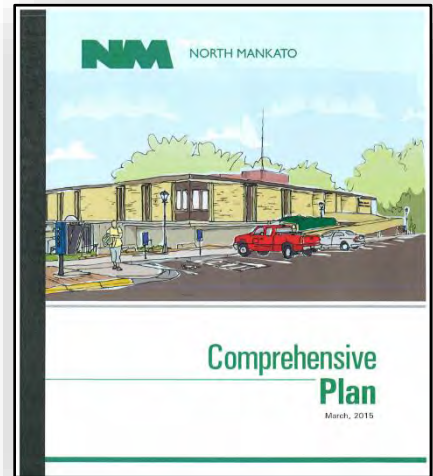
1.3 Previous and Related Planning Efforts

Since 2010, there have been several planning efforts for the downtown with community engagement ranging from small focus groups to large community open houses. Those efforts are listed here and the overall public response from each is outlined in Appendix A.

Comprehensive Plan (2015)

The North Mankato Comprehensive Plan was completed in 2015 and was the result of two years of work completed by WSB and Associates and other consulting firms as well as City Staff. This is the first comprehensive planning document for the City and serves as the basis for the actions implemented in this plan.

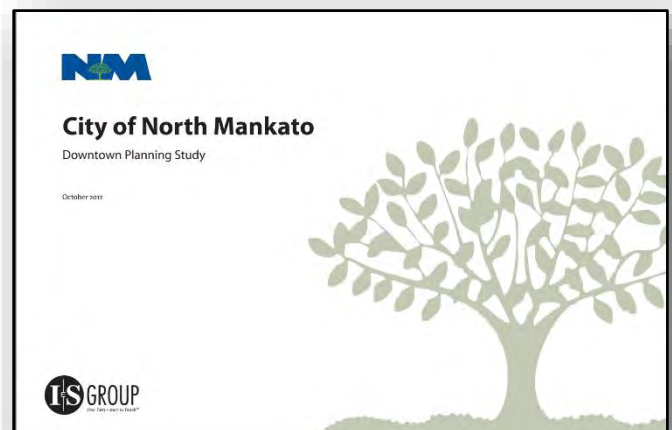
Focus group meetings were held with specific stakeholders including local government representatives, the business community, institutional stakeholders and other various organizations and government agencies. A community wide open house was held early in the process as well as informational booths at local events. Student bodies from local schools provided younger stakeholder feedback in the process.



The goals, objectives and policies outlined in Chapter 3 – Land Use, Chapter 9 – Downtown Redevelopment, and Chapter 10 – Community Design represent the results of those public input endeavors that are relevant to this plan. These goals and objectives can be seen in Section 2 of this document.

I & S Downtown Study (2012)

Considered within the Comprehensive Plan is the Downtown Planning Study conducted in 2012 by the I & S Group in Mankato. The study considered a vision for the downtown offering design concepts, façade and streetscape improvements, parking enhancements and guidance on next steps. This Belgrade Avenue Master Plan moves forward with some of the concepts from that study and includes the themes that developed through the public process.



Business on Belgrade (BoB) Focus Group (2010)

A mix of six Business on Belgrade/business community members and eight North Mankato residents gathered for a focus group meeting on January 12, 2010 led by the Kluender Consulting Group to discuss the future of North Mankato's downtown area. There were several major themes outlined through this meeting that were supported by the majority of the participants including the pursuit of branding efforts, creation of a gateway to downtown, a unique shopping environment, building restoration, a pedestrian friendly environment, and wayfinding signage for parking among other things.

Mankato Area Planning Organization (MAPO) – Belgrade Avenue Corridor Study (2016-2017)

In 2015, the Mankato/North Mankato Area Planning Organization created the MAPO 2045 Transportation Plan geared toward translating identified multimodal needs into specific actionable projects in the area. The plan prioritizes improvements to coordinate preservation needs with mobility, safety, freight, and congestion needs to accommodate planned growth. That effort identified the need to further study the Belgrade corridor to address projected insufficiencies. The Belgrade Avenue Corridor Study identifies future transportation improvements to increase the

function and safety for all modes of traffic on Belgrade Avenue between Lee Boulevard and the Veteran's Memorial Bridge. The study covers transportation considerations that are absent in the Belgrade Avenue Master Plan was completed in concurrence with this plan.

1.4 Summary of Issues and Themes

Walkability and the Pedestrian Realm

As stated in the Comprehensive Plan, safety, comfort and an inviting atmosphere lend to attractiveness and walkability. While the CBD is well served by the existence of sidewalks on both sides of Belgrade as well as most side streets, existing pedestrian infrastructure may benefit from improvements.

- Opportunities to cross Belgrade Avenue in the 200 Block are seen as lacking or unsafe.
- Excessive public and private access on the north side of Belgrade Avenue in the 200 Block
- Increases in mixed use buildings will likely increase pedestrian movement in the downtown elevating the need for enhancements to the pedestrian realm.
- Public gathering and open space downtown are seen as lacking.

Parking

As the downtown density increases with additional businesses and creates a draw for residents and patrons, parking resources will need to increase as well. 2015 parking lot additions just north of the Belgrade Avenue 200 block have alleviated near term parking needs.

- Current parking options can sustain the existing conditions within the district. Suitable parking that will service an expanding downtown business existence will need to be included in the vision.

Land Use, Design and Downtown Character

Both commercial and residential properties within the CBD have been identified as having desirable design elements that lend to the overall character of the district. Steps should be taken to maintain the desirable characteristics and encourage new construction efforts to achieve designs that integrate well within the district.

- Buildings don't follow a consistent theme in the CBD regarding design.
- The streetscape should be enhanced to reflect community character and to accommodate public gatherings.
- The existing art sculpture walk in the downtown is valued in the community. Other efforts to improve sidewalks and encourage pedestrian movement should be explored.
- The City should adopt design guidelines for the CBD.

Circulation Issues

- The current state of circulation in the Central Business District provides patterns and roadway characteristics that may not be conducive to an enhanced pedestrian realm and more inviting sense of place in the district.
- Access, traffic volumes and speeds, and other criteria will need to be addressed to accommodate future change in the district and achieve the goals of the Comprehensive Plan.
- Wayfinding signage should be added in the district.

Economic Development

- Several existing buildings along the corridor have been identified as having the potential to be better utilized through redevelopment as mixed use buildings accommodating more business, office, and residential opportunities while providing an enhanced downtown atmosphere. Buildings include those close to major intersections along the corridor.

- Steps should be taken to ensure a diverse mix of businesses exists for the future economic success of the downtown.

1.5 How the Plan is used

The Belgrade Avenue Master Plan has been created to inform and guide both public and private redevelopment within the North Mankato CBD. The Master Plan contains guiding principles for success of the business environment, enhanced character, integration of residential and commercial uses, revitalization, and building key partnerships that will work together to achieve a common vision.

This document should serve as a guide for both public and private sectors.

Public Sector

1. This document should be adopted as an addendum to the North Mankato Comprehensive Plan.
2. City departments should refer to the components in this document to coordinate, design, and budget for capital improvements.
3. Citizens should look to this plan to understand how the City hopes to enhance the downtown and make it a stronger destination.

Private Sector

1. Developers should work with City Staff and refer to this document prior to generating design concepts, in order to better understand the overall goals of the community and how their proposed project fits into the context of the Belgrade Avenue Master Plan implementation.
2. Entrepreneurs and business owners looking for a place to set up or relocated a retail establishment should consult this plan to gain an understanding of what businesses exist and how consumers in the region spend their money.
3. Existing business owners and organizations should look to this plan for guidance on business expansion that will best serve the identified goals and to become aware of potential funding sources that could assist with the success of their businesses.

1.6 Guiding Principles

As the community is pursuing downtown revitalization in the future, it should consider the following guiding principles when evaluating efforts and proposals for reinvesting, redesigning and redeveloping the CBD:

1. Utilize the CBD as a gathering place and place for businesses to succeed

The CBD should serve as the community's priority location for major activities and celebrations to attract and accommodate a wide variety of uses by residents, employees and visitors. Examples of activities include: Blues on Belgrade, Bier on Belgrade, Bookin' on Belgrade, Bells on Belgrade, Bumpers on Belgrade and City Art.

2. Strengthen the variety and vitality of the CBD

The CBD's economy and vibrancy as a community destination should be revitalized by attracting more retail, restaurant and service businesses. This plan promotes downtown as a home to a variety of destinations for citizens and visitors. In order to attract people downtown, there needs to be a concentration or critical mass of destinations to fully realize the downtown as one of the community's gathering places.

Parking in the CBD should be provided and managed to meet the needs of existing businesses and to accommodate future businesses.

3. Establish flexible Design Guidelines for new construction and rehabilitation efforts

As part of this planning effort, design guidelines have been including to guide the exterior design of new construction and rehabilitation efforts in the CBD. Working off of the CBD's unique character and connection to the former Wheeler Brickyard, design guidelines should be used to promote the community's unique heritage of brickmaking and community building. The presence of North Mankato brick buildings remaining in the CBD significantly contributes to the visually unique CBD environment. The focus will be on attracting more retail, restaurant, entertainment and service businesses to both new and renovated storefronts.

4. Revitalization of neighborhoods in and near the CBD

Due to the age and condition of the residential dwellings in and adjacent to the CBD, the opportunity for housing rehabilitation exists. Rehabilitation of existing housing and the addition of new housing options is encouraged to strengthen the CBD as a complete district with desirable housing options and amenities. Both public and private efforts should be made to target revitalization of the housing stock to become great places to live.

5. Create inviting streets and sidewalks within the CBD

The streets and sidewalks with the CBD should be designed and reconstructed to create a desirable and balanced environment for vehicles and pedestrians, creating a Complete Street network.

6. Strengthen CBD partnerships to achieve common goals

The City cannot achieve successful revitalization of the CBD and adjacent properties on its own. It is imperative that strong partnerships are established that enable the City to identify common goals with other downtown stakeholders and leverage their resources. These partnerships will involve public and private entities.



Section 2 – Vision, Goals and Objectives

2.1 Vision

Throughout past public meetings and previous planning efforts, several ideas have been generated about an ideal future for the CBD. While there have been many positive characteristics associated with Belgrade Avenue today such as active, historic, beautiful, and recreational, some negative characteristics have been expressed as well. Some thought the district was ugly, not inviting, and dangerous in certain locations.

Staff asked open house participants to express desirable characteristics they would like to experience in the downtown in the near future. It is with these characteristics in mind that a vision for the downtown is generated.

A Vision for the North Mankato Central Business District

The North Mankato Central Business District is a growing and safe district characterized by cohesive architectural design, pedestrian friendly streetscapes, and new destinations all contributing to a beautiful, thriving, and inviting area serving as the core for community convention.



*Figure 1. Revitalization efforts in the downtown will assist with achieving the vision for the downtown. This graphic illustrates areas of potential redevelopment in orange. The full implementation plan can be seen in Section 5 - Implementation. **Source:** City of North Mankato, ESRI.*

2.2 Goals and Objectives

The North Mankato Comprehensive Plan serves as the vision and roadmap for where the community is headed with ideas and goals aimed at reflecting the community's values and the desire for what North Mankato is to become. Several chapters within the plan identify goals that are pertinent to ensuring a vibrant downtown in the City. The following goals and objectives from the Comprehensive Plan were designed as specific guidelines to incorporate into the Belgrade Avenue Master Planning process.

CHAPTER 3 – LAND USE:

Goal 1: Maximize the use of land within the City of North Mankato in a way that strengthens the local economy, preserves natural resources, and ensures a high-quality of life for all residents.

Objective 1.1: Preserve and enhance the small business environment of the downtown.

CHAPTER 9 – DOWNTOWN REDEVELOPMENT:

Goal 1: Expand the number and variety of businesses and residential varieties in the downtown.

Objective 1.1: Redevelop underutilized parcels or outdated and deteriorating buildings.

Objective 1.2: Increase the number of businesses and residents in the downtown.

Objective 1.3: Ensure adequate parking for all businesses.

Goal 2: Create a safe and inviting pedestrian realm.

Objective 2.1: Improve safety for pedestrians

Objective 2.2: Improve the appearance of the streetscape and façades in the downtown.

CHAPTER 10 – DESIGN:

Goal 1: Enhance the livability of North Mankato through quality design.

Objective 1.1: Make enhancements that improve the functionality of the public realm.

Objective 1.2: Make decisions that enhance the appearance and attractiveness of the public realm.



Section 3 - Public Involvement

3.1 Business on Belgrade (BoB) Meetings

Early meetings began in December of 2014 for the development of ideas among members of the Business on Belgrade Organization and City Staff. Discussions were focused on problem areas within the district regarding land use, traffic and streetscape, as well as desires and opportunities for business expansions or property redevelopment.

Early Meeting topics included:

1. What draws people into the downtown to stay and spend time?
2. What do we want the Central Business District to look like?
3. What will potential funding sources be?
4. What are concerns for further consideration?

These early meetings led to a BoB stakeholder meeting held on March 5th, 2015 where City Staff conducted a visioning exercise with a larger group of BoB members. The group was divided into smaller groups to generate discussion on existing materials and themes presented for 5, 10, and 20 year concepts. Small groups identified items to add, items to remove, and best ideas in the existing materials provided.

Major themes collected from this meeting:

- Slow traffic in the district
- Spread mixed use throughout the district and not just in the 200 block
- Convert homes to businesses
- Maintain the historic feel
- Focus redevelopment efforts on the corners of blocks

Participants often spoke of striving for a feel similar to Grand Avenue in St. Paul where there is a historic feel and homes have been maintained as businesses. These preferences have been supported by participants throughout this process. Full meeting summaries are located in Appendix C.

3.2 Belgrade Avenue Master Plan Steering Committee

The public process for this plan ramped up in early 2016 with leadership provided by the City Center Partnership and the development of a steering committee to guide efforts for public involvement. Several steering committee meetings were held to assess the major issues and gain a better understanding of topics that should be discussed at future meetings. Full meeting summaries are located in Appendix C.



Figure 2. City Staff engages with members of the Business on Belgrade group early in the planning process. Photo Source: Eric Harriman.

3.3 Community Survey Results

In 2015, a public survey was administered to garner public input from residents and business owners regarding the status of North Mankato's business environment as a place to work, live and operate a business. Approximately 350 people responded to the survey which was initially distributed at the 2015 Bier on Belgrade event and successively placed on the City's website for further comment opportunity. The nine question survey and results can be seen in Appendix B.

86% of participants in the survey either lived in Lower North Mankato or within five minutes of the downtown and 62% of participants work in the Mankato/North Mankato area. When asked why they live and/or spend time in Lower North Mankato, 24% of participants said they have family or friends that live nearby, 21% suggested that Lower North Mankato provided the sense of place/community character, 17% associated this with recreation opportunities, and 14% associated this with affordable/quality housing stock. This response illustrates the various reasons that people frequent Lower North Mankato and identifies specific areas where improvement efforts might be focused such as sense of place/community character, recreation, and quality housing options.

Participants were then asked to grade how they value the historic character of Lower North Mankato on a scale of one to five with five being "highly value." 40% assessed a grade of five and 28% gave this a four. These results identify that 68% of participants value the historic look of the downtown that should be reflected in design guidelines adopted for the district.

To assess the types of businesses that patrons would frequent in Lower North, participants were asked to choose from various business types and state which they would frequent most often. The following received the highest support:

- 20% - Grocery store/farmer's market
- 18% - Ice cream parlor/bakery
- 17% - Coffee shop/bistro
- 10% - Hardware store

Participants were then asked perceptions regarding the ability of certain infrastructure changes to benefit the economic stability of Lower North. 25% chose expanded public parking, 22% chose expanded commercial opportunities, 16% chose expanded green spaces, and 15% chose bicycle friendly facilities/infrastructure as enhancements that would best benefit economic stability.

Finally, participants were asked what actions would positively impact the economy in Lower North Mankato. The following percentages of participants found the associated action to have the greatest potential to positively impact the economy in Lower North:

- 27% - Rehabilitation of Dilapidated Buildings
- 23% - Redevelop Underutilized Buildings
- 15% - Improve Marketing Efforts
- 14% - Improve the Appearance of Belgrade Avenue
- 14% - Provide Financial Incentive to Businesses to create more jobs
- 7% - Increase Housing Options

Overall, the community survey results support the efforts of this plan to identify areas of potential redevelopment for the expansion of commercial resources and improvements to the overall functionality of Lower North Mankato as a whole. Though the survey was focused on Lower North, the questions were focused on topics specific to the CBD.

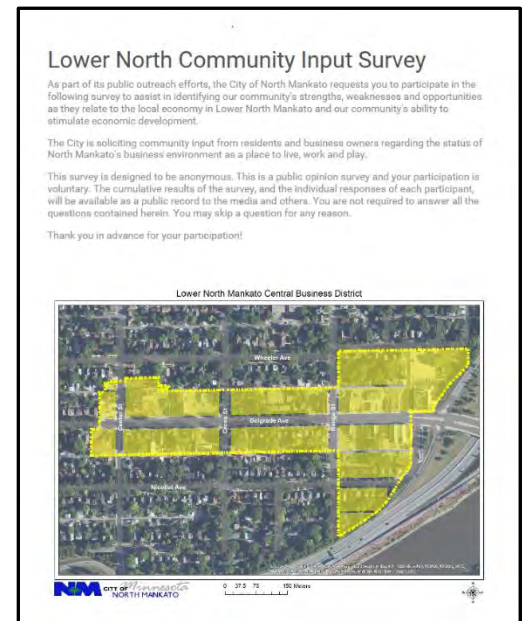
The findings of the survey support findings from various meetings with the project steering committee, business owners, the general public, and previous planning efforts.

Staff then used this feedback as the foundation for plan development and compared and contrasted this information with previous planning efforts. The Lower North Community Input Survey summary can be seen in Appendix B.

3.4 Public Open Houses

Three open house events were held for the Belgrade Avenue Corridor Study on the following dates:

- April 26, 2016
- January 26, 2017
- January 28, 2017



The first open house was held at the Belgrade Avenue United Methodist Church located on the corner of Sherman Street and Belgrade Avenue. Several interested citizens and business owners along with members of City Staff and Elected official attended the meeting as did members of the project steering committee.

There was a brief presentation and various boards and materials describing the project were made available for review and comment. Participants were seated at round tables with approximately eight individuals at each to facilitate discussion. Project staff along with Steering Committee members circulated the room approaching each table with a list of 20 questions drafted by the committee to solicit feedback on the downtown. Those questions and associated feedback can be seen in the meeting summary located in Appendix C.

The following January open houses were combined with those of the Belgrade Avenue Corridor Study and were summarized as part of that effort. Summaries of those open houses can also be seen in Appendix C.

Section 4 – Existing and Emerging Conditions

A solid understanding of the existing conditions within the CBD is vital to achieving a successful future. The following section describes existing conditions in the downtown considering demographic and social conditions, land use considerations, transportation and circulation, utility infrastructure, community events, design guidelines, and market analysis.

4.1 Demographic and Social Conditions

Population

North Mankato is part of a larger statistical area designated by the US Census Bureau as the Mankato-North Mankato Metropolitan Statistical Area (MSA). The Mankato-North Mankato MSA overall shows growing population trends exhibiting 12.9% growth between 2000 and 2010. Centrally located within this statistical area, and close to the Mankato urban core, the North Mankato CBD is positioned well to take advantage of that population growth and expand its commercial and residential offerings. This is reflected in chapter 9 of the North Mankato Comprehensive Plan, Goal 1, Objective 2 which strives to increase the number of businesses and residents in the downtown.

Within that same 2000-2010 timeframe, the City of North Mankato exhibited 7% growth in population (Figure 3). In 2015, the City had an estimated 13,591 residents and this is projected to grow to nearly 14,500 by 2020. Increased population means potential for increased patronage to area retail and community gathering places.

Age

City wide, age group population totals remained fairly consistent between 2000 and 2010. The city has seen the largest increases in those age groups consisting of 25 to 34 years and 55 to 64 years of age (Figure 2). Those in age groups within 25 to 54 years old represented the largest percentage of the population in 2010, representing

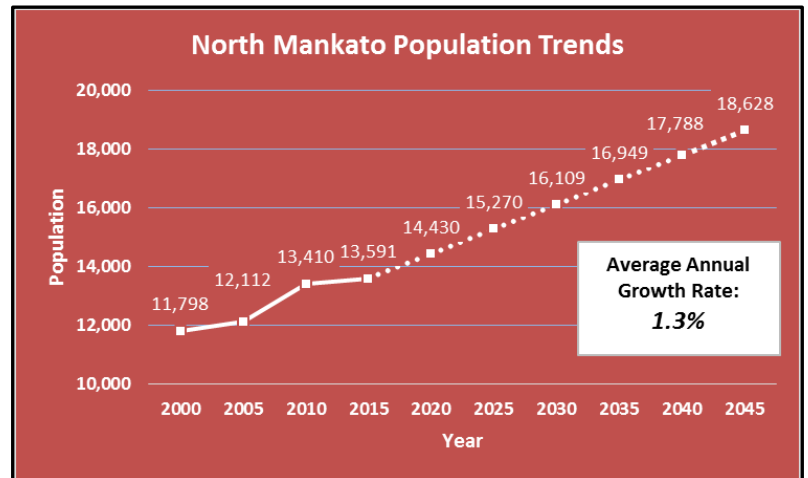


Figure 3. North Mankato general population trends. Population projections developed by multiplying the number of future housing units by the existing ratio of residents per household of (2.3). **Source:** US Census Bureau, North Mankato Comprehensive Plan, WSB & Associates.

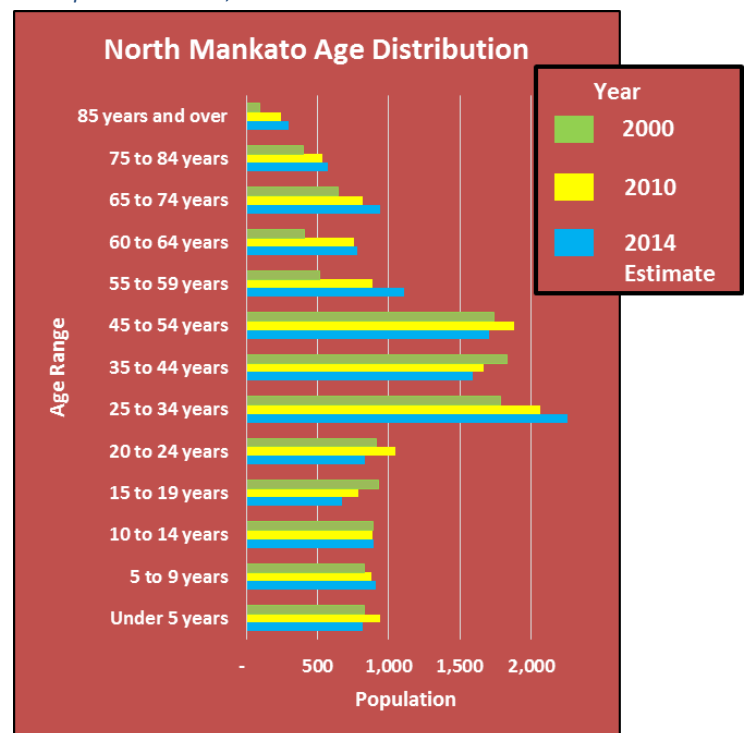


Figure 3. Comparison of Age Distribution in North Mankato from 2000 to 2014. **Source:** US Census Bureau.

roughly 5,600 people or 42%. This is a large percentage of the population at an age that will likely engage in community events and activities in the downtown, visiting the downtown to shop, dine-out, and socialize among groups. Downtown revitalization should strive to provide more of a destination for that active population and others as well.

Location Demographics

The area immediately surrounding the CBD is contained within three US Census Block Groups with a total of 2,615 residents with median ages ranging from 34 to 36 years old (Figure 5). Lower North Mankato is known as an area coveted by new families looking for a first home as well as young working professionals who like to live near the urban core. Additional retail offerings in the downtown will likely attract more of this younger population to use the downtown for socializing, entertainment and shopping. More information on US Census Blocks in North Mankato is included at the end of this section.

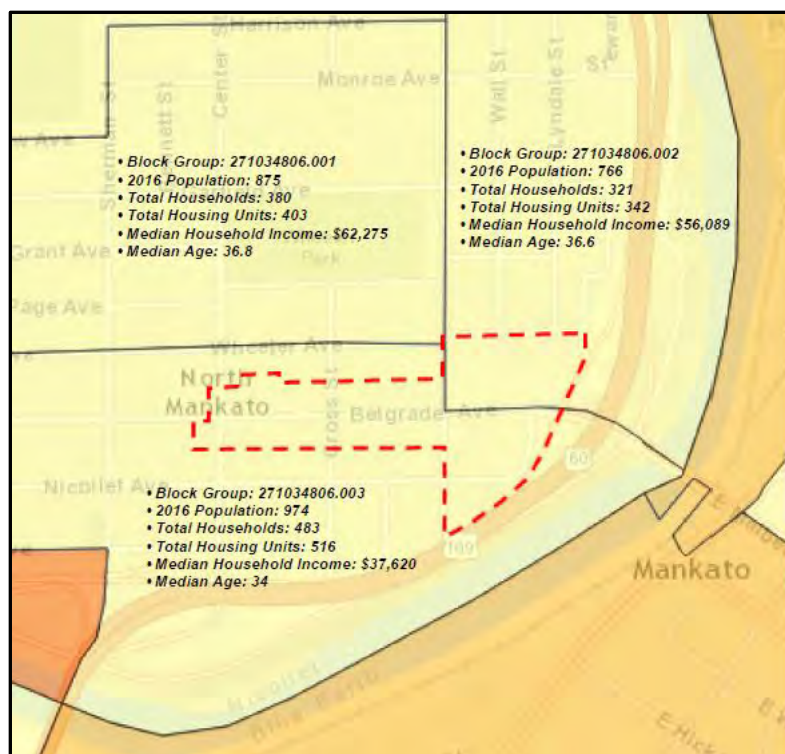


Figure 5. US Census Block Groups surrounding the CBD. **Source:** ESRI Business Analyst, US Census Bureau.

Market Area Demographics

Below is a snapshot of market area demographics for the downtown within 10, 20, and 30 minute drive times. While there is little to no population growth within the area immediately surrounding the CBD, steady population and income growth is projected beyond the CBD to the greater Mankato-North Mankato Area. This presents an opportunity for the CBD to position itself as a destination that provides unique shopping, dining, and gathering experiences to leverage that growth and expand patronage.

Demographic	10 Minute Drive Time			20 Minute Drive Time			30 Minute Drive Time		
	2015	2020	Growth	2015	2020	Growth	2015	2020	Growth
Population	58,063	59,946	3.24%	88,922	91,833	3.27%	112,197	115,695	3.12%
Population 18+	47,673	49,101	3.00%	71,652	73,648	2.79%	89,474	91,896	2.71%
Households	22,710	23,557	3.73%	33,824	35,112	3.81%	43,097	44,658	3.62%
Median Household Income	\$49,002	\$56,376	15.05%	\$53,252	\$61,702	15.87%	\$54,572	\$63,041	15.52%

Table 1. Area demographics within 10, 20, and 30 minute drive times from the CBD. **Source:** ESRI Business Analyst, Greater Mankato Growth.

Overall growth in and surrounding North Mankato as well as area demographics indicate opportunity for the CBD to attract more users in the future. The right steps will need to be taken to maintain it as a place worth visiting.

4.2 Land Use and Structures

The North Mankato CBD extends from the properties on the west side of the Belgrade Avenue/Center Street intersection east to the Veteran's Memorial Bridge. In the 200 Block, the CBD extends north to Wheeler Avenue and south to US Highway 169. West of the 200 Block, the CBD contains only those properties adjacent to Belgrade Avenue on the north and south sides of the roadway.

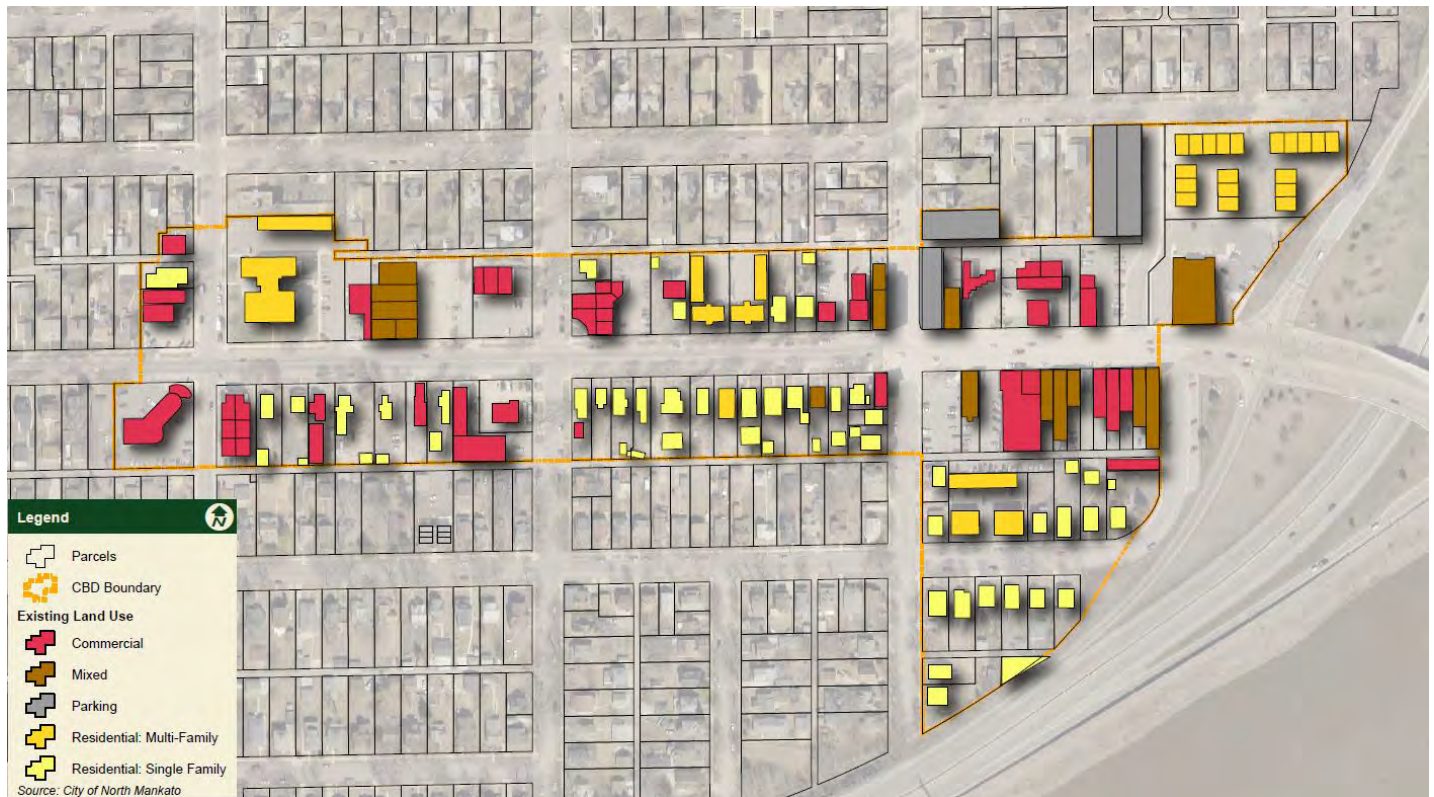


Figure 6. North Mankato Central Business District. *Source: City of North Mankato*

Along Belgrade, there is a mix of commercial with single- and multi-family housing giving the corridor an integrated feel with some single-family residences having converted to commercial uses. Figure 6 illustrates structure use within the CBD.

A full mix of commercial and residential uses exist throughout North Mankato's Central Business District. The age and architecture of many of the structures in the district contribute to a historic feel, though, as identified in the Comprehensive Plan, structures in the CBD are in various states of physical condition. The major goals in the CBD include the renovation and rehabilitation of existing buildings, ensuring adequate parking, and working with property owners and businesses to identify redevelopment areas. Early planning efforts were highly focused on the 200 Block of Belgrade Avenue and citizens have expressed a desire to spread new commercial and mixed use development throughout the district to the west rather than maintaining focus exclusively on obtaining greater density in the 200 block.

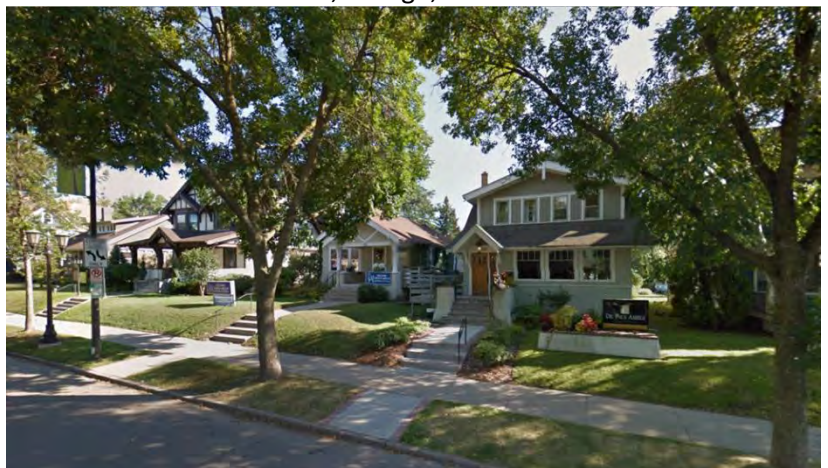


Figure 7. Homes converted to businesses on Grand Avenue, St. Paul, MN.

45 single-family residential homes exist in the district, some mixed among the businesses and some whose lots are contiguous (Table 2). As mentioned, some of the homes have incorporated small businesses further expanding the commercial environment. The incorporation of commercial uses in homes can prove successful in providing a unique shopping experience. Some of these in home businesses can be seen along the 300 and 400 Blocks of Belgrade Avenue. Citizens have expressed that this type of conversion should continue to maintain the character of the district and revitalize some of the old homes that have aesthetically pleasing characteristics.

Existing Land Use (2015)	Number of properties					
	200 Block	300 Block	400 Block	500 Block	District Totals	% of Total
Commercial	12	5	7	3	27	28.13%
Mixed (Residential/Commercial)	8	4	1	0	13	13.54%
Parking	4	0	0	0	4	4.17%
Residential: Multi-Family	2	3	1	0	6	6.25%
Residential: Single Family	22	17	5	1	45	46.88%
Vacant Lot	1	0	0	0	1	1.04%
Total Number of Properties	49	29	14	4	96	100.00%
% of Total	51%	30%	15%	4%	100%	

Table 2. Existing Land Use in the CBD by block. Source: ESRI, City of North Mankato, Nicollet County.

Table 2 shows the existing distribution of land use per block within the district. Most of the properties slated for redevelopment are currently used as commercial and redevelopment could enhance the character of the buildings, provide a higher number of business opportunities and provide increase residential opportunities.

Expanded business space available in mixed use buildings could offer opportunities to fill the gaps in retail and other businesses identified in Section 4.7 of this document. A listing of acceptable uses for the district can be found in Appendix D.

4.3 Transportation and Circulation

The Mankato/North Mankato Area Planning Organization (MAPO) initiated the Belgrade Avenue Corridor Study in June of 2016. That study serves as an addendum to this plan and contains in depth analysis of existing and future conditions while providing recommendations for corridor improvements. MAPO and the City of North Mankato, in partnership with the Minnesota Department of Transportation (MnDOT), identified future transportation improvements to increase the function and safety for all modes of traffic on Belgrade Avenue between Lee Boulevard and the Veteran's Memorial Bridge. This section illustrates the issues explored through that study.

Traffic Operations

Belgrade Avenue is a minor arterial roadway carrying nearly 9,000 vehicles per day through the CBD. As a minor arterial, the corridor has to serve the dual functions of moving traffic and providing land access. Pedestrian safety and draw are major desires for those that participated in the public process for this and other planning efforts. In order to create a corridor that works for all modes of transportation, a balance between access and mobility will need to be achieved.

Concerns have been raised considering excessive access locations along the north side of Belgrade Avenue within the 200 Block (Figure 8). Meeting participants have expressed that walking on the sidewalk can be unsafe in peak hour traffic times with vehicles entering and exiting businesses.



Figure 8. Excessive access locations in 200 Block of Belgrade.

Another area of concern is the entrance to the public parking lot adjacent to the American Legion. Vehicles have been observed pulling onto Belgrade from Range Street and stopping in the intersection. Figure 9 illustrates this movement.

Pedestrian Realm

Citizens have repeatedly expressed a desire for improvements to the pedestrian environment along Belgrade Avenue. Pedestrian safety is a concern that has surfaced on several locations. While vehicular crashes have not been significantly high along the corridor, there have been some occurrences of pedestrian/bicycle crashes at certain intersections. One bicycle crash occurred at the intersection of Belgrade and Range Street in 2013. This intersection has been perceived as unsafe by owners of nearby businesses and citizens who regularly use and observe the intersection.

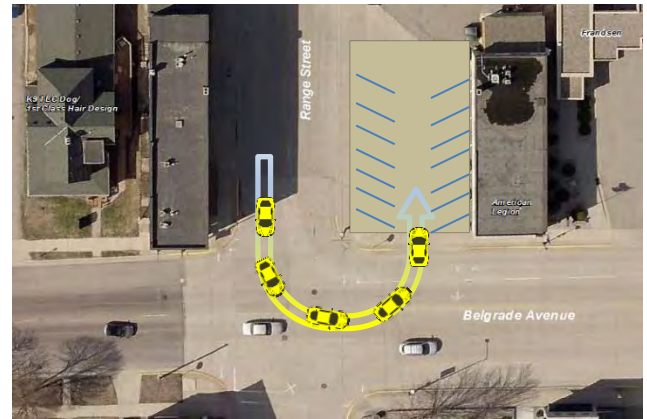


Figure 9. This figure illustrates problem movements for vehicles accessing the public parking lot adjacent to the American Legion.

Outside of the 200 Block, sidewalks line both sides of the corridor throughout the CBD with a boulevard and vehicle parking separating sidewalks from the vehicle throughway. Within the 200 Block, citizens would like to see wider sidewalks in areas where the sidewalk serves as the building frontage, primarily the 200 Block. Wider sidewalks will also need to be a consideration as redevelopment occurs within the CBD.

Walkability

Spanning only 3.5 blocks, Belgrade Avenue within the CBD can be walked within approximately eight minutes from the Veteran's Memorial Bridge to the western extent just beyond Center Street. Figure 11 shows walking times from the intersection of Belgrade Avenue and Range Street which is perhaps the busiest pedestrian section of the district. Numerous residences, businesses and parks as well as downtown Mankato can be reached within a seven minute walk from this intersection.



Figure 11. Walking times from the Range St/Belgrade Avenue intersection. **Source:** ESRI, City of North Mankato

Parking

Public parking in the CBD has been increased with the addition of two public lots; one located at the intersection of Wall Street and Wheeler Avenue and one located north of the public parking lot located at the intersection of Range Street and Belgrade Avenue.

Participants in the various past and current planning efforts have expressed that there is a shortage of public parking, especially on the southern portion of the intersection at Range and Belgrade. The I & S Downtown planning study and the Comprehensive Plan both identify this as a perceived shortage. Most businesses have private parking and on-street parking to supplement. However, discussions on parking availability have shifted from number of spaces to location. Most believe current parking is too far or isolated from destinations in the downtown. Walking distances from public parking located at the Wheeler Avenue/ Wall Street intersection are shown in Figure 12.

A parking inventory of the entire CBD will be included in the 2017 Belgrade Avenue Corridor Study. This parking inventory will be useful for future assessment of how parking resources serve the area businesses.

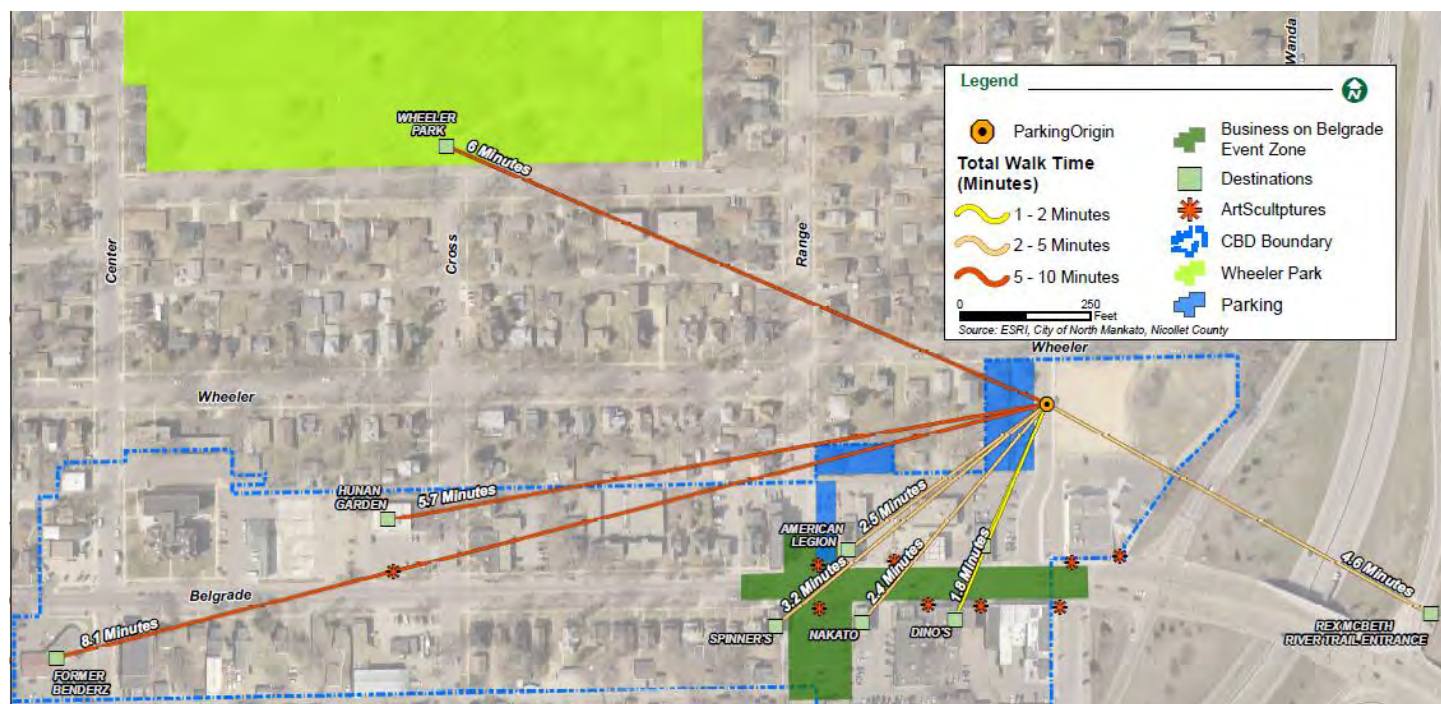


Figure 12. Walking times from public parking to various points of interest in the CBD. **Source:** ESRI, City of North Mankato, Nicollet County

Intersection Traffic Control

Traffic speeds in the 200 Block of Belgrade have been observed as being too fast to accommodate a safe pedestrian environment. Early in the process for this plan, different suggestions were generated regarding methods for slowing traffic along the 200 Block. In 2015, Mankato, North Mankato and MnDOT completed efforts to enhance pedestrian access over the Veteran's Memorial Bridge by narrowing the lane widths and providing wider sidewalks to accommodate both pedestrians and cyclists. In spite of these changes, meeting participants still expressed concerns that the Bridge is designed to look and feel like a highway and this encourages speeding traffic entering the 200 Block. As part of the 2016-2017 Belgrade Avenue Corridor Study, an Intersection Control Evaluation (ICE) Study will be conducted at the US 169 Southbound ramp intersection that will identify appropriate traffic control at this intersection based on traffic data analysis.

4.4 Infrastructure

The excellent condition of the existing utility infrastructure under the roadway will facilitate streetscape reconstruction initiatives that may occur as a result of this plan by removing the costs of replacement from projects.

Streets

The road surface on Belgrade Avenue will be due for replacement within the next 10 to 15 years. Roadway improvements can be greater justified with impending pavement surface improvements creating an opportunity to reshape the streetscape in compliance with the initiatives of this plan. Furthermore, the roadway will not require total reconstruction as it can utilize existing aggregate under the pavement.

Water, Waste Water and Stormwater

City Staff has concluded that the existing sewer and drainage were installed within the last 50 years and are expected to last until approximately 2036. This further removes construction costs from roadway changes. Updates were implemented in 1986. All sewer and water infrastructure are size appropriately to handle any future growth within the district.

Electrical Utilities and Lighting

Overhead power lines pose concerns to not only the envisioned pedestrian realm but also to all users of Belgrade. City Staff and members of the Business on Belgrade Association have expressed a desire to bury overhead lines on Range Street from Nicollet Avenue to Wheeler Avenue.

The City also has plans to upgrade the lighting in the CBD to meet the community design guidelines seen in Appendix E of this document.

4.5 Community Events

Business on Belgrade Community Events

Blues on Belgrade
Bells on Belgrade
Bier on Belgrade
Bumpers on Belgrade
North Mankato Fun Days Parade

The Business on Belgrade (BoB) organization works together to create community events that are held along Belgrade Avenue (Figure 13). This creates a draw for residents into the CBD for entertainment and exposure to district businesses. The successes of previous year's events have stimulated the launching of new events with indelible success. The City will often close Belgrade and portions of side streets to

accommodate and provide a unique gathering common for residents and visitors. Streetscaping enhancements along Belgrade could assist with creating this unique event zone by utilizing special pavement markings, unique pavers, seating nodes, and other elements.



Figure 13. Blues on Belgrade held at the intersection of Range Street and Belgrade Avenue. *Source:* City of North Mankato.

4.6 Historic Preservation and Design Guidelines

Goal 2, Objective 2.2 of chapter 9 in the North Mankato Comprehensive Plan is to improve the appearance of the streetscape and facades in the downtown. Participants in the public process for this plan have expressed a desire for the City to maintain a consistent architectural design in the area that acknowledges some of the district's historic features and encourages preservation of historically significant properties.

The City should consult with the State Historic Preservation Office (SHPO) to create an inventory of any historic properties in the CBD and to help the City consider a process to protect and preserve them as appropriate, which may include the establishment of a Historic Preservation Commission or similar program.

Participants in the planning process suggested informational plaques or signs on historic properties and the creation of walking tours to inform residents and visitors of the area's history.

To maintain consistent architectural design and accomplish some level of historic preservation in the CBD, it is recommended that design guidelines be adopted as part of this plan to provide guidance for consistent, attractive and compatible design for all remodeling, renovations, and future development in the CBD. Developers, designers, and business owners should consult these guidelines for design characteristics to include in new development or revitalization efforts. The Design Guidelines can be found in Appendix E of this plan.

4.7 Downtown Market Analysis

A policy of the North Mankato Comprehensive Plan is to consider a market study to determine commercial and residential needs, existing capacity, and areas for growth within the downtown (See Chapter 9 – Downtown Redevelopment).

The Mankato-North Mankato MSA has achieved accolades such as being ranked number three in the nation on Forbes 2014 Best Small Places for Business and Careers and eighth in the nation for work-life balance by nerdwallet.com among many others. The awards and accolades support a strong business environment and may be an indicator that the area could accommodate even more businesses.

As part of this report a market analysis was completed and is included in Appendix G.

Industry Distribution

The North American Industrial Classification System (NAICS) is the standard for industrial sector classification created and used by the Bureau of Economic Analysis, the U.S. Department of Commerce and the U.S. Bureau of the Census among others. With the help of the U.S. Census Bureau's Economic Census, the CBD businesses were evaluated to identify industry distribution throughout the district. The results of which can be seen in the graph in figure 14.

The downtown is strongest in the Other Services sector with 12 businesses including barber shops, beauty salons, dry cleaners and animal grooming services to name a few. This is followed by Accommodation and Food Services and Retail Trade with each sector represented by eight

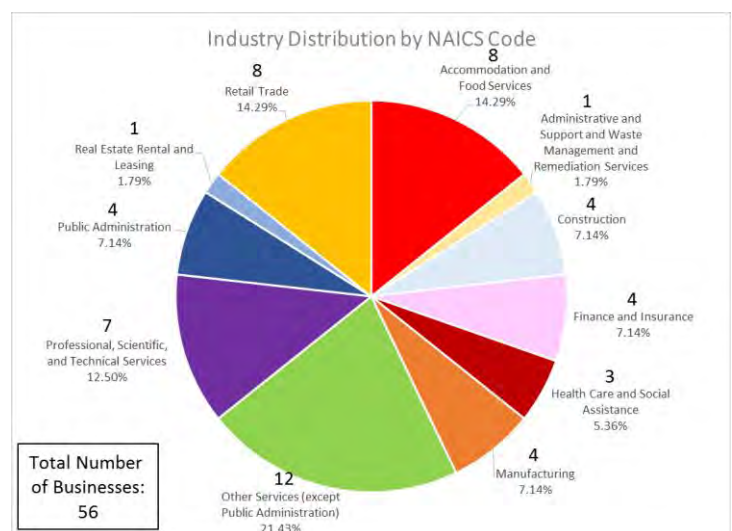


Figure 14. Industry Distribution in the CBD by NAICS Code. Source: US Census Bureau.

businesses including a handful of restaurants and drinking places as well as women’s clothing stores, a liquor store and a convenience store. A full inventory of the businesses and there NAICS classifications can be seen in Appendix F. A Retail Marketplace Profile completed by the Greater Mankato Growth using ESRI software shows an analysis of retail potential within the CBD as well as within 10, 20 and 30 minute driving distances seen in Figure 15. The report is broken into two major parts; Retail Market Potential and Retail Market Profile.

Retail Market Potential

The report outlines product and consumer behavior within each service area distance allowing for a snapshot of what consumers have purchased within a specified timeframe. A Market Potential Index (MPI) was calculated for behavior criteria in the report which measures the relative likelihood of the adults or households in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average and MPI’s over 100 show a greater propensity for consumers to use various products and services, applied to local demographic composition. Table 3 identifies product consumer behaviors analyzed in the report.

Product/Consumer Behavior		
• Apparel	• Convenience Store	• Insurance (Adults/Households)
• Automobiles	• Entertainment (Adults)	• Pets (Households)
• Automotive Aftermarket (Adults)	• Financial (Adults)	• Psychographics (Adults)
• Beverages (Adults)	• Grocery (Adults)	• Reading (Adults)
• Cameras	• Health (Adults)	• Restaurants (Adults)
• Cell Phones (Adults/Households)	• Home (Adults)	• Television and Electronics (Adults/Households)
• Computers		

Table 3. Product/Consumer Behaviors observed in the Retail Market Potential Report seen in Appendix G. Source: ESRI Business Analyst, Greater Mankato Growth.

Retail Market Profile

The Retail Market Profile identifies strengths and weaknesses within the CBD trade area by estimating sales to consumers by establishments (Supply) and by estimating the anticipated amount spent by consumers at retail establishments (Demand) to identify gaps in retail as well as leakage and surplus of retail opportunities. Table 4 breaks down retail gaps identified within 10, 20, and 30 minute drive times from the CBD.

Retail Market Profile - Retail Gaps within 10 Minute Radius		
• Lawn & Garden Equip & Supply Stores	• Health & Personal Care Stores	• Electronic Shopping
• Specialty Food Stores	• Other Miscellaneous Store Retailers	• Vending Machine Operators
• Beer, Wine & Liquor Stores	• Nonstore Retailers	• Direct Selling Establishments
Retail Market Profile - Retail Gaps within 20 Minute Radius		
• Lawn & Garden Equip & Supply Stores	• Clothing Stores	• Nonstore Retailers
• Specialty Food Stores	• Miscellaneous Store Retailers	• Electronic Shopping
• Beer, Wine & Liquor Stores	• Office Supplies, Stationery & Gift Stores	• Vending Machine Operators
• Health & Personal Care Stores	• Other Miscellaneous Store Retailers	• Direct Selling Establishments
Retail Market Profile - Retail Gaps within 30 Minute Radius		
• Furniture Stores	• Clothing Stores	• Other Miscellaneous Store Retailers
• Specialty Food Stores	• Shoe Stores	• Nonstore Retailers
• Lawn & Garden Equip & Supply	• Department Stores Excluding Leased Depts.	• Electronic Shopping
• Beer, Wine & Liquor Stores	• Miscellaneous Store Retailers	• Vending Machine Operators
• Health & Personal Care Stores	• Office Supplies, Stationery & Gift Stores	• Direct Selling Establishments
• Clothing and Accessory Stores	• Used Merchandise Stores	• Full-Service Restaurants
		• Limited-Service Eating Places

Table 4. The Retail Market Profile identified retail gaps within 10, 20, and 30 minute drive times. Source: Greater Mankato Growth, ESRI

These are estimates for the designated areas within those drive times and some of the identified retail establishments are present along Belgrade Avenue. A gap existing within certain distance radius from the CBD does not necessarily indicate a gap in the CBD. The full Retail Market Potential and the Retail Market Profile report can be seen in Appendix G.

Household Budget Expenditures

Household budget expenditures for North Mankato are also an indicator of how residents are spending their money for not only housing but also for goods and services. Household budget expenditure reports were

Household Budget Expenditures						
Product/Service	MSA		City-Wide		CBD Census Blocks	
	% of Income	SPI	% of Income	SPI	% of Income	SPI
Food Away from Home	4.8%	95	4.7%	101	4.7%	81
Alcoholic Beverages	8.0%	95	0.8%	100	0.8%	83
Apparel and Services	3.1%	94	3.0%	99	3.0%	81
Entertainment and Recreation	4.4%	93	4.4%	100	4.3%	79
Personal Care Products and Services	1.1%	92	1.1%	100	1.1%	79
Smoking Products	7.0%	104	0.6%	101	0.7%	88

Table 5. Household Budget Expenditures for the MSA, City, and within census blocks surrounding the CBD. The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100.

generated for the MSA, the City of North Mankato, and for the three block groups surrounding the CBD to provide an indication of how these three areas are spending money. The full reports can be seen in Appendix H.

Table 5 shows a comparison of the area bounded in the MSA (Figure 16) as well as the City and block group areas restricted to the US Census Block Groups (Figure 17). These areas exhibit similar behavioral characteristics. However, the Spending Potential Index which is a comparison to the national average shows that people in this area spend less on those products than do people similarly situated in the US. According to this data, aside from essential food and shelter expenditures, consumers in the greater Mankato/North Mankato MSA spend the largest percentages of their income on dining out, apparel & services, and entertainment & recreation.

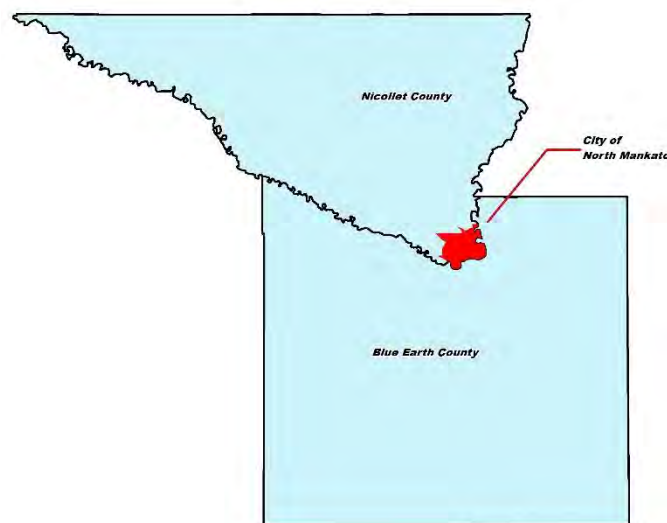


Figure 16. Mankato/North Mankato Metropolitan Statistical Area (MSA). Source: U.S. Census Bureau, ESRI.

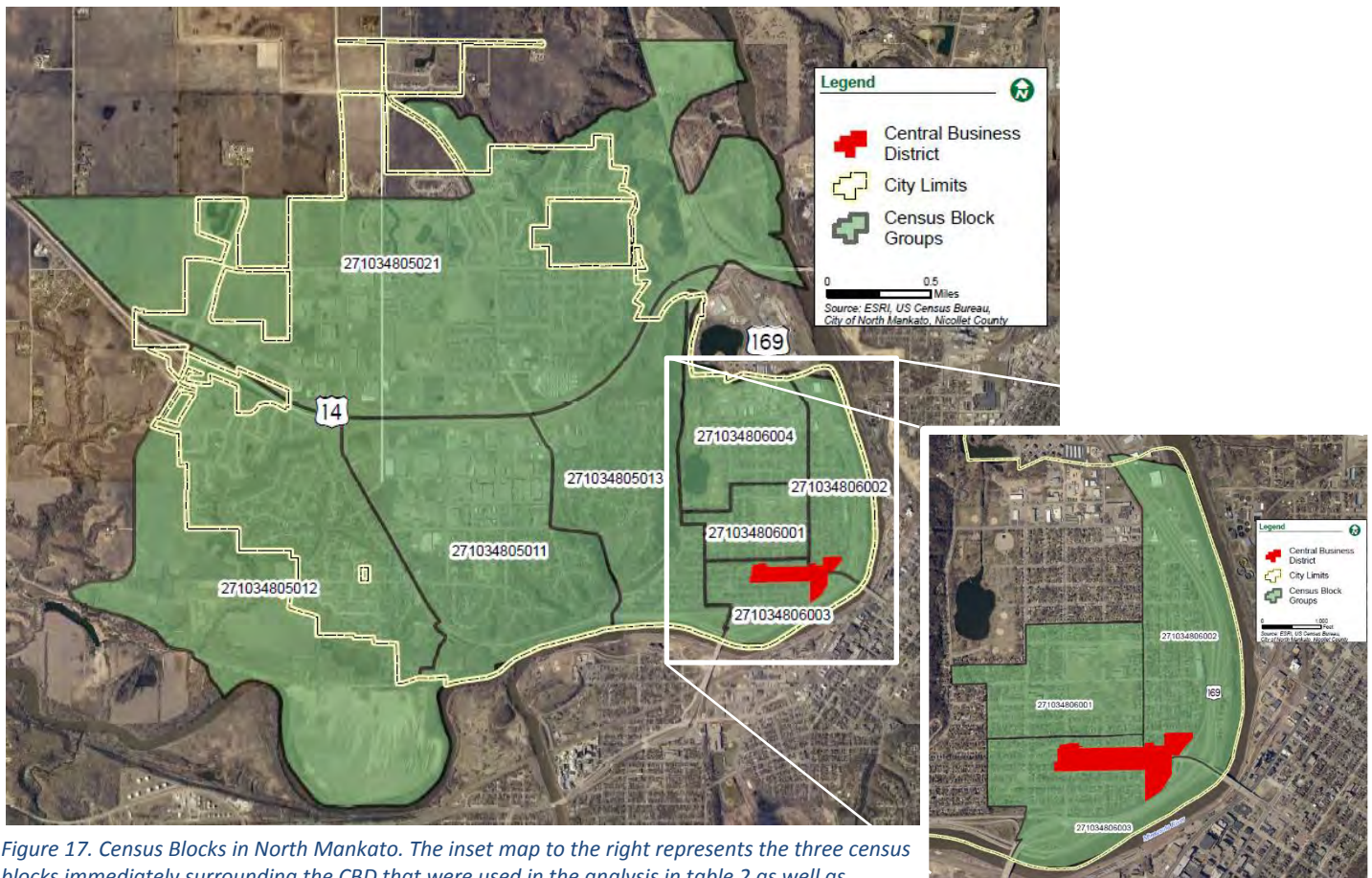


Figure 17. Census Blocks in North Mankato. The inset map to the right represents the three census blocks immediately surrounding the CBD that were used in the analysis in table 2 as well as Section 4.1. **Source:** US Census Bureau, ESRI, City of North Mankato, Nicollet County.

Citizen Survey Preferences

Citizens expressed specific desired businesses within the community survey distributed in 2015. This may be useful to gain a better understanding of the type of business that could thrive if added to the district. Figure 18 shows the level of response for each type of business mentioned. According to this, it appears that citizens have a higher preference toward the establishment of a coffee shop/bistro, ice cream parlor/bakery, grocery store/farmer's market, and a hardware store. The entire survey can be seen in Appendix B.

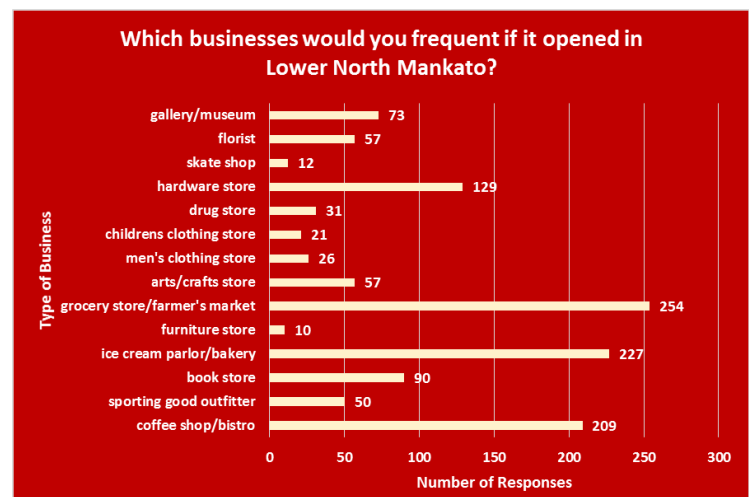


Figure 18. Community Survey Results for citizen business preferences in the CBD. **Source:** City of North Mankato.

Section 5 – Implementation

The elements of this plan are not intended to be implemented all at once, rather spread over time as financing opportunities become available, both in the public and private sectors. With that in mind, an implementation plan has been created based on community engagement that will serve to guide redevelopment and revitalization efforts in the next 5, 10, and 20 years.

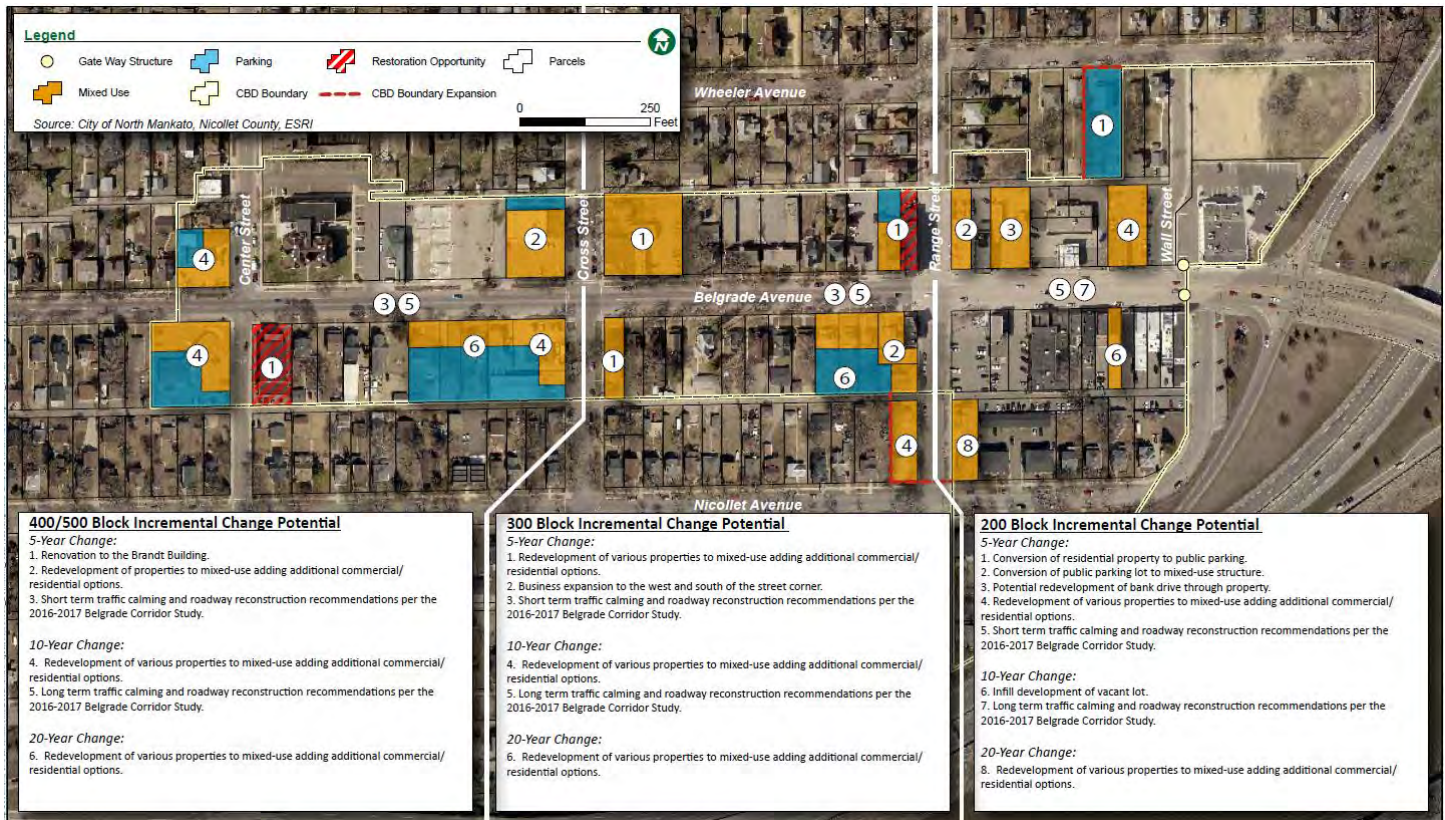


Figure 19. CBD Implementation Plan for 5, 10, and 20 years (See full size map in Appendix I). **Source:** City of North Mankato, ESRI, Nicollet County.

5-Year Implementation

The City would like to see the corners of the intersections throughout the CBD redeveloped as mixed use buildings including the intersections of Range Street and Cross Street. Redevelopment should closely consider design guidelines that have been developed as part of this plan and buildings should be two to three stories and contain a mix of commercial uses along the street front and office or residential uses on the second and third floors. Existing businesses along Belgrade displaced by mixed use development would be invited into new building structures to continue to thrive in the enhanced downtown environment.

As the Range Street intersection is the site of major public events as well as the heaviest foot traffic, efforts to extend mixed use to the north and south at this intersection could provide some depth to the downtown experience while expanding commercial and residential offerings.

Citizens and stakeholders have expressed that they would like to see traffic calming, streetscaping, and other pedestrian improvements incorporated into the CBD. Specific recommendations regarding these enhancements will be

recommended through the 2016-2017 Belgrade Avenue Corridor Study. Enhancement of the pedestrian environment and slower traffic should create a more inviting destination for public gathering.

10-Year Implementation

Within 10 years, redevelopment/revitalization should begin expanding toward the center of blocks whether through the renovation/conversion of residential dwellings to commercial establishments or overall redevelopment of underutilized parcels. Infill development of vacant lots should also be considered to maximize mixed use potential.

Long term corridor improvements through the Belgrade Avenue Corridor Study should be implemented to further improve district circulation.

20-Year Implementation

Within 20 years, the City would like to see the further expansion of mixed use development throughout the CBD to the western portions. This will ensure that redevelopment efforts are not focused just on the 200 Block and will maximize the potential of the district to become a place of enhanced public gathering and commerce.

The Implementation Plan seen in Figure 19 can be seen in Appendix I. A breakdown of the 5, 10, and 20 year use per parcel (Figure 20) is also in Appendix I.



Figure 20. Parcel specific Implementation Plan – identifies proposed uses for specific properties within 5, 10, and 20 years. Source: City of North Mankato, ESRI, Nicollet County.

Section 6 – 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.

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 can provide a key source of funding for parks and trail connections, history and history preservation, and arts and cultural projects (Figure 21) associated with North Mankato's downtown 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 downtown revitalization establish revolving loan funds to support façade improvements and/or renovation activities related to bringing older buildings up to current code 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.



Figure 21. Minnesota's Legacy Fund 2010-2016 appropriations. **Source:** Minnesota's Legacy: <http://www.legacy.leg.mn/>.

- 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 J in this study.

MnDOT Transportation Economic Development Pilot Program (TED):

This program is an example of grant initiatives that appear from time to time through MnDOT to address transportation-related issues like economic development, safety, roadway beautification, and other, similar issues. The TED program was set up in 2011 to provide \$39 million in MnDOT funds for transportation improvements that would improve the statewide transportation network while promoting economic growth through the expansion of an existing business, or development of a new business. Grants of up to \$10 million dollars were available under this program. Proposals were solicited from applicants that were required to be governmental entities as defined by state law, but governmental entities were allowed to partner with private concerns. Typical of most state funding programs, a local match for a portion of the funds was required, so governmental units applying for a grant must have some local funding available for the proposed project. North Mankato should actively monitor funding programs offered by MnDOT and other state agencies.

Long-Term Funding Strategies

Business or Area Association Membership

Downtown 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 following list includes some of those MN cities that have SSDs:

- | | | | |
|--------------|--------------|---------------------|----------------|
| 1. Crookston | 2. Duluth | 3. Mankato | 4. Minneapolis |
| 5. New Ulm | 6. Rochester | 7. Saint Louis Park | 8. |

The pros and cons of this approach can be summarized as:

Advantages:

- Steady revenue stream for a variety of downtown 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 downtown 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.



Appendices

Appendix A:

Public and Stakeholder Input

THE CITY OF NORTH MANKATO DOWNTOWN REDEVELOPMENT MASTER PLAN				
PUBLIC INPUT: PREVIOUS AND CURRENT PLANNING EFFORTS FOR DOWNTOWN REDEVELOPMENT				
Project Group	Downtown Focus Group Kluender Consulting Group	Downtown Planning Study Advance Resources for Development and the I & S Group	North Mankato Comprehensive Plan WSB and Associates	Current Downtown Planning Efforts North Mankato City Staff/ Business on Belgrade
Year	2010	2011	2014	2017
Participants/ Stakeholders	Business on Belgrade Business community members and North Mankato Residents	Business community members and North Mankato Residents	Business community members and North Mankato Residents	Business on Belgrade Business community members and North Mankato Residents
Number of Participants	14	60	N/A	
Topic/Theme				
Marketing / Feasibility / Development	<ul style="list-style-type: none"> • Creation of a theme leveraged with slogans, banners, advertizing, promotions, and future development • Provision of a more attractive entrance to the downtown via the Veteran's Memorial Bridge; 	<ul style="list-style-type: none"> • Upgrade website to "sell the product" of the downtown. • Chamber of Commerce • Heritage Center / monuments / kiosks / rivers / biking / walking • Develop a regional marketing plan - what is here and what will be here • Grants / marketing for existing and new businesses • Study feasibilty of new businesses • New buildings to complement existing buildings • Balance north and south sides of Belgrade • New development must match existing infrastructure • Park development campaign • Draw in destination businesses • Draw in softball/sports teams 	<ul style="list-style-type: none"> • Pursue state and federal grants which aid in the revitalization of downtown districts • Assess the potential for creating tax increment financing (TIF) districts to aid in downtown revitalization • Work with property owners and explore “outside the-box” solutions for accommodating businesses that wish to expand their business in the downtown • Consider a market study to determine commercial and residential needs, existing capacity and areas for growth within the downtown • Incorporate principles that support a “live, work, play” mentality for the downtown • Explore opportunities for additional downtown events and festivals to expand the branding of downtown North Mankato and increase awareness of the downtown businesses • Regularly review the list of permitted and conditional uses for the Central Business District to ensure that an ideal mix and type of uses are allowed in the downtown • Review the list of performance standards for the Central Business District and remove any standards that may unnecessarily constrain existing or potential future businesses • Implement streetscape policies consistent with the improvements called for in the Downtown Planning Study completed by I & S Group 	<ul style="list-style-type: none"> • Convert homes to businesses • Spread mixed use throughout the CBD and not just in the 200 Block. • Focus redevelopment efforts on the corners of major intersections. • Incorporate a variety of new businesses. • Implement branding efforts in the downtown. • A business incubator, artist workspaces (active vacant spaces), or other creative ways of gathering and offering options to start up small businesses; • Re-establish the community grant & loan program; • TIF.
Existing Building Improvements	<ul style="list-style-type: none"> • Retention of historic feel; quaint area with unique shops • Façade improvements while keeping costs to owners down. • Restoration of current buildings • Financial support and planning assistance • Assistance with façade improvements • Financing/Tax Incentives • Sales tax money 	<ul style="list-style-type: none"> • Financial incentives for façade improvements • Historic mural on American Legion wall in public parking lot • Improve Sharon's Craft and Floral Center • Open lot should be green space/park (vacant lot) • Fix up alleys / backs of buildings • Limit overhanging signs and awnings • Clean up existing buildings/ enforce codes • Clean up 300 block properties and buildings - expand commercial buildings • Clean up properties along Wheeler • Maintain History, charm, and old world character for future generations • Signage/pictures on buildings showing what was there before • "Class up the joint" 	<ul style="list-style-type: none"> • Encourage and promote the renovation and rehabilitation of existing buildings within the downtown • Connect businesses with façade improvement grants and loans • Work with property owners and businesses to determine which buildings are no longer well suited or marketable for commercial use to identify redevelopment areas. • Actively recruit and match entrepreneurial start-up businesses with underutilized buildings • Work with property owners that have deteriorating buildings and connect them to resources for making improvements • Support the transition of residential homes to commercial uses along Belgrade Avenue • Encourage façade characteristics that enhance the pedestrian realm such as large storefront windows, awnings, architectural detail at the ground level, and interesting signage • Consider implementing design standards to enhance the downtown character 	<ul style="list-style-type: none"> • Maintain historic character • Renovate/Revitalize buildings • Redeveloped underutilized or blighted properties. • Increase housing options • Focus on building exteriors, windows, awnings, and signs; • Buildings should have a cohesive look (no hodge podge);
Public / Green Space		<ul style="list-style-type: none"> • Trees, shrubs, flower pots, grass, fountains, sculpture • Tables, seating, bike racks, shelters • Family friendly and pet friendly • Outdoor events and entertainment (movies/farmers' market) • Boutique shops • Parking behind shops with path to park area • Green space "buffer" between commercial and residential areas 	<ul style="list-style-type: none"> • Explore opportunities for purchasing property within the downtown for the purpose of constructing a public plaza as a central gathering place for community activities • Identify locations for small public spaces which will attract residents and provide greater visibility for businesses 	<ul style="list-style-type: none"> • Enhance the public gathering area for BoB events in the downtown. • Functional Art (Benches and Bike Racks)
Business Preferences	<ul style="list-style-type: none"> • Area filled with unique shops, an art center, places to sit, a connection to the river with beautiful plants and a unifying theme • Food Co-op would be a welcome addition to the area • Small grocery store • unique options for food, coffee, etc. • Business by day; Entertainment by night • Lodging available within area • Mix of destination shopping and needs shopping • Bed and Breakfasts in beautiful big houses • Open air market with indoor area for functions • Gas station • Art Center 	<ul style="list-style-type: none"> • Convenience store / gas station / car was • Food Co-op • Florist / photography / scrapbooking • Hairdresser • Book store / clothing store / antique store • Bike shop and rental / canoe and kayak outfitter • Restaurant / coffee shop / café / ice cream shop • Hotel with parking structure (Nicollet Avenue) • Bed and breakfast • Professional offices • Chamber of Commerce / tourism office • Dance / gymnastics • Theater / plays • Daycare center • Senior housing / nursing home / VINE annex • Mixed use - office / retail / restaurant with housing above (live/work space) 		<ul style="list-style-type: none"> • Gallery/Museum • Hardware Store • Florist • Grocery Store/Farmer's Market • Arts & Crafts Store • Ice Cream Parlor/Bakery • Bookstore • Coffee Shop/Bistro • Sporting Goods Outfitter • Mixed use buildings along Belgrade Avenue which can support the desired Café’s and other dining options and specialty shops, community gathering spaces for special events, kid’s activities, and continued community events.

Other Activities	<ul style="list-style-type: none">• The area needs special events and promotions to draw people• Provide venue for regular swap meets, farmers markets, art festivals, children's programs, receptions, etc.	<ul style="list-style-type: none">• Walking tours with maps / audio guide• Parks / history / vets / art• Pedestrian bridge connecting cities - "Walk to Lower North" night• Businesses/churches offer activities• Teen activities• Boat Landing• Camping		<ul style="list-style-type: none">• Continue creating new events in the downtown to draw people.• A stronger online presence and a community magazine is also desired.• Signage for Wheeler Park from Belgrade;• Historic Walking tour;• Geocaching;• Tour of homes;• Front yard contests;• Communication of helpful programs – share info from city to public;• Christmas decorating contest;• Promoting available funding options to business owners and residents;• Education of grants and funding;• Business on Belgrade events.• Charging stations for electronics;• fountains;
Parking / Traffic / Pedestrians	<ul style="list-style-type: none">• Pedestrian, bicycle, family friendly and handicap accessible• Busy sidewalks• Much green space• Lighting• The area would benefit from slowing traffic coming over bridge• Fix four-lane Belgrade Area to help increase pedestrian traffic• Signage for parking areas	<ul style="list-style-type: none">• More parking near businesses - not in residential areas• No diagonal parking on Belgrade• Wheel stops to keep parked cars off of sidewalks• Don't increase traffic on Belgrade or Nicollet• Reduce speed of traffic coming from bridge / vehicles leaving businesses• Safer walkways - crosswalks / yellow light / stop sign• Wider sidewalks for pedestrians and bikes to share• Shuttle/bus service	<ul style="list-style-type: none">• Make infrastructure improvements that enhance the pedestrian realm such as lighting and seating• Consider property acquisition for parking in the downtown area• Assess and where necessary amend the parking requirements for commercial uses in the downtown area• Explore the establishment of a downtown parking district to create a revenue source for future parking improvements• Provide adequate pedestrian lighting in the downtown at night.• Study the need for intersection improvements where conditions may be dangerous for pedestrians crossing the street and implement improvements at those intersections• Where possible, remove barriers from the pedestrian realm.• Incorporate wide sidewalks where possible• Encourage and work with businesses to allow them to place items in the pedestrian realm that enhance their storefronts such as planter boxes, seating, public art, sandwich board signs, etc• Develop a streetscape plan to promote a positive and unified image for downtown	<ul style="list-style-type: none">• Slow traffic in the district• Improve the pedestrian environment; safety• Assess parking in the district and provide wayfinding signage to facilitate awareness.• Install Wayfinding Signage.• Parking is adequate• Signage, lighting, and aesthetics (wrought iron with greenery);• Bumpouts;• More bike racks;• Safer cross walks, intersections are dangerous for pedestrians;• Nodes with benches;• LED lighting;• Median island.
This table represents feedback from agencies, citizens, stakeholders and other interest groups involved in downtown North Mankato planning and revitalization efforts from 2010 to present (2017).				

Appendix B:

Community Survey



Lower North Community Input Survey

2015

As part of its public outreach efforts, the City of North Mankato requests you to participate in the following survey to assist in identifying our community's strengths, weaknesses and opportunities as they relate to the local economy and our community's ability to stimulate economic development.

The City is soliciting community input from residents and business owners regarding the status of North Mankato's business environment as a place to work, live and operate business.

This survey is designed to be anonymous. This is a public opinion survey and your participation is voluntary. The cumulative results of the survey, and the individual responses of each participant, will be available as a public record to the media and others. You are not required to answer all the questions contained herein. You may skip a question for any reason.

Thank you in advance for your participation.

**An online version of this survey is available at
www.northmankato.com**

Lower North Mankato

Community Input Survey

1. How far do you live from Lower North Mankato?

- ☐ Live in Lower North
- ☐ 5 min away
- ☐ 10 min away
- ☐ 15-20+ min away

2. Where do you work?

- ☐ At home/telecommute
- ☐ Lower North Mankato
- ☐ Mankato/North Mankato
- ☐ Outside the area

3. Why do you live and/or spend time in Lower North Mankato?

- ☐ Family & friends live nearby
- ☐ Close to work
- ☐ Affordable/quality housing
- ☐ Close to surrounding cities
- ☐ Recreation opportunities

- ☐ Family oriented community
- ☐ Sense of place/community character

4. On a scale of 1-5, how much do you value the historic character of Lower North Mankato?

	1	2	3	4	5	
not at all	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	highly value

5. Of the following, which businesses would you frequent if it opened in Lower North?

- ☐ Coffee Shop/Bistro
- ☐ Sporting Good Outfitter
- ☐ Book Store
- ☐ Ice Cream Parlor/Bakery
- ☐ Furniture Store
- ☐ Grocery Store/Farmer's Market
- ☐ Arts/Crafts Store
- ☐ Men's Clothing Store
- ☐ Children's Clothing Store
- ☐ Drug Store

- ☐ Hardware Store
- ☐ Skate Shop
- ☐ Florist
- ☐ Gallery/Museum
- ☐ Other:

6. If the business you chose in the previous question existed in Lower North, what would cause you to shop at a similar store in surrounding communities rather than in Lower North?

- ☐ Better location
- ☐ Better Parking
- ☐ Better Hours
- ☐ Better Quality
- ☐ Better Price
- ☐ Better Service/Selection
- ☐ Other:
- ☐ I like to shop locally, I would NOT choose to shop anywhere else

7. Which of the following do you feel would best benefit the economic stability of Lower North Mankato?

- ☐ Bicycle friendly facilities/infrastructure
- ☐ Seating nodes at corners
- ☐ Expanded sidewalks
- ☐ Expanded residential opportunities
- ☐ Expanded commercial opportunities
- ☐ Expanded green spaces
- ☐ Expanded public parking
- ☐ Other:

8. Which type of actions would have the greatest positive impact on the economy in Lower North Mankato?
(order 1-6 from least to greatest)

- ____ Redevelop existing or underutilized areas
- ____ Rehabilitation of dilapidated buildings
- ____ Improve the appearance of Belgrade Ave
- ____ Provide financial incentives to businesses to create more jobs
- ____ Increase housing options
- ____ Improve marketing efforts in Lower North

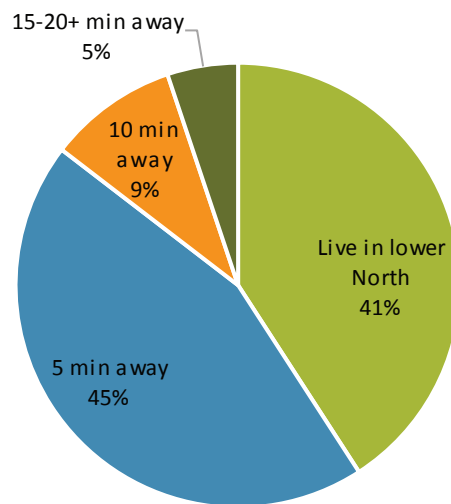
9. What improvements would you like to see to enhance the character and overall experience in Lower North Mankato?

Survey Results: 2015 Lower North Community Input Survey

A community survey was distributed at the 2015 Blues on Belgrade Festival to gain insight into the views of residents and visitors to the downtown area. Respondents were asked to answer a series of multiple choice and ranking questions and had the option to submit additional comments. 351 responses were collected and the results are contained below.

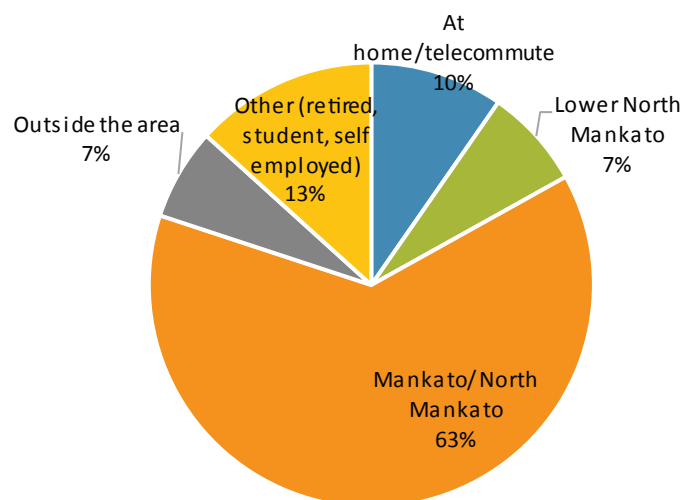
How far do you live from lower North Mankato?

(350 Total Respondents)

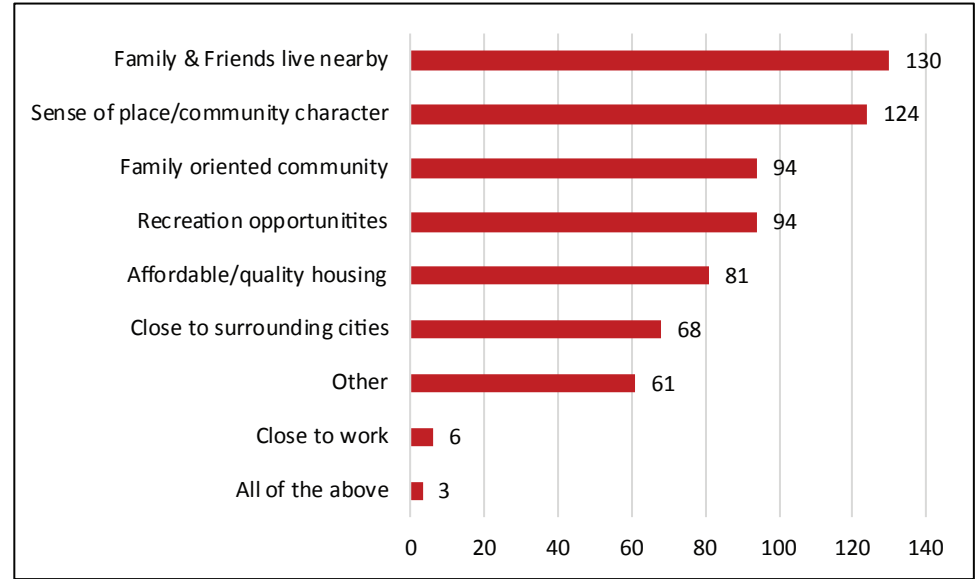


Where do you work?

(331 Total Respondents)



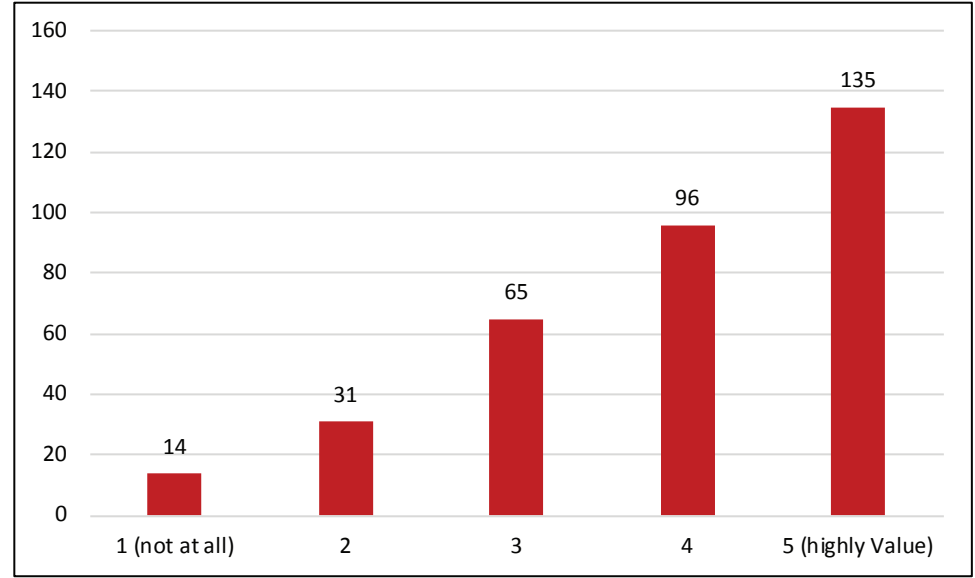
Why do you live and/or spend time in lower North Mankato?
(331 Total Respondents)



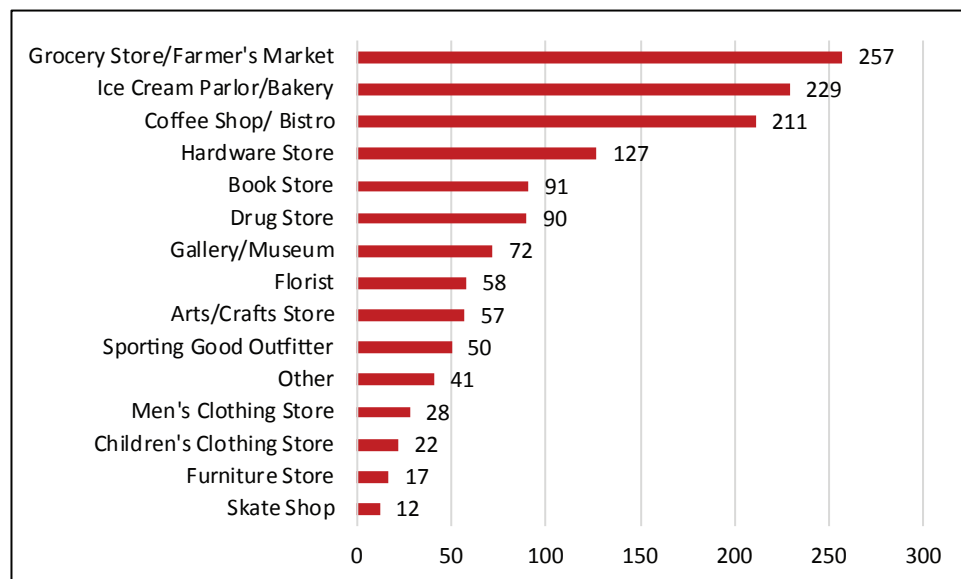
**There were 336 participants that chose 661 responses. Values are based on total number of votes; participants were allowed multiple selections.*

Other Responses:
Restaurants/Bars/Dining
Dinos
Support businesses/purchase goods & services
Hometown/ Love our home
Schools
Dry Cleaners
Post Office
Low Crime/Safe Community
Benders
Parks
Bank
Barbers
Library
Events
Hardly spend time here
Centralized location for bicycle commute
Love the peace & quiet
Church

On a scale of 1-5, how much do you value the historic character of lower North Mankato?
(341 Total Respondents)



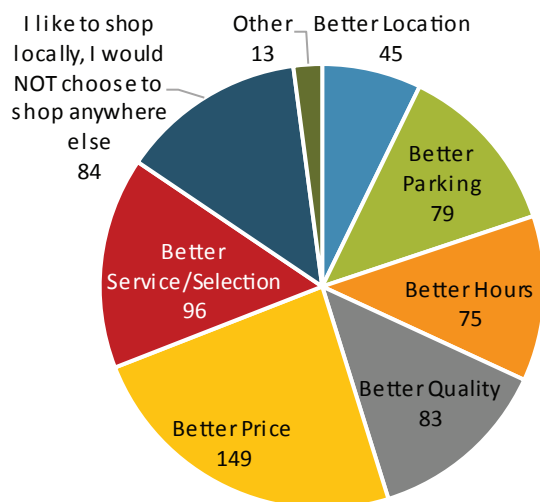
Of the following, which businesses would you frequent if it opened in lower North Mankato?
(342 Total Respondents)



**Values are based on total number of times each option was selected and participants were allowed to make multiple selections.*

Other Responses:
Rooftop bar
Retail (Target)
Local watering hole
Zoo
Restaurants
Shoe repair/other unique services
Roller sport park
Used book store
Toy/gaming store
Coffee/wine
Non-bar late night music venue
Antiques
Dollar Store
Bakery/Sandwich Shop
Higher density apartments/condos
Clinic/doctor's office
Caribou Coffee
Soup, pie & deli
Tap house
Meat Market
Small theatre/comedy club
Gardening/international market

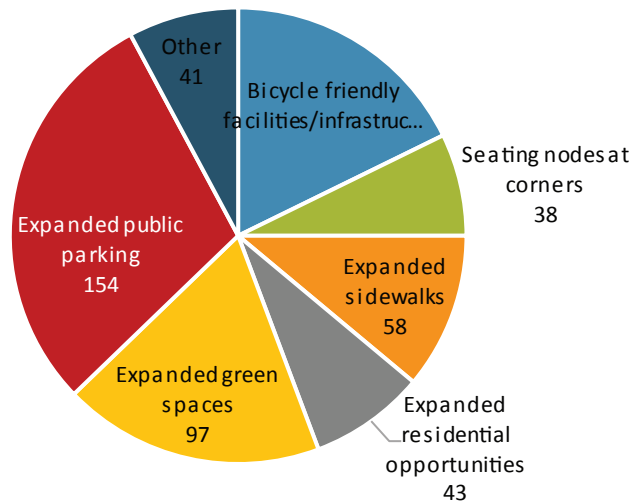
If the business you chose in the previous question existed in lower North Mankato, what would cause you to shop at a similar store in surrounding communitites rather than in lower North Mankato? (340 Total Respondents)



**Values are based on total number of times each option was selected and participants were allowed to make multiple selections.*

Other Responses:
I might be able to walk there
Close option
Closer to my house
Better pedestrian/bike design
More density of mixed uses
We shop all over
if it wasn't a true grocery store
Local is always first choice
Businesses in historic buildings

Which of the following do you feel would best benefit the economic stability of lower North Mankato? (322 Total Respondents)



**Values are based on total number of times each option was selected and participants were allowed to make multiple selections.*

Other Responses:
Less affordable housing/renters
Benches
Better variety of restaurants
More parking
Fewer rentals
Retail/destination shopping
Walkability
Stay-ability (keep people here)
More events
Traffic Calming
Less crime in the neighborhood
Arts center
Dog friendly parks
Higher end condo complex
Café with Outdoor Seating
Local artist boutiques
Tax discount for new businesses
Outdoor skating rinks
Enforcement at four corner stop
More weekend hours at Library

Which type of actions would have the greatest positive impact on the economy in lower North Mankato? (321 Total Respondents)

- 1. Rehabilitation of dilapidated buildings**
- 2. Redevelop existing or underutilized areas**
- 3. Improve the appearance of Belgrade Avenue**
- 4. Improve marketing efforts in lower North Mankato**
- 5. Provide financial incentives to businesses to create more jobs**
- 6. Increase housing options**

**Actions are listed in order of importance based on the highest scores awarded to each project.*

What improvements would you like to see to enhance the character and overall experience in lower North Mankato?
Create financially viable opportunities for small businesses who are looking for start-up help
River Access or River Park to walk/bike paths, picnic area with outdoor seating, food trucks, craft beer establishments
Parking with additional lighting near parking and sidewalks
Outside seating for Dino's in the back
Better Signage
Property maintenance enforcement
More businesses in empty buildings
Develop aesthetic guidelines to improve the character of the area
Buy Sharon's Craft & Floral and buy the houses they own behind for parking
Improve public transportation between Mankato & North Mankato. Currently not enough pick up & drop off.
Renovation/completely starting over for commercial properties and necessary parking is a step in the right direction
Bike infrastructure and traffic calming measure on Belgrade and Lee Blvd
Parking in the back – develop existing public parking lots that front the street (American Legion)
Wider sidewalks
Expand the business district
Tear down gas station and replace with 3 to 4 story building with housing and businesses
Any new construction should match the old brick feel
Add more greenery and green space
Support the creation of businesses that do not exist elsewhere
Expand pedestrian ramps to face in the direction of travel (currently angled to go diagonal across street)
Truncated domes for impaired people (none currently exist)
Map/directory of the City to promote ALL businesses for visitors and new residents
Cultivate a hipster, locavore setting
Add a bike/pedestrian bridge over the Minnesota River near the library over to Sibley park area and bike trail
Add a community page to the website for suggestions, complaints or open talk forums
Group businesses together that complement each other
Uniqueness that pulls a very diverse demographic
A place for businesses to hold off-site meetings
Parking is a critical component to any future success
Keep the small town, historic feel
Don't lose the character of Belgrade Ave along the residential section
Pedestrian environment organized not around cars, but around green spaces, community, and walkability
More diversity of businesses
Cohesive architectural appearance instead of Hodge podge of styles
Design guide that encourages/requires building designs that activate the sidewalks with activity
Add more resources that are frequently needed within walking distance
Small town thought process has a positive effect on the business economy
Fixing up homes to enhance the character, many great old homes that have been neglected throughout the years
Open things up from inside the community, celebrate visitors in a more purposeful fashion

Appendix C:

Meeting Summaries

5 – 10 Year Area Development Plan/ Downtown Master Plan	
What draws people into the downtown to stay and spend time currently?	<p>Magnets:</p> <ol style="list-style-type: none"> 1. Dining opportunities: Spinner's, Dino's, Nakato, Circle Inn, Legion. 2. Gas station brings people in but not to stay for a length of time. 3. Sculpture Walk. 4. The licensing agency was identified as a magnet bringing people downtown; people have to go there and will grab lunch. 5. Events: Blues on Belgrade, Bells on Belgrade, Bier on Belgrade, Fun Days, etc. <p>Need to define others here.</p>
What do we want the CBD to look like? Major/Minor alterations to infrastructure?	<p>General Themes:</p> <ol style="list-style-type: none"> 1. Suggestions that the future of the downtown could be modeled around Grand Ave. in St. Paul. 2. Slowing traffic down over the bridge through various methods. 3. More opportunity for unique shops on the street with opportunities on second and third floors of buildings. 4. Gathering places for community. 5. Population density increase 6. Aesthetics of the downtown <p>Specific Alterations:</p> <ol style="list-style-type: none"> 1. West of Legion: potential multi-level, mixed-use, storefronts on ground level; residential on top 2. South of Belgrade on Nicollet: Potential hotel with opening in the buildings serving as a gateway from Belgrade. 3. Angled parking downtown on south side of street: <ol style="list-style-type: none"> a. Will slow down traffic; curb bump outs b. Will add spaces 4. Potential round-about to assist with slowing traffic; coming from Mankato. 5. Street corners, alleys, and other potential seating and landscaping nodes around the downtown to create a destination. (See I & S Plan). 6. Adjacent parcels to Spinners: West and south parcels could be acquired in future to accommodate business expansion and parking. <ol style="list-style-type: none"> a. Current businesses could be offered a street front space in a development to include commercial base with residential or other commercial on top. (Landkamer building, Wine Café building) 7. Nakato owner sees expansion of business within parking lot to include an outdoor music venue area. 8. Future potential for a parking ramp on the recently acquired Wheeler properties.
Can the Downtown work with Commerce Drive businesses to create a mutually beneficial partnership?	<p>The Downtown might be able to join forces with Commerce Drive to establish a plan for mutual benefit;</p> <ol style="list-style-type: none"> a. Consensus among Commerce Business Owners is that they only want assistance for promoting business. b. Some citizens want improvements to make Commerce a better place to visit. c. Need to have discussion among businesses to see the possibilities.

Funding Sources (Potential)	<ol style="list-style-type: none"> 1. Food and Beverage Tax: \$80,000 (<u>Can rollover to following year</u>) 2. Hotel/Motel: \$80,000 3. Business Improvement Districts (BID): May not be sufficient at this point but may be something to consider as the District grows. <ol style="list-style-type: none"> a. Special taxing district established to include additional taxes on businesses in district. Creates autonomy for businesses to achieve these criteria: <ol style="list-style-type: none"> i. Marketing ii. Cleaning and Maintenance iii. Security iv. Policy Advocacy v. Economic Development vi. Community Development b. Small towns often use for Capital Improvements c. BID may make people angry at first (per our discussion) d. May generate roughly 5-10k per year e. Setting a five year renewal to incorporate new business. f. May be long-term vision for <i>Business on Belgrade</i> (BOB) 4. BOB has several grants and other funding resources that they obtain every year.
Miscellaneous thoughts and concerns for further consideration	<ol style="list-style-type: none"> 1. We have blighted properties need to assess these 2. Unsafe pedestrian conditions on the north side of the street with parking access to Legion, entry to gas station, etc... 3. How do we create an environment that is different than that of Front St. in Mankato which struggles to hold on to retail? 4. Over \$2million spent on Marigold; provides limited benefit to nearby business; don't want this to happen again. 5. In terms of function, smaller, more unique storefronts will bring people in. 6. Phasing: some properties might benefit from phasing plans to include the addition of parking lots that will eventually morph into business expansion as adjacent lots become available to replace lost parking. (i.e. Spinners, Nakato) 7. Food and Beverage Tax may be the best current method for revenue generation 8. Main Street Program: This may aid to assist with tax breaks and incentives; resources for economic development. Link: http://www.mnpreservation.org/pdf/MN-ConsideringMainStreet.pdf 9. Heritage Preservation Designations for specific buildings: This may provide opportunities for individual buildings to acquire monetary help for building improvements through incentives and tax credits.
Action Steps	<ol style="list-style-type: none"> 1. Map suggested alterations: <ol style="list-style-type: none"> a. Separate maps for incremental changes b. Different Scenarios c. Area magnets; places that attract the most and have capacity to encourage pedestrians to stay. d. Roundabout and Parking analysis (Traffic Analysis) 2. Establish Funding Sources 3. Next Meeting: <ol style="list-style-type: none"> a. Date b. Topics c. Participants 4. Establish 5-10 year plan criteria

NORTH MANKATO DOWNTOWN REDEVELOPMENT PLAN

STAKE HOLDER MEETING – MARCH 5, 2015

Meeting Minutes

City Staff and the Business on Belgrade Organization conducted a stakeholder meeting on Thursday, March 5, 2015 at 7pm at the Police Annex in North Mankato regarding a visioning process for the creation of a Downtown Redevelopment Plan. Below is a summary of the presentation from Staff outlining the driving forces behind the plan and a description of the consensus building exercises with corresponding results. Accompanying this document is the PowerPoint from the meeting containing the mapped results from previous meetings with Business on Belgrade and City Staff that served as a starting point to foster community ideas. These maps incorporate ideas from previous and current planning efforts for Downtown Redevelopment.

Meeting Presentation Summary

The City Administrator, John Harrenstein, with the assistance of City Staff, began a presentation outlining the reasons behind the plan and how we will proceed with the plan making process as well as ideas that were formulated based on preliminary business owner feedback and Comprehensive Plan Goals. Here is a summary of that presentation.

Focusing Events. In the recent past, the City had a downtown visioning study produced by the I & S Group which outlined several potential changes to the downtown as gathered through public meetings. Administration would like to move forward with the creation of a plan that incorporates relevant concepts from that process and feedback from current stakeholders in the District.

Other items discussed that are fueling the plan creation are the extension of the sales tax as a potential funding source for downtown redevelopment, the completion of the Marigold project, and questions about the City's financial commitment to the downtown parking lot acquisition.

Proposed Policy Process. Administrator Harrenstein laid out a potential plan making process to show the events leading until now and where we plan to go from here. This list outlines the proposed policy process; some items have been completed and other still to come:

- | | |
|--|-------------------|
| • Brainstorming Sessions with Business on Belgrade | December 2014 |
| • Ideas mapped and discussed further | January 2015 |
| • Stakeholder/Focus Group Meeting | March 2015 |
| • Summary Feedback and emails to participants | March 2015 |
| • Draft Plan | April 2015 |
| • 2-3 Open Houses | May and June 2015 |
| • City Council Workshop | June 2015 |
| • City Council Adoption | June 2015 |

This listing of events may be subject to change as the plan develops. Updates and alternative meeting dates will be communicated as time progresses.

Consensus Building Exercises. Participants were asked to observe large maps representing 5, 10 and 20 year visions for the downtown and were asked to engage, question, support and offer concerns regarding the ideas that were to provide a starting point for the discussions. The feedback provided through these exercises and those to come will guide the plan creation and implementation.

Each table answered these questions:

1. What should be added?
2. What should be removed?
3. List best ideas for the selected timeframe.

The tables reported out ideas and the ideas were voted on through a dot ranking exercise; all participants were given three dots to place on their favorite ideas at the end of the process. These results are outlined further in this document.

Comprehensive Plan Goals Summary. Staff presented the Comprehensive Plan goals that are guiding the Downtown Redevelopment Plan. This is a listing of those goals:

Chapter 3 – Land Use

GOAL 1: Maximize the use of land within the City of North Mankato in a way that strengthens the local economy, preserves natural resources, and ensures a high-quality of life for all residents.

Objective 1.1 – Preserve and enhance the small business environment of the downtown.

Chapter 9 – Downtown Redevelopment

GOAL 1: Expand the number and variety of businesses and residential varieties in the downtown.

Objective 1.1 – Preserve and enhance the small business environment of the downtown.

Objective 1.2 – Increase the number of businesses and residents in the downtown.

Objective 1.3 – Ensure adequate parking for all businesses.

GOAL 2: Create a safe and inviting pedestrian realm.

Objective 2.1 – Improve safety for pedestrians

Objective 2.2 – Improve the appearance of the streetscape and facades in the downtown.

Chapter 10 – Design

GOAL 1: Enhance the livability of North Mankato through quality design.

Objective 1.1 – Improve safety for pedestrians

Objective 2.2 – Improve the appearance of the streetscape and facades in the downtown.

Visions for 5, 10 and 20 Years. Accompanying these minutes is the PowerPoint containing the maps representing preliminary ideas and concepts for the 5, 10 and 20 year redevelopment of

the downtown. These maps were those that were provided to the groups for the exercise that gathered opinions to guide the plan.

Results of Consensus Building Exercises

This table features the collective answers to the questions and how they were eventually voted on for preference by the participants.

YEAR	QUESTION	RESPONSE DESCRIPTION	NUMBER OF VOTES	
5 YEAR	ITEMS TO ADD	Roundabout is a great way to slow traffic; needs to be added to five year plan	6	
		Nicollet and Belgrade cross over bridge for pedestrians; entry way development	6	
		1 lane on Center street converted to bike lane	1	
		Number 8 on the 200 Block (missing building) show mixed use building rather than plaza	0	
		Stop sign coming over bridge	0	
		Signaled crossing in middle of streets	2	
		ITEMS TO REMOVE	Remove suggested crosswalk coming over bridge into town.	1
			No parking ramps in the downtown as they take from the ambience	0
		BEST IDEAS	Bump outs to slow traffic throughout district	8
			Street light ambience	4
	Additional lighting on bridge in collaboration with Mankato		1	
		Closure of traffic lane going into Mankato for extension of sidewalk in front of business	3	
		Pedestrian focused design	3	
10 YEAR	ITEMS TO ADD	Leave gas station as it is a big draw; provides store; or provide alternative for gas station location.	5	
		Leave Circle Inn as it is; it is iconic	6	
	ITEMS TO REMOVE	Move potential plaza to a 20 year item and leave the gas station as it is a big draw.	1	
	BEST IDEAS	Add a Bistro or Deli Shop	4	
		Add 4-way stop at Belgrade and Cross	3	
		Align Wheeler Avenue on Range	3	
		If parking ramp north of gas station; incorporate bank drive thru into the ramp circulation.	3	
20 YEAR	ITEMS TO ADD			
	ITEMS TO REMOVE	Remove Hotel Idea; Put Hotel up near Caswell	3	
		Don't close Wall Street for mixed use infill building	3	
	BEST IDEAS	Additional parking garages and surface parking are good	0	
		Hotel is good idea in the downtown	3	
		Mixed Use needs to be spread downtown rather than just in the 200 block; spread more into the 300 and 400 blocks.	7	
GENERALLY	BEST IDEAS	Keeping the look of the Historic Downtown all the way; consistent with aesthetic appeal	6	
		Relocate gas station	2	

		Center Cross walk for 200 Block	0
		Focus on developing corners of blocks with all corners having mixed use building	7
		Bike Lane down Belgrade	1
		Displace density down Belgrade; rather than crowding over bridge area; Convert homes to business	12
		Widening alleys behind Legion and Frandsen to accommodate increased traffic	3
		Add Streetcar	3
		Consider relaxing building height restrictions	3
		Revisit materials and color ordinances and guidelines	2

It is clear from the results that participants favored some of the ideas more than others. These results will assist in moving forward with the plan and it should be noted that they don't represent the end of citizen input as we will have other meetings that will shape and mold the plan.

As mentioned before, the maps used in the exercise can be seen in the accompanying PowerPoint. Each Map has numbers that correspond to the changes and a list of changes at the bottom of the page for each block.

Next Steps. As a result of this meeting, we are working to establish another meeting date with some of the major changes to the plan incorporated. City Staff will keep BoB posted regarding progress and possible future meetings.

If you have any questions regarding the plan progress or some of the changes suggested for the downtown, please contact:

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Intern - City of North Mankato
p: (507)625-4141
matthew.lassonde@mnsu.edu

or

John Harrenstein
City Administrator – City of North Mankato
p: (507)625-4141 ext. 222
johnharrenstein@northmankato.com



Belgrade Avenue Master Plan
Steering Committee Meeting
Wednesday, April 6, 2016 6:00 PM

The purpose of this meeting was to prepare questions for the upcoming open house to facilitate discussion and feedback among participants. The following notes are discussion points from that meeting.

Discussion Points:

- Strong support for a “We not I” approach
- Strong support for historic resources. Lower North in general has a strong historic presence not just on Belgrade. People could be guided from the downtown to take a walk through and see the historic resources with signage outlining the history of the area
- Residential incorporated into mixed use buildings should be affordable to maintain a mix of people and not just affluent
- Belgrade too wide and vehicles travel too fast in 200 Block
- Left onto Nicollet coming over Vet Bridge is unavailable which has been identified as a hardship by one participant
- Range/Belgrade intersection dangerous due to people speeding and running stop sign
- Issues with wayfinding signage for public parking
- Beautification of building facades as well as streetscape was important
- One participant suggested there be a design committee
- City Administrator mentioned that the City doesn’t have minimum parking requirements
- Considering the future of events and festivals is important
- One participant suggested having a college competition for artistic bike racks along the corridor
- One participant suggested having competitions for the best house or best yard along the corridor as a way to encourage beautification along the corridor
- Character was important as a design guideline
- Inviting buildings to consider moving into new developments to encourage redevelopment efforts

Potential Questions (For Steering Committee to ask Public at Meeting)

- What opportunities do you see on Belgrade?
- What kind of businesses would you like to see?
- How do you value historic resources? Do you think promoting a signed walk from downtown that highlights historic properties would be beneficial?
- Do you feel safe walking or driving on Belgrade?
- How do you feel about parking and access to businesses on Belgrade?
- What do you think the future design of the Downtown should hold to? How should it look?
- Do you feel there are adequate public gathering spaces or seating nodes along the corridor?
- What is it the people don’t know about Belgrade?
- What would encourage people to enhance their properties?
- How can we encourage businesses to come to Belgrade?

**Belgrade Avenue Master Plan
Community Input Session
Tuesday, April 26th 6:00 p.m.
Belgrade Avenue United Methodist Church**

An open house was held at the Belgrade Avenue United Methodist Church on April 26, 2016. Several interested citizens and business owners along with members of City Staff and Elected official attended the meeting as did members of the project steering committee.

There was a brief presentation and various boards and materials describing the project were made available for review and comment. Participants were seated at round tables with approximately eight individuals at each to facilitate discussion. Project staff along with Steering Committee members circulated the room approaching each table with questions drafted by the committee to solicit feedback on the downtown.

Below are the questions and associated feedback received through that exercise. The questions are organized under the Comprehensive Plan goals they pertain to.

1. Name three words you would use to describe Belgrade Ave today and three words you hope to use to describe Belgrade Ave in 5 years.

Today	5 Years
active	thriving
vintage	new destinations
recreational	expanded (west to south)
residential	beautiful
historic	inviting
beautiful	cohesive architecture
bustling	pedestrian friendly
symmetrical	bustling
dangerous	safe
ugly	familiarity- feels like neighborhood
not inviting	market driven
unique	more density in business district
inviting	
brick	
fun	
comfortable	

2. What should people know about Belgrade Ave that they might not?

- Parking and wayfinding
- The history, especially the brick industry.

3. How would you describe the character/look & feel of the area? What makes Belgrade Avenue Unique?

- The historic homes give a neighborhood feel to lower North Mankato;
- Business on Belgrade events provide a sense of community;
- Vintage buildings may need updating and to be mixed with new construction;

- Keep the Old Highway 14 history.
-

LAND USE

Maximize the use of land within the City of North Mankato in a way that strengthens the local economy, preserves natural resources, and ensures a high-quality of life for all residents.

Objective 1.1—Preserve and enhance the small business environment of the downtown.

DOWNTOWN REDEVELOPMENT

Expand the number and variety of businesses and residential varieties in the downtown.

Objective 1.1—Redevelop underutilized parcels or outdated and deteriorated buildings.

Objective 1.2—Increase the number of businesses and residents in the downtown.

4. What kinds of businesses would you like to see on Belgrade Avenue that aren't currently there?

- Mixed use buildings along Belgrade Avenue which can support the desired Café's and other dining options and specialty shops, community gathering spaces for special events, kid's activities, and continued community events.
- A stronger online presence and a community magazine is also desired.

5. How can we encourage the public to frequent Belgrade Ave?

- Parking, signage, and wayfinding;
- Pedestrian improvements and traffic calming;
- Focus on building exteriors, windows, awnings, and signs;
- Buildings should have a cohesive look (no hodge podge);

6. How can we encourage businesses to come to Belgrade Ave?

- A business incubator, artist workspaces (active vacant spaces), or other creative ways of gathering and offering options to start up small businesses;
- Re-establish the community grant & loan program;
- TIF.

Questions for Business Owners Present

7. As a business owner, are you interested in shared business services? (parking, snow removal, cleaning)

- The city already offers these things or business owners already own property for parking.

8. As a business owner, how do you feel about potential redevelopment of buildings in the area?

- How many stops do visitors to Belgrade make while they're in the area?

- Businesses with constant (Design) flow would be great.

9. Do you find the Belgrade Avenue area livable?

- Yes, but it could be more attractive;
- Blighted properties exist;
- Prevention of rentals

10. What would encourage a mix of housing types in the area surrounding Belgrade Avenue?

- Homes used as businesses;
- Cohesive buildings, timeless;
- No more rental housing, apartment buildings will not improve the neighborhood.

Objective 1.3—Ensure adequate parking for all businesses.

11. Do you feel there is adequate parking on Belgrade Avenue and in the immediate area?

- Lighting and signage is a main issue;
- Parking in front of the post office is a problem during peak periods;
- Time limited parking suggested.

Create a safe and inviting pedestrian realm.

Objective 2.1—Improve safety for pedestrians.

12. How can we make Belgrade Avenue more inviting for pedestrians?

- Signage, lighting, and aesthetics (wrought iron with greenery);
- Bumpouts;
- More bike racks;
- Safer cross walks, intersections are dangerous for pedestrians;
- Nodes with benches;
- LED lighting;
- Median island.

13. How can we make Belgrade Avenue safe for drivers?

No Feedback

14. Are there sufficient gathering spaces in the area? What would encourage people to gather there?

- Nakato's stone wall at seating height is always full.

Objective 2.2—Improve the appearance of the streetscape and facades in the downtown.

15. Which building(s) do you think are the most pleasing to look at in the Belgrade Avenue business district?

- Dino's,
- Bruntons,
- Spinners,
- Hot tub place,
- Y Barbers,
- Natural Pathways.

16. What would encourage residents and businesses in the area to improve or enhance their homes or businesses?

- Signage for Wheeler Park from Belgrade;
- Historic Walking tour;
- Geocaching;
- Tour of homes;
- Front yard contests;
- Communication of helpful programs – share info from city to public;
- Christmas decorating contest;
- Promoting available funding options to business owners and residents;
- Education of grants and funding;
- Business on Belgrade events.

17. What non-business amenities would you like to see in the Belgrade Avenue business district?

- Charging stations for electronics;
 - fountains;
 - lack of space
-

COMMUNITY DESIGN

Enhance the livability of north Mankato through quality design.

Objective 1.1—Make enhancements that improve the functionality of the public realm.

Objective 1.2—Make decisions that enhance the appearance and attractiveness of the public realm.

18. Do you feel there should be a design committee or design guidelines? What should businesses and buildings in the area look like?

- Yes;

- Needs to be financial support;
- Guidelines for new and restoring buildings;

19. What kinds of public art programs would enhance Belgrade Avenue?

- Functional art (benches and bike racks);
- Music;
- Murals;
- Sculptures

20. What kinds of special events does the area lend itself to?

- Cycle race;
- Boy scout troop 29 5K;
- Free is important;
- Like all events, businesses do benefit financially.

Other Comments

- Connectivity between Upper and Lower North (Bus Lines);
- Move library downtown;
- Sculptures are a great draw to area on both sides of the bridge.



**Belgrade Avenue Master Plan
Steering Committee Meeting**
Wednesday, June 8, 2016 6:00 PM

Purpose:

The purpose of the meeting was to facilitate discussion among steering committee members regarding feedback from the community input session held on Tuesday, April 26th 2016.

Attendees:

See Attachment for steering committee members in attendance.

Materials Presented:

- Visitor—Alyssa Auten, Director of the Nicollet County Historical Society
- Community input session comments (see attached).

Comments Received:

1. Discussion of Historic Preservation Commission (HPC) alternatives; HPC's are typically established in association with districts.
 - a. Historic levee for discussed as potential funding source for improvements to historic properties: small cost over year through tax leveed on citizens. There was interest in more research on this potential funding.
 - b. Discussion of the establishment of a neighborhood association in lieu of a HPC. Some interest in a HPC establishment, though it is more related to capturing and recognizing the history of the area.
2. There was a collective interest in an inventory of City Historic Resources:
 - a. It was suggested that the Belgrade Master Plan should provide recommendation for an inventory to take place
 - b. Option to utilize URSI Department at MSU for Graduate Students in the studio course.
3. There was ample discussion of establishing design guidelines and/or a design review committee to act in place of a HPC. Currently, there is no measure of control preventing the construction of buildings that don't fit in with the character of downtown. Generally, the group supported the establishment of design guidelines/regulations. It was mentioned that the North Mankato City Council has never had a discussion regarding the establishment of a HPC.
4. There was strong support for the development of a gateway to Wheeler Park that provides a connection to the downtown. Enhancements to Cross Street with wider sidewalks and informational signage guiding visitors to Wheeler from downtown was discussed as a means to accomplish that goal.

5. One participant suggested that City Staff should interview the older population that have resided in North Mankato for a long time to collect oral histories before they are gone and it is too late to hear their stories.
6. It was discussed that historical markers or plaques should be placed on locations of significance.
7. It was discussed that a historical walking tour guided by podcast could highlight historic resources.
8. One participant suggested stockpiling bricks from redevelopment projects of older homes that have succumb to demolition for use in future projects.
9. Overall desired look and feel –“Grand Avenue” look and feel; create a place where people want to be. Market will control what businesses locate there; what we can do is create conditions attractive to businesses.
10. There was discussion of extending the Central Business District (CBD) down Range Street.
11. There was discussion of housing provisions for local artists.
12. Generally, the Committee reiterated that sufficient parking exists. The group noted that better signage could help with alleviating the perception that it’s limited. Parking accessibility was raised as a concern.
13. Some mentioned a desire for easier/safer access across Belgrade on east end (bridge side)
14. There was Interest in special pavers or streetscaping to highlight/distinguish areas where streets are shut down for community events. This will be taken into consideration with Corridor Study as well.
15. Some suggested the desire for more benches and gathering spaces
16. Rentals—though some community members suggested throughout engagement process that there are “too many rentals” or “no more rental” the reality is that rental housing has to be part of the mix; increasingly people are not purchasing but becoming renters. An alternative to eliminating or restricting rentals would be enforcing guidelines and standards on rental housing. Mixed use/apartments above commercial should be part of the plan.
17. Some discussion of “form based codes” /Performance Standards. These codes, though often established to take the place of the entire City Code, could be applied to the CBD instead of the City as a whole
18. Multiple responses were voiced to describe Belgrade per the discussion at the meeting.



Belgrade Avenue Corridor Study

North Mankato, Minnesota

Steering Committee Meeting

Wednesday, September 8, 2016

North Mankato Police Annex

5:30 – 6:30 pm

Summary

Attendees:

Name	Title/Agency
Jake Huebsch	Transportation Planner; Mankato Area Planning Organization (MAPO)
Angie Bersaw	Senior Transportation Planner; Bolton & Menk, Inc.
Michael Fischer	City Planner; City of North Mankato
Matt Lassonde	Transportation Planner; Bolton & Menk, Inc.
Tom Hagen	Steering Committee Member
Barb Church	Steering Committee Member
Matthias Leyrer	Steering Committee Member
Jon Hamel	Steering Committee Member
Sheila Skilling	Steering Committee Member

1. Introduction and Roles

- *Agency and Consulting Staff introduced themselves and their affiliation to Steering Committee members and discussed roles in the project.*
- *Staff discussed the role of the Steering Committee in the Project*

2. Presentation

A presentation was given to introduce project goals, relationship to the Belgrade Master Plan efforts, status of the corridor study, existing conditions on Belgrade Avenue, schedule, and next steps.

The following materials were provided to Steering Committee members for discussion of existing conditions:

- *Maps:*
 - *Access Inventory*
 - *Parking Assessment*
 - *Traffic Operations*
 - *Crash History*
 - *Pedestrian and Bicycle Connections*
 - *Land Use*
 - *Transit*
- *Project Schedule*

- *Project Handout (This included: general project information, contact information, website location)*

3. Steering Committee Discussion with Staff

Staff led a discussion with committee members to identify answers to the following overarching questions:

- *What are your primary transportation concerns with Belgrade Avenue?*
- *What do you want to achieve with improvements to Belgrade Avenue?*

The following is a summary of the discussion between staff and committee participants:

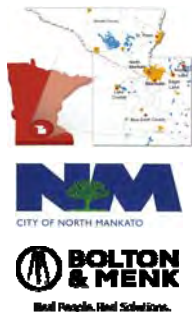
- *One member discussed the significance of ambience along the corridor that has been a part of several discussions in many previous planning efforts. He suggested that changes to the corridor will need to keep this in mind in regards to roadway design. Angie mentioned that streetscaping will be a consideration in our roadway design alternatives.*
- *One participant would like to see commercial development spread further west along Belgrade rather than clustering it at the eastern edge of the corridor near the Veteran's Memorial Bridge.*
- *Several participants suggested that they would like to see slower traffic along Belgrade, specifically within the Central Business District (CBD). Staff suggested there are measures that can be implemented in streetscape design that can cause drivers to slow down. Measures include sidewalk bumpouts, narrower lanes, parking configurations, etc. Staff confirmed that several methods could be explored in concept alternative development. One participant suggested that the Veteran's Memorial Bridge is designed like a highway and that encourages drivers to exceed the speed limit through the CBD.*
- *There was some discussion regarding lane configuration downtown. Matt suggested that the removal of one lane in the four lane section at the 200 Block has been a discussion topic in many previous Belgrade Master Plan meetings. Angie asked whether participants would like to see wider sidewalks, increased on-street parking, or other infrastructure if more space becomes available at the road sides. Some suggested they would like to see wider sidewalks along the 200 Block of Belgrade to accommodate patio dining at restaurants and increased pedestrian movement. Alternative parking measures were also discussed such as angled parking in front of the south side businesses or parking on both sides of the street. Staff confirmed that several options would be considered during concept alternative development.*
- *A participant suggested that cameras located at key locations in Mankato have been quite beneficial for traffic accident and other purposes and recommended that consulting staff consider integrating this into design.*
- *Participants began discussing the adequacy of parking resources along the corridor. One participant mentioned that previous studies suggested that there is a perceived shortage of parking resources along the corridor. Matt confirmed that several studies do state that the shortage is perceived. One participant recommended additional lighting on side streets to make on-street parking there seem more inviting and safe. This would perhaps encourage patrons to park there and remove some of the strain on other parking resources and assist with ending the perception of a parking shortage. Wayfinding signage to parking was also discussed as a tool to solve parking perceptions.*
- *The general opinion of the group was that pedestrian/bicycle crossings are unsafe in most locations as vehicles speed and ignore stop signs. Matt asked the group if pedestrians could be accountable for also not following the rules of the road.*

Participants suggested that bicyclists are often seen failing to exercise appropriate roadway conduct while riding, also running stop signs and getting into traffic which was seen as problematic along the corridor. Matt and Angie described Nicollet Avenue as a designated bike route per the City's complete streets policy along with Sherman Street and Center Street. One participant asked how these were marked and suggested that "sharrows" are not good means of marking a designated on-road bike path. Participants suggested a stop sign at Sherman to accommodate the existing on-road path.

- Another concern with pedestrian access was identified in the 200 Block. Participants identified the block as very long and not easy to cross. The crossing at Range Street is a far distance from most public parking.*
- Participants inquired about transit routes and the general future of transit in North Mankato. Jake mentioned that the MAPO already has a planning effort in the works to study the transit system and identify any potential changes.*
- Traffic control measures were discussed for various intersections. The southbound ramp on 169 was discussed and participants inquired to the feasibility of a roundabout option in that location. Matt mentioned that the City requested a high level design to assess the potential geometric fit for a roundabout but discussions have not moved forward from there. Angie and Matt discussed that a future Intersection Control Evaluation (ICE) study will be taking place and will explore multiple possibilities. Some inquired about the potential for a mini-roundabout at the Range/Belgrade intersection to improve potential delays and pedestrian movements. Angie suggested that participants view an informational video prepared for the City of Shakopee to see how mini-roundabouts operate. Angie suggested that many possibilities would be explored through concept development.*
- One participant suggested that the gas station and the bank drive through are vehicle focused businesses and cause a lot of traffic in the area. Angie said access modifications will be looked at closely in the CBD but noted that discussions with individual businesses would also need to occur to make sure proposed changes, if any, would work with their business operations.*

4. Next Steps

- a. Development & Evaluation of Alternatives—October 2016 to January 2017**
- b. Future Traffic Analysis—November to December 2016**
- c. Downtown Plan Steering Committee Meeting #2—November 2016**
- d. Public Open House #1—December 2016**



Belgrade Avenue Corridor Study & Belgrade Avenue Master Plan North Mankato, Minnesota Steering Committee Meeting

**January 19th, 2017
North Mankato Police Annex
6:00 to 7:30 pm**

Summary

Attendees:

Name	Title/Agency
Jake Huebsch	Transportation Planner; Mankato Area Planning Organization (MAPO)
Angie Bersaw	Senior Transportation Planner; Bolton & Menk, Inc.
Michael Fischer	City Planner; City of North Mankato
Matt Lassonde	Transportation Planner; Bolton & Menk, Inc.
Courtney Kietzer	Planning Analyst, City of North Mankato
Randy Zellmer	Committee Chair
Megan Flanagan	City Center Partnership
Linda Myron	Committee Member
Lynn Schreiner	Committee Member
Barb Church	Committee Member
Jon Hammel	Committee Member
Matthias Leyrer	Committee Member
Sheila Skilling	Committee Member
Tom Hagen	Committee Member
Tom Bohrer	Committee Member

1. Welcome and Introductions

2. Belgrade Master Plan Updates

- *Matt opened discussion with the proposed revisions to the Belgrade Master Plan - Section 4.6 Historic Preservation and Design Guidelines. Tom H. raised concerns he had with the language in the section referring to the City using the Planning Commission as the authority on historic preservation instead of a historic preservation commission.*
- *Courtney gave a brief rundown of the Design Guideline Document Updates. All agreed that the guidelines were done well and conveyed the right message. However, Jon H. questioned the*

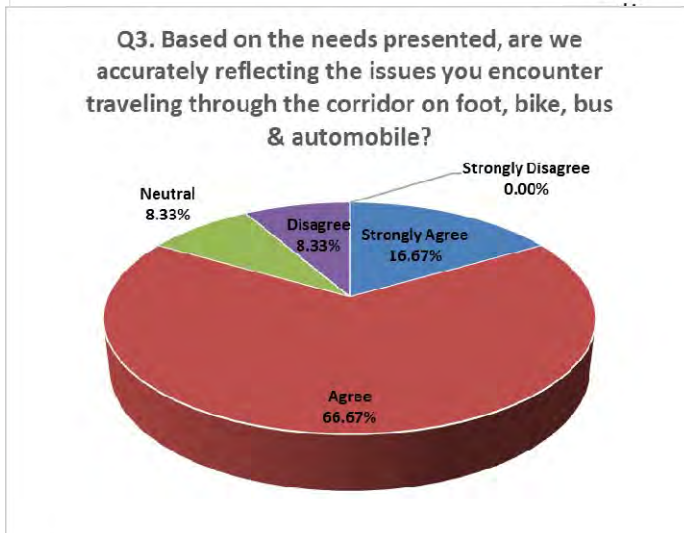
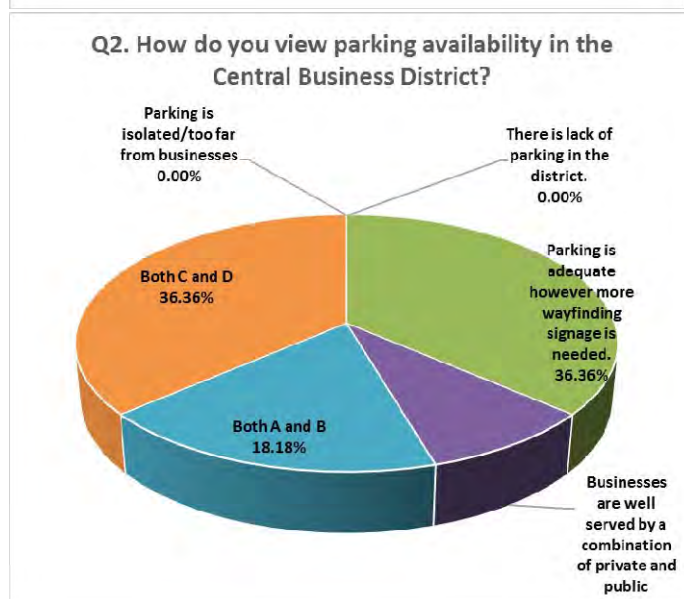
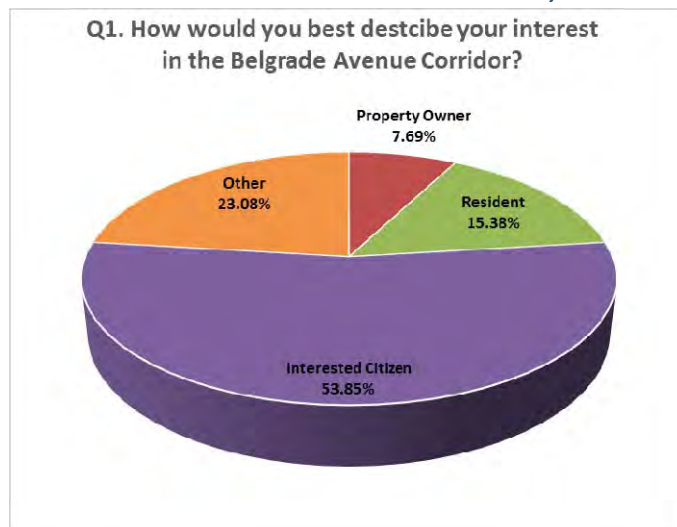
City's ability to enforce the guidelines as policy. Tom H. and others encouraged Project Staff to work with the City to change the language.

- *Matt said that he would work with City Staff and Project Partners to find a suitable solutions to the concerns. Several potential courses of action were discussed including moving forward with finalizing an inventory of historic resources begun by Courtney K. and involving the State Historic Preservation Office in the process for guidance on action to take. Matt reassured the group that this would be resolved.*

3. Belgrade Corridor Study Updates Presentation

- *The following materials were presented to Steering Committee members for discussion:*
 - *Study Progress*
 - *Brief review of existing conditions:*
 - *Access Inventory*
 - *Parking Assessment*
 - *Traffic Operations*
 - *Crash History*
 - *Pedestrian and Bicycle Connections*
 - *Land Use*
 - *Transit*
 - *Study Goals*
 - *Range of Concept Alternatives including:*
 - *Improvements from Lee Boulevard to Lake Street*
 - *The addition of bumpouts to the following intersections:*
 - *Cornelia Street*
 - *Sherman Street*
 - *Center Street*
 - *Cross Street*
 - *200 Block Concepts including:*
 - *4-lane option with added bumpouts*
 - *3-lane options with mini roundabout at the Range/Belgrade intersection and access closures at Circle Inn (adjacent to Wall St) and public parking lot (adjacent to Range St). The 3-lane option would provide extended sidewalk widths and space for streetscape amenities and potential patio opportunities for businesses. This option would also include one of the following variations of the Wall Street, Nicollet Avenue, USTH 169 SB Ramp intersections:*
 - *Dedicated WB turn-lane onto Nicollet from Belgrade.*
 - *Extended median past Wall Street to provide pedestrian refuge for mid-block crossing. This would prevent traffic from turning left onto Nicollet and Wall Street.*
 - *Maintained existing median preventing left hand turns onto Nicollet Avenue.*
 - *Roundabout at USTH 169 providing traffic calming conditions for traffic entering the downtown from the Veteran's Memorial Bridge. This option would maintain a similar median preventing left turns onto Nicollet as exists*

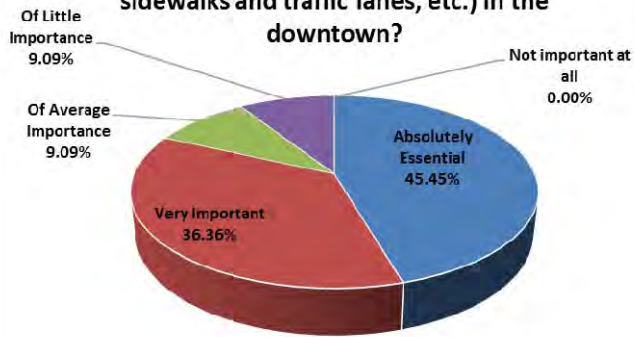
today.



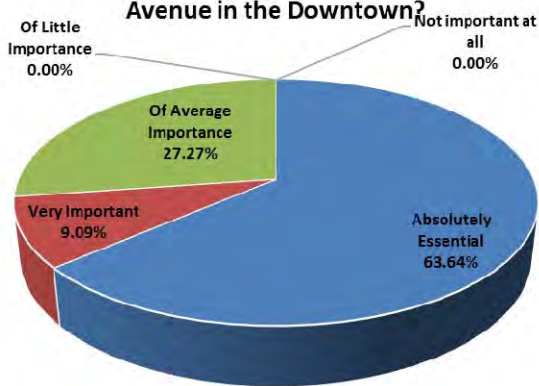
the Downtown. All participants found this important.

- Throughout the presentation, several questions were presented to the committee through polling software. The following represents the questions presented and the responses received:
- Question 1 assessed the interests of those attending the meeting. Most members of the Steering Committee are Interested Citizens.
- Question 2 assessed the groups views on parking availability in the district. Most believed that the district is well served by parking but would benefit from wayfinding signage.
- Question 3 asked if the group thought the study accurately reflects the issues on the corridor. The vast majority agreed that it did.
- Question 4 asked the importance of improved pedestrian facilities. Most (90%) favored improved pedestrian facilities.
- Question 5 asked about the importance of crossings of Belgrade in

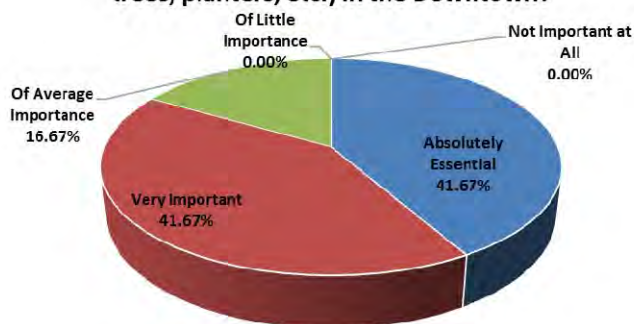
Q4. In your opinion, how important is it to improve pedestrian facilities (i.e. wider sidewalks, increased buffer area between sidewalks and traffic lanes, etc.) in the downtown?



Q5. In your opinion, how important is it to improve pedestrian crossings of Belgrade Avenue in the Downtown?



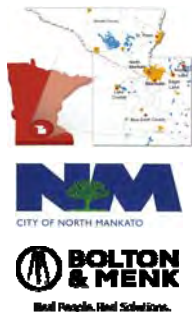
Q6. In your opinion, how important is it to provide additional streetscape amenities (i.e. outdoor seating/patio space for businesses, trees, planters, etc.) in the Downtown?



- Question 6 asked about the importance of streetscape amenities. Most placed high importance on additional streetscape amenities.

4. Next Steps

- Project Staff explained next steps and upcoming meetings asking the commission to attend and assist with asking questions to the general public.
 - a. Next Steering Committee Meeting – February/March
 - b. Upcoming Open Houses:
 - i. January 26, 5:30pm to 7:30pm
 - ii. January 28, 10:00am to 11:30am



Belgrade Avenue Corridor Study & Belgrade Avenue Master Plan North Mankato, Minnesota Steering Committee Meeting

**April 25th, 2017
North Mankato City Hall
6:00 to 7:30 pm**

Summary

Attendees:

Name	Title/Agency
Angie Bersaw	Senior Transportation Planner; Bolton & Menk, Inc.
Michael Fischer	City Planner; City of North Mankato
Matt Lassonde	Transportation Planner; Bolton & Menk, Inc.
Randy Zellmer	Committee Chair
Linda Myron	Committee Member
Barb Church	Committee Member
Matthias Leyrer	Committee Member
Tom Hagen	Committee Member
Chris Person	Committee Member

1. Matt and Angie presented the results of the Open House Meetings and the Business on Belgrade Meetings as well as the draft study recommendations to the Steering Committee Group.
2. The group then discussed the status of the Corridor Study and Next Steps. The following outlines the ensuing discussion:
 - a. All in attendance were asked to review the proposed Belgrade Avenue Master Plan before completing the Belgrade Avenue Corridor Study.
 - b. All participants agreed that the two efforts need a stronger link with language incorporated in both plans linking them. It was discussed that, when drafting the Corridor Study for 200 – 500 blocks of Belgrade, the study would incorporate proposals that align with the Belgrade Master Plan.
 - c. Angie and Matt initially identified timeframes from implementation and the group didn't feel that this fit with the project recommendations. The committee suggested we do away with Priority identification in years. Concern being, a bulk of what is proposed is in the 6 – 20 year category, with likelihood little will actually be implemented.
 - d. The Steering Committee Chair, Randy Zellmer, suggested, and the group agreed, that the Belgrade Avenue Corridor Study should represent the views of those who participated while avoiding allowing those with negative thoughts to control the plan. Those present

at the open houses agreed that they didn't experienced the same negative views at the open houses for the Master Plan.

- e. The group was in approval of proposing some temporary trials as has been done in the Riverfront Drive Corridor Study in the Mankato Old Town area thinking that maybe people will have a different view after a trial run.
- f. A preference from the group was to request the presentation to the City Council be at a Work Session to allow more time to present and discuss both studies.
- g. The group would like to wrap up the planning efforts before summer stating "It has been over a year for the Master Plan. It would be nice to bring to an end before summer, when folk's priorities shift to summer activities."

Appendix D:

Acceptable Land Uses in CBD

§ 156.045 CBD, CENTRAL BUSINESS DISTRICT.

(A) *Purpose.* The Central Business District is intended to provide for low- to high-intensity pedestrian-oriented residential, office, retail, commercial, institutional and mixed-use (commercial/residential) development that supports the integrity of a downtown neighborhood, and serves the entire population. While pedestrian orientation is emphasized, the automobile is also accommodated. The CBD District accommodates the traditional "main street" character of the historical North Mankato downtown area (200 block of Belgrade), but also extends west to accommodate a combination of residential, commercial, and office uses. It includes a traditional residential corridor, with some houses that are maintained as residences and others that have converted to non-residential use.

(B) *Special requirements.* Every use, unless expressly exempted by this division, shall be operated in its entirety within a completely enclosed structure; the exception of a use from the requirement of the enclosure will be indicated by the phrase "need not be enclosed" appearing after any use exempted.

(C) *Permitted uses.*

(1) The following are permitted uses:

- (a) Antique store.
- (b) Apparel store.
- (c) Appliance store.
- (d) Art gallery, studio, school or supply store.
- (e) Bakeries, retail.
- (f) Banks, savings and loans or finance companies.
- (g) Barber and beauty shops.
- (h) Bars, taverns, and cocktail lounges licensed to sell soft drinks, beer malt, or alcoholic beverages on sale, off sale or both.
- (i) Book store.
- (j) Bowling alley.
- (k) Business machine store.
- (l) Business, trade or commercial school.
- (m) Camera and photographic studio and supply.
- (n) Candy, ice cream, confectionary store.
- (o) (Reserved).
- (p) Catalog service and mail order house.
- (q) Caterer.

- (r) (Reserved).
- (s) Churches.
- (t) Clinic, dental or medical, but not animal clinic.
- (u) Club or lodge.
- (v) Community centers, parks or public buildings.
- (w) Convent, monastery or similar institution for religious training.
- (x) Conventions, or meeting facility.
- (y) Dairy store.
- (z) Dance studio.
- (aa) Day cares.
- (bb) Delicatessen.
- (cc) Drug store.
- (dd) Dwellings:
 - 1. Single-family detached.
 - 2. Two-family.
 - 3. Apartments or apartment buildings.
 - 4. Multiple family dwellings.
- (ee) Essential public utility and service structures.
- (ff) Fences.
- (gg) Floral and garden supply including nursery, need not be enclosed.
- (hh) Gift, novelty or souvenir store.
- (ii) Grocery store.
- (jj) Hardware store.
- (kk) Hobby store.
- (ll) Hotels and motels.
- (mm) Institution of religious, charitable or philanthropic nature.
- (nn) Interior decorating store and supply.
- (oo) Janitorial services.
- (pp) Laboratory, medical or dental.
- (qq) Laundry or dry-cleaning.

- (rr) Leather goods store - retail only.
- (ss) Libraries, auditoriums, museums, or other cultural institutions.
- (tt) Locksmith or key stand, need not be enclosed.
- (uu) Medical appliance sales and fittings.
- (vv) Medical intern or resident doctor's quarters.
- (ww) Mixed-use buildings and developments.
- (xx) Mortuary, funeral home.
- (yy) Office of any type.
- (zz) Optical services and supply.
- (aaa) Parking of vehicles, need not be enclosed.
- (bbb) Pet store, including animal clinic.
- (ccc) Private recreation facilities; tennis court, golf club, swimming pool.
- (ddd) Rehabilitation center for handicapped persons.
- (eee) Restaurants or other eating places including drive-ins.
- (fff) School, public or private.
- (ggg) Shoe repair shops.
- (hhh) Sporting goods store.
- (iii) Stationery store.
- (jjj) Tailor shops.
- (kkk) Theater.
- (lll) Toy store.
- (mmm) Travel bureau or ticket agency.
- (nnn) Variety stores.

(2) Every permitted use allowed shall be constructed on a permanent foundation and be connected to municipal utilities.

(D) *Conditional uses.* The following uses may be permitted if granted a conditional use permit under the provisions of § [156.055](#):

- (1) Automobile wash, service or repair.
- (2) Convenience store.
- (3) Home and building supply store.

- (4) Taxidermist.
- (5) Structures exceeding 4 stories or 45 feet in height.
- (6) Car sales lots, need not be enclosed.
- (7) Motorcycle sales and service.

(E) *Accessory uses.* The following is a permitted use: Storage building not to exceed 600 square feet.

(F) *Lot area.* For each permitted or conditional non-residential use there shall be provided not less than 3,500 square feet of lot area. Required lot area for permitted residential uses are as follows:

(1) *Lot area (detached).* Every single family detached dwelling erected shall require a lot area of not less than 6,500 square feet.

(2) *Lot area (attached).* Every attached dwelling erected shall require a lot area of 3,000 square feet for each unit attached.

(3) *Lot area (two family).* Every two family dwelling erected shall require a lot area of not less than 8,800 square feet.

(4) *Lot area (multiple).* Every multiple family dwelling (non-attached) erected shall require a lot area of not less than 850 square feet for each unit.

(G) *Lot width and depth.* Minimum lot width of 25 feet and minimum depth of 140 feet.

(H) *Yard regulations.* For all permitted uses in the CBD District, principal buildings must be located within 10 feet of the front lot line, unless a front yard is required under the provisions of this section. There are no other yard requirements except as may be required for conditionally permitted uses and for all uses as follows:

(1) *Residential uses:*

(a) *Front yard.* For all single family detached, two family, and attached (townhome) dwellings there shall be a front yard of not less than 20 feet. For all multiple family dwellings (non-attached) there are no front, side or rear yard requirements. When a multiple family dwelling is located adjacent to a single-family residential use, a front yard of not less than 20 feet shall be provided.

(b) *Side yard.* When any new residential use is located adjacent to an existing residential use, there shall be a side yard, on that side of the building adjacent to the existing residential use, of not less than 5 feet in width, plus 1 additional foot of side yard required for each 1 foot or fraction thereof of building height in excess of 30 feet.

(c) *Rear yard.* When any new residential use is located adjacent to an existing residential use, there shall be a rear yard of not less than 20 feet.

(2) *Non-residential uses:*

(a) *Front yard.* For all permitted non-residential or mixed uses, there shall be a front yard of not less than 20 feet when such a structure is located across the street from an area zoned to a

residential district classification. When a permitted non-residential or mixed use is located adjacent to a single-family residential use, a front yard of not less than 20 feet shall be provided. Off-street parking shall not be located in that front yard area. Where the lot is located at the intersection of 2 or more streets there shall be a front yard on each street side.

(b) *Side yard.* When a permitted non-residential or mixed use is located adjacent to an existing residential use, there shall be a side yard, on that side of the lot adjacent to the residential use, of not less than 10 feet in width, plus 1 additional foot of side yard required for each 1 foot or fraction thereof of building height in excess of 30 feet.

(c) *Rear yard.* None required.

(I) *Ground coverage.* There are no maximum ground coverage requirements.

(J) *Height regulations.* No structure hereafter erected or altered shall exceed 4 stories or 45 feet in height, except as may be permitted in division (D)(5) of this section, as regulated by this chapter.

(K) *Off-street parking.* Uses within the CBD district shall meet the off-street parking and loading requirements of § [156.053](#). However, commercial properties having frontage on the 200 block of Belgrade Avenue are exempt from off-street parking and loading requirements. For mixed use buildings within the 200 Block of Belgrade Avenue, 1 off-street parking space is required per residential dwelling unit provided that mixed use buildings have a minimum of 100% of the ground floor dedicated to commercial use.

(1975 Code, § 11.15) (Am. Ord. 33, passed 3-21-1983; Am. Ord. 46, passed 6-18-1984; Am. Ord. 8, 4th series, passed 1-16-2007; Am. Ord. 17, 4th series, passed 1-17-2008; Am. Ord. 53, 4th series, passed 1-21-2014)

Appendix E:

Design Guidelines

NORTH MANKATO'S CENTRAL BUSINESS DISTRICT



DESIGN GUIDELINES

January 2017

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INTRODUCTION

Purpose of Design Guidelines

The purpose of design guidelines is to promote quality development in North Mankato's Central Business District (CBD). The goal of guiding development in this area is to continue the CBD's role in our City as a community destination that is consistent, attractive and fosters economic activity. This document will provide direction to developers, designers, and business owners proposing new developments or redevelopments. These proposed developments should support the common goals for the CBD as found in the Comprehensive Land Use Plan, the Downtown Master Plan, City Zoning and Subdivisions Regulations and these guidelines.

Design guidelines, by definition are, "a set of recommended architectural design goals for new and existing buildings to adopt." These guidelines set forth an overall aesthetic and design character for the gateway areas without dictating specific design requirements for the designer. Buildings within the CBD should provide interest at the street level, create interesting architectural details at street corners, demonstrate the use of high quality materials, and enhance the overall pedestrian experience on the street.

Goals

1. Provide an architecturally appealing building design which encourages a broad and eclectic range of businesses to desire to be located in the downtown CBD. It is also our desire to provide an innovative entertainment and retail experience to Lower North residents which attracts visitors from outside our community.
2. Promote the use of relevant, visually appealing architectural features for new infill developments.

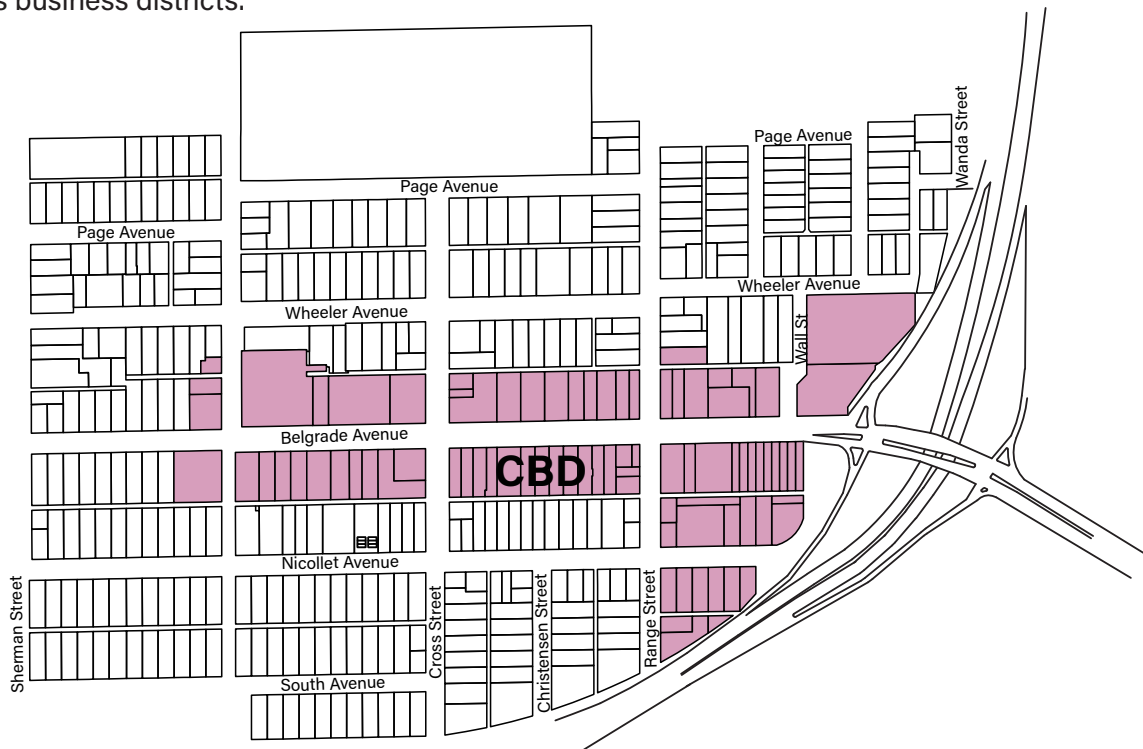
Guiding Principles

Guidelines for the CBD are based on a set of principles defined by public input and stakeholder involvement. These principles are defined by the City of North Mankato's Comprehensive Plan and should be integrated into new developments, renovations, and expansions to enhance the aesthetic of the CBD. The following guiding principles serve as a framework to guide public and private development in the area:

1. All building expansions and/or exterior alterations should be architecturally complementary of the materials, color, scale, and architectural details/features of the historic version of the building, if desirable and possible based on the engineering required and the costs of such efforts.
2. Buildings should architecturally fit within their context and not appear to overwhelm any adjacent/ existing structures.
3. All building activity in the CBD should seek to enhance the downtown's character while strengthening the area's cohesiveness and architectural appeal.
4. Projects should seek to strengthen property values and protect the private and public investments made within the CBD.
5. The City encourages preservation, restoration, and renovation of existing buildings. Designs for both new construction and improvements to existing buildings should consider implementing strategies that save energy, if possible.

Central Business District (CBD)

These guidelines apply to the North Mankato CBD extending from the Veteran's Memorial Bridge, located near the 200 block of Belgrade Avenue, to the properties located west of Center Street on the 500 block. This area serves as a central gathering place for community events throughout the year and has a unique feel with its small business environment, largely attributed to the Business on Belgrade Association. A specific area of the CBD, located just west of Highway 169 along Belgrade Avenue, has been targeted as an opportunity for development of an "improved gateway" prior to entering lower North Mankato's historic district. As the main entrance into the City, there is a desire to communicate with visitors that they have arrived in one of North Mankato's business districts.



The North Mankato Central Business District. Source: City of North Mankato 2016 Zoning Map.



Community Vision

Through the community engagement process local citizens identified the downtown district as a valuable asset. Participants expressed a preference for more walk ability, mixed use developments, added street scaping, a focus on rehabilitation of buildings, and creating branding efforts to promote area businesses while creating a theme that will unify the CBD and elevate the publics awareness of the downtown area as a desired destination.

BUILDING DESIGN

The placement of buildings within the CBD has a profound effect on the character of the pedestrian environment. Buildings should be placed close to the street, with primary entrances that are architecturally defined and highly visible. Buildings should be placed close to corners at street intersections to emphasize and define those intersections. Any parking lots and/or drive thru's should be placed behind or to the sides of the buildings. Maintaining a consistent facade of buildings along the sidewalk's edge will help support more street-level commercial use and draw more pedestrians to the area. If executed, this should help heighten the pedestrian experience in the Belgrade Avenue gateway area.

Commercial Building Types

Commercial buildings should address the street, providing windows and access points to create interest while architecturally defining the entry locations. Adaptive re-use is encouraged where buildings are of some historical significance or contribute to the overall character of the corridor when possible and financially feasible. Buildings with unique corner treatments offer a unified, high quality, design scheme that is highly encouraged.



Adaptive re-use of historic building on high traffic corner.



Mixed-use multi-story building with high quality materials and zero lot line setbacks.



Commercial building with unified facade and unique corner treatments.

Residential Building Types

Residential buildings should also address the street. Residential buildings may take different forms, such as town-homes and condominium or apartment buildings, but should always be constructed of high quality materials, demonstrate a unified design scheme, and possess variations in roof lines and a clear but approachable differentiation between public and private space.



Multi-family residential options that exemplify desired design criteria for the CBD.

Building Improvements

Building improvements that take place on Belgrade Avenue in the CBD should be compatible with the design characteristics of the overall street scape, as well as with those of the specific building.

Infill

New infill construction along Belgrade Avenue in the CBD should create compatibility and be complementary in design to the existing street scape. New additions should not call undue attention to their height or massing. They should reflect and enhance the pattern of storefronts along Belgrade Avenue. New construction should echo the patterns of placement and profiles of existing structures and should have the same setback as its commercial neighbors. It should be recognized the CBD has long had a mix of densities including R-1 and R-4 in close proximity to one another. As a result interpretation of height and massing will rely on the City's zoning code.



Roof Design

Variations in roof lines should be used to add interest to, and reduce the massive scale of large buildings. Roof features should complement the character of adjoining neighborhoods. Variety in roof lines from building to building can add visual interest to a mixed use area. Some techniques that add interest include varying heights and cornices within an otherwise unified design scheme, using roof line changes to note entrances or commercial bays, and establishing contrasting roof lines at street corners.

Entrances

New buildings should have at least one primary building entrance oriented toward the properties primary frontage. Additional secondary entrances should be oriented toward secondary frontages, parking areas, or outdoor seating areas/plazas. Corner buildings, or buildings with double frontage, should be oriented toward the street with the higher classification. The main entry should be accessible at sidewalk grade. In general, buildings should be oriented parallel or perpendicular to the primary frontage property line.

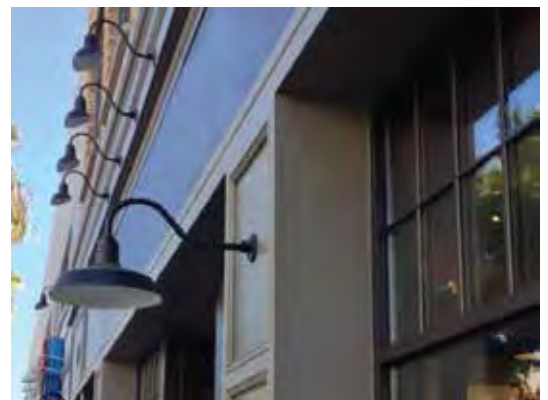
Entries should be defined by using one or more of the following architectural elements or other similar techniques:

- Recesses or projections
- Canopy/Awning, Overhang, Arcade
- Arches and/or barrel vaults
- Brick cornices, brackets
- Architectural Detailing/Ornamental Moldings
- Columns/colonnades
- Landscaping Features, including hardscapes of pavers
- Lighting with decorative fixtures
- Window Placement

Lighting

Lighting should be prominent with storefront and canopy awnings. Shepard's fixtures are a good example of the preferred lighting style and it is encouraged element for both revitalizing existing buildings and infill development. Old lantern style lighting adds a decorative element and helps bring the scale down to fit with the composition of the building.

Roof-line variation denotes entrances and internal spaces.



These Shepherds fixtures are a good example.

Signage

Signs in pedestrian areas should address the scale of the pedestrian, should be simple in materials and message, and enhance the overall street environment. This is not to say that signs cannot be colorful, creative, or noticeable. Signs should effectively communicate the character of the business they advertise without overwhelming the pedestrian street scape.



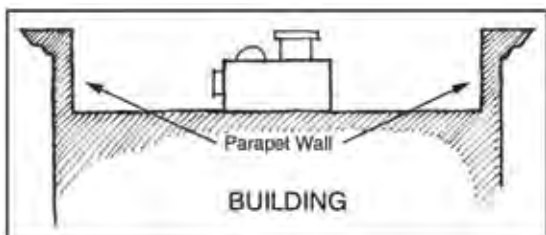
This "blade sign" is a good example.



Screening

Screening requirements for mechanical, and utility systems, outdoor storage and trash collection areas should be located as much as possible in remote areas not visible from the right-of-way or adjacent properties. These areas, when visible from adjoining property and public streets, should be screened with materials already used on the building, recessed or enclosed.

- Unattractive elements such as outdoor storage, trash collection or compaction, truck parking and loading areas should be located out of public view from streets, adjacent residential property, and other highly visible areas.
- Rooftop utility and mechanical equipment should be incorporated into the building design to be screened from public view. Preferably, rooftop equipment should be screened by the building parapet, or should be located out of view from the ground.
- Refuse collection areas should be enclosed or screened from public view with masonry or equivalent material similar to the primary building material used on the principal structure.



Screening of rooftop equipment with roof form.

Back Entries and Additions

Alley's and rear entrances should not be overlooked when planning downtown improvements. Outdoor spaces and the rear of the building should complement the front.

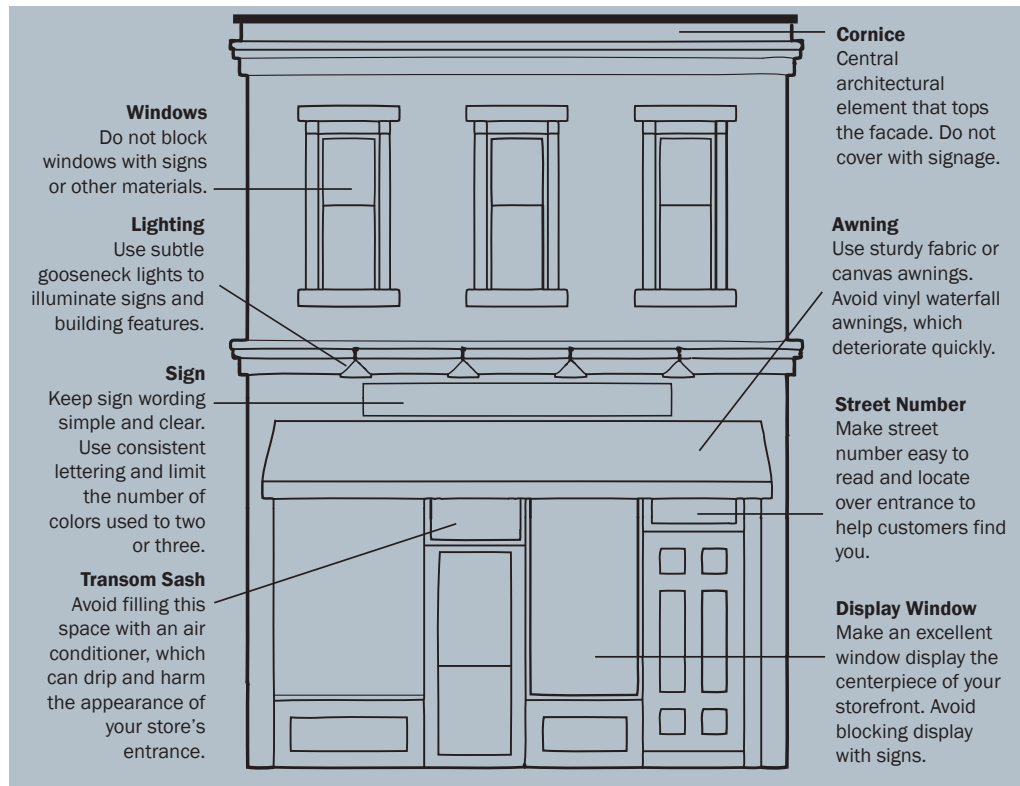
- Rear facades should be designed as an integral part of the overall building with similar materials and detail treatments. If parking is placed to the rear of a building, the building's rear facade should be welcoming in appearance. Rear facades, landscaping and small wall signs identifying businesses are encouraged.
- If customers, visitors and/or tenants park to the rear of a building, a well-defined and lighted rear entrance is strongly encouraged.
- Buildings should be designed using the same construction materials on all sides when abutting a public street.

Secondary Facades

- The first 4-6 feet from the primary facade of any building side must be continued brick or other high quality construction materials used on the primary facade of the building, except for buildings with one or more sides facing a public street which then all sides should be treated as the primary facade.

DESIGNING AND REPLACING STOREFRONTS

Traditional storefront buildings, with large display windows on the ground floor and one or more stories above exist on Belgrade Avenue and contribute to the historic character of the CBD. Storefront Buildings are designed to facilitate retail activity. Large expanses of glass in the ground-floor facade allow pedestrians to look inside the shops and see displayed merchandise.



All commercial and mixed use structures should consider the following when altering or constructing new buildings within the CBD:

1. **Scale:** Respect the scale and proportion of the existing building with the new storefront design.
2. **Materials:** Select construction materials that are appropriate for the storefront. Wood, cast iron, glass and brick/stone are appropriate storefront materials
3. **Cornice:** Respect the horizontal separation between the storefront and the upper stories. A cornice or fascia board traditionally provided a space for the placement of signage.
4. **Frame:** Maintain the historic planar relationship of the storefront to the facade of the building and the street scape (if appropriate). Most storefront frames are generally composed of horizontal and vertical elements.
5. **Entrances:** Differentiate the primary retail entrance from the secondary access to upper floors.
6. **Windows:** The storefront generally should be as transparent as possible. Use of glass in doors, transoms, and display areas allows for visibility into and out of the store. The space between upper story windows also work well for placement of blade signs for lower level businesses. Special care must be taken to not obstruct the view out the windows of the tenants in the apartments.
7. **Secondary Design Elements:** Keep the treatment of secondary design elements such as graphics and awnings as simple as possible to avoid visual clutter to the building and street scape.

MATERIALS

Exterior building materials of choice in North Mankato in the mid-to-late 19th century and early 20th century were brick and limestone. These materials were manufactured and produced in Mankato and North Mankato. Today, the buildings making up North Mankato's downtown are evidence of these materials' quality, attractiveness, flexibility, and permanence; all aesthetically pleasing attributes North Mankato should strive to retain in our community.

Exterior building materials should consist of those that are durable, economically-maintained, and of a quality that will retain their appearance over time. Any building facade adjacent to the street should have exterior walls (excluding glass windows) primarily constructed of the following primary exterior materials, or a combination of the following primary exterior materials:

- Real Clay Brick (Note: Panelized thin brick or stone assemblies or equal will not be allowed in this district.)
- Natural or Cast veneered stone
- Other materials may be considered by the City provided they are not prohibited below or in the city's other guiding documents.

No more than 25% of the exterior, exposed walls (excluding glass windows) of a public facade should be constructed of a secondary vertical finish. The secondary exterior materials shall consist of or be a combination of the following and approved for use by City Planning and Zoning officials before being ordered:

- Stucco or EIFS
- Architectural or Decorative Concrete Block
- Architectural or Decorative Cast Concrete
- Wood or cement (Hardi) trim
- King Sized Brick (larger than 4" tall or 12" long)
- Glass Block
- Copper
- Architectural Iron Trim
- Terra Cotta
- Other materials considered by the City provided they are not expressly prohibited below.

The following materials are specifically not recommended on any facade:

- Metal Siding (except: reinforced metal wall panels with stucco embossed texture)
- Corrugated Metal
- Board and Bat finish
- Nichiha

Using sustainable building materials that are durable, long-lasting, locally made or recycled/recyclable are encouraged.

Appendix F:

North American Industrial Classification Map

Industrial Classification

Retail Trade

- All Other General Merchandise Stores
- Beer, Wine, and Liquor Stores
- Gasoline Stations with Convenience Stores
- Recreational Vehicle Dealers
- Window Treatment Stores
- Women's Clothing Stores

Real Estate Rental and Leasing

- Offices of Real Estate Agents and

Public Administration

- Administration of Housing Programs
- Regulation and Administration of Transport Programs
- Regulation of Agricultural Marketing and Commodities

Professional, Scientific, and Technical Services

- Architects' (except landscape) Offices
- Computer Facilities Management Services
- Marketing Consulting Services
- Offices of Certified Public
- Other Services Related to

Other Services (except Public

- Animal Grooming Services
- Barber Shops
- Beauty Salons
- Business
- Coin-Operated Laundries and Dry Cleaners
- Commercial and Industrial Machinery and Equipment Repair and Maintenance
- Drycleaning and Laundry Services (except Coin-Operated)

Manufacturing

- Commercial Screen Printing
- Other Snack Food Manufacturing
- Wood Kitchen Cabinet and countertop Manufacturing

Health Care and Social

- Offices of All Other Miscellaneous Health Practitioners
- Offices of Mental Health Practitioners (Except Physicians)
- Vocational Rehabilitation Services

Finance and Insurance

- Commercial Banking
- Insurance Agencies and
- Portfolio Management

Construction

- All Other Specialty Trade Contractors
- Residential Remodelers

Administrative and Support and Waste Management a

- All other support services

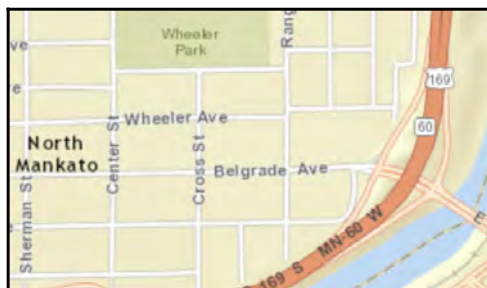
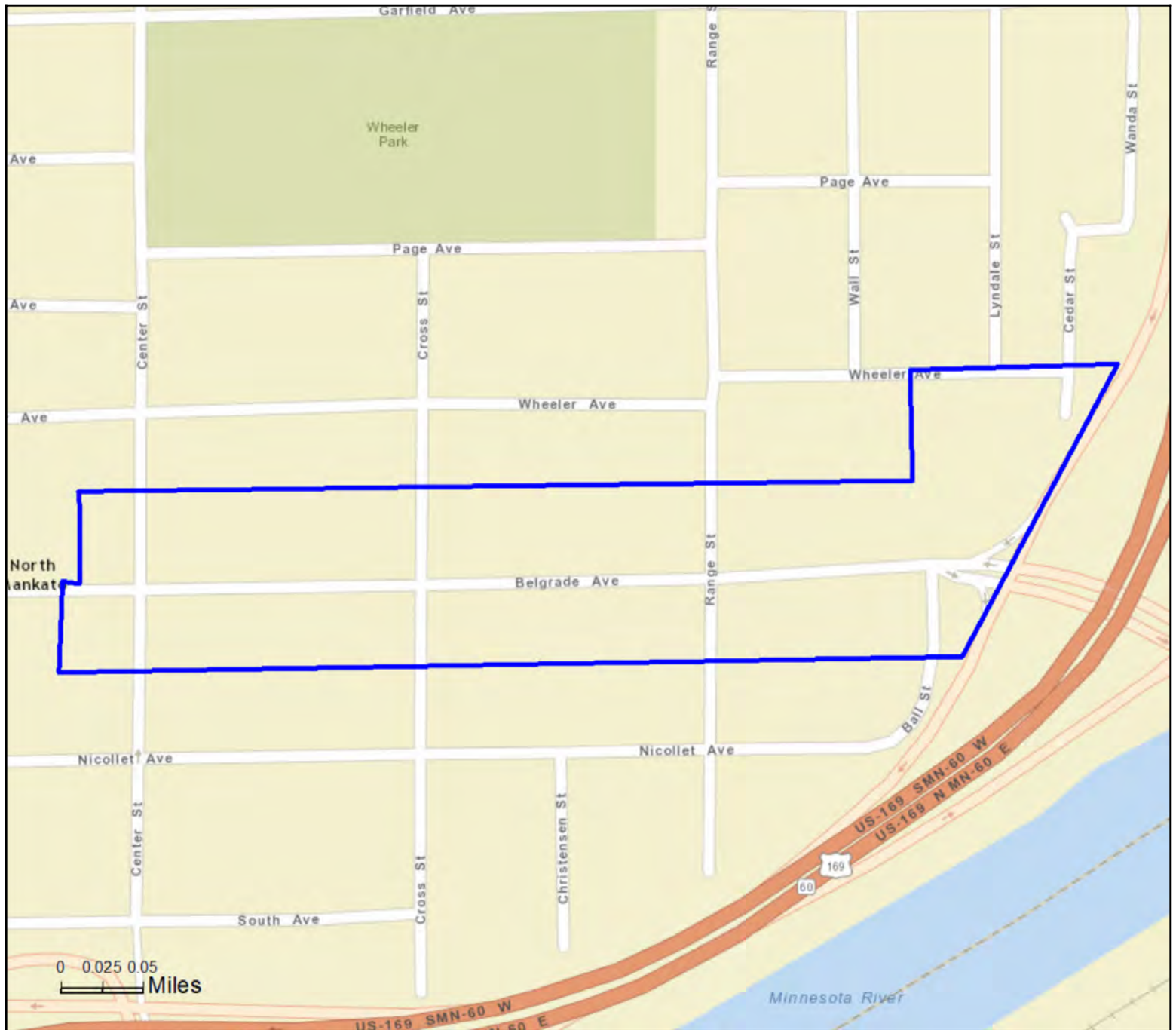
Accommodation_Food

- Drinking Places (Alcoholic Beverages)
- Full-Service Restaurants
- Limited-Service Restaurants



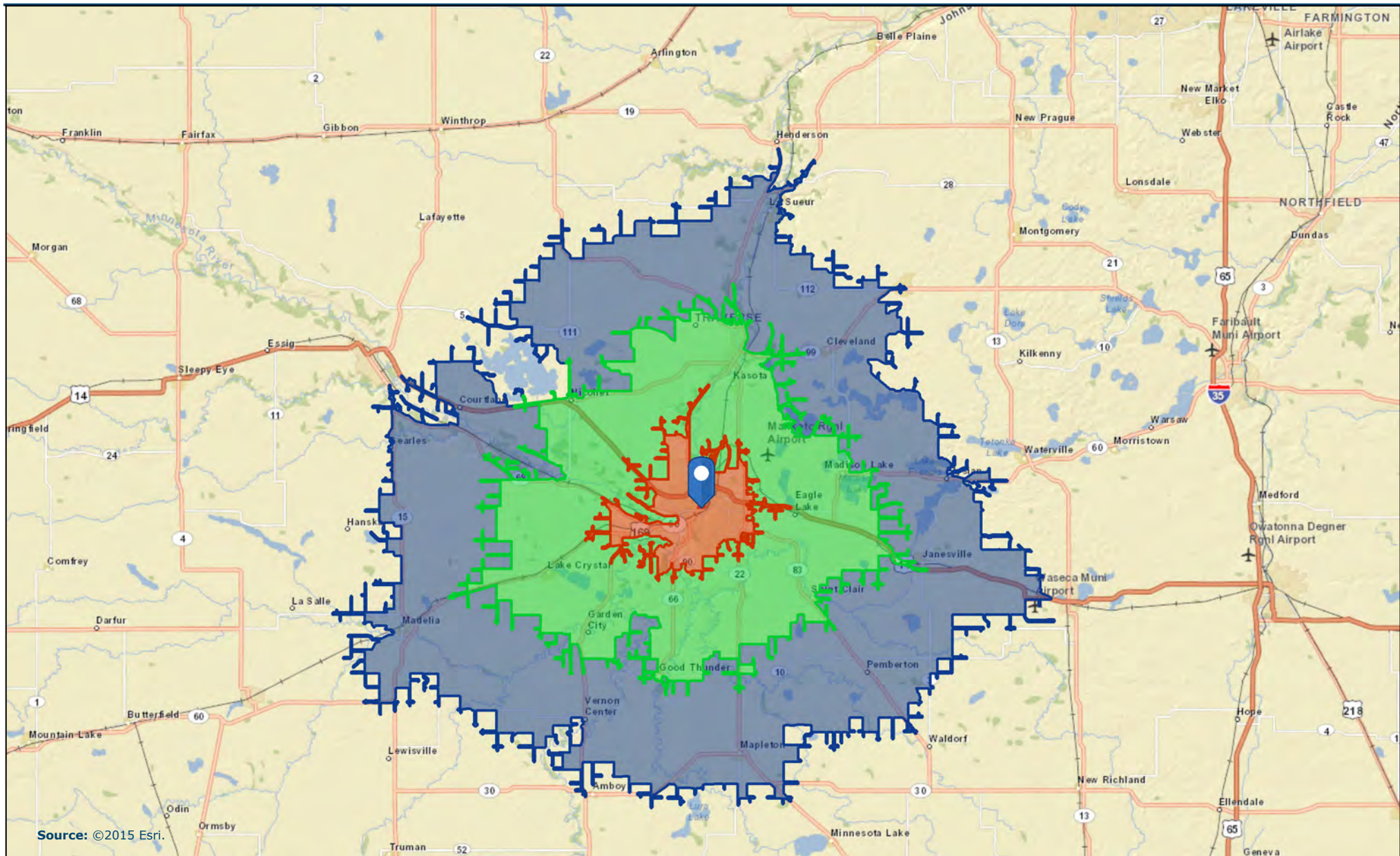
Appendix G:

Retail Market Analysis



Travel time from Belgrade Commercial Corridor

10, 20, 30 minute radii



July 21, 2015



Retail Market Potential

Radius of Lower North Kato Commercial Area
320 Belgrade Ave, North Mankato, Minnesota, 56003
Drive Time: 10 minute radius

Prepared by Esri
Latitude: 44.17011
Longitude: -94.00966

Demographic Summary	2015	2020
Population	58,063	59,946
Population 18+	47,673	49,101
Households	22,710	23,557
Median Household Income	\$49,002	\$56,376

Product/Consumer Behavior	Expected Number of Adults/HHs	Percent of Adults/HHs	MPI
Apparel (Adults)			
Bought any men's clothing in last 12 months	23,280	48.8%	101
Bought any women's clothing in last 12 months	21,682	45.5%	101
Bought clothing for child <13 years in last 6 months	11,810	24.8%	88
Bought any shoes in last 12 months	26,733	56.1%	103
Bought costume jewelry in last 12 months	10,083	21.2%	106
Bought any fine jewelry in last 12 months	9,415	19.7%	102
Bought a watch in last 12 months	5,605	11.8%	102
Automobiles (Households)			
HH owns/leases any vehicle	19,654	86.5%	102
HH bought/leased new vehicle last 12 mo	1,837	8.1%	94
Automotive Aftermarket (Adults)			
Bought gasoline in last 6 months	41,121	86.3%	101
Bought/changed motor oil in last 12 months	23,528	49.4%	99
Had tune-up in last 12 months	14,516	30.4%	100
Beverages (Adults)			
Drank bottled water/seltzer in last 6 months	30,131	63.2%	96
Drank regular cola in last 6 months	23,037	48.3%	105
Drank beer/ale in last 6 months	20,562	43.1%	102
Cameras (Adults)			
Own digital point & shoot camera	13,881	29.1%	90
Own digital single-lens reflex (SLR) camera	4,450	9.3%	108
Bought any camera in last 12 months	3,100	6.5%	90
Bought memory card for camera in last 12 months	2,890	6.1%	105
Printed digital photos in last 12 months	1,731	3.6%	108
Cell Phones (Adults/Households)			
Bought cell phone in last 12 months	18,177	38.1%	104
Have a smartphone	25,577	53.7%	110
Have an iPhone	10,498	22.0%	118
Number of cell phones in household: 1	7,871	34.7%	108
Number of cell phones in household: 2	8,535	37.6%	102
Number of cell phones in household: 3+	5,485	24.2%	96
HH has cell phone only (no landline telephone)	11,905	52.4%	139
Computers (Households)			
HH owns a computer	18,016	79.3%	104
HH owns desktop computer	10,317	45.4%	93
HH owns laptop/notebook	12,596	55.5%	108
Spent <\$500 on most recent home computer	3,557	15.7%	111
Spent \$500-\$999 on most recent home computer	5,165	22.7%	112
Spent \$1,000-\$1,499 on most recent home computer	2,602	11.5%	115
Spent \$1,500-\$1,999 on most recent home computer	1,109	4.9%	106
Spent \$2,000+ on most recent home computer	783	3.4%	89

Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults or households in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average.

Source: These data are based upon national propensities to use various products and services, applied to local demographic composition. Usage data were collected by GfK MRI in a nationally representative survey of U.S. households. Esri forecasts for 2015 and 2020.

July 21, 2015



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Product/Consumer Behavior	Expected Number of Adults/HHs	Percent of Adults/HHs	MPI
Convenience Stores (Adults)			
Shopped at convenience store in last 6 mos	31,162	65.4%	108
Bought brewed coffee at convenience store in last 30 days	6,930	14.5%	95
Bought cigarettes at convenience store in last 30 days	7,117	14.9%	114
Bought gas at convenience store in last 30 days	18,144	38.1%	115
Spent at convenience store in last 30 days: <\$20	4,048	8.5%	104
Spent at convenience store in last 30 days: \$20-\$39	4,886	10.2%	113
Spent at convenience store in last 30 days: \$40-\$50	3,461	7.3%	95
Spent at convenience store in last 30 days: \$51-\$99	2,353	4.9%	108
Spent at convenience store in last 30 days: \$100+	12,291	25.8%	112
Entertainment (Adults)			
Attended a movie in last 6 months	31,221	65.5%	109
Went to live theater in last 12 months	5,582	11.7%	93
Went to a bar/night club in last 12 months	9,556	20.0%	117
Dined out in last 12 months	22,052	46.3%	103
Gambled at a casino in last 12 months	5,743	12.0%	82
Visited a theme park in last 12 months	7,925	16.6%	92
Viewed movie (video-on-demand) in last 30 days	6,588	13.8%	89
Viewed TV show (video-on-demand) in last 30 days	5,765	12.1%	99
Watched any pay-per-view TV in last 12 months	5,021	10.5%	80
Downloaded a movie over the Internet in last 30 days	4,808	10.1%	152
Downloaded any individual song in last 6 months	12,370	25.9%	126
Watched a movie online in the last 30 days	10,406	21.8%	161
Watched a TV program online in last 30 days	9,986	20.9%	156
Played a video/electronic game (console) in last 12 months	7,294	15.3%	134
Played a video/electronic game (portable) in last 12 months	2,288	4.8%	107
Financial (Adults)			
Have home mortgage (1st)	13,251	27.8%	88
Used ATM/cash machine in last 12 months	25,344	53.2%	109
Own any stock	3,140	6.6%	84
Own U.S. savings bond	2,501	5.2%	91
Own shares in mutual fund (stock)	2,345	4.9%	65
Own shares in mutual fund (bonds)	1,698	3.6%	72
Have interest checking account	13,915	29.2%	101
Have non-interest checking account	13,963	29.3%	104
Have savings account	27,217	57.1%	107
Have 401K retirement savings plan	6,347	13.3%	90
Own/used any credit/debit card in last 12 months	36,199	75.9%	103
Avg monthly credit card expenditures: <\$111	7,130	15.0%	126
Avg monthly credit card expenditures: \$111-\$225	3,461	7.3%	112
Avg monthly credit card expenditures: \$226-\$450	2,898	6.1%	96
Avg monthly credit card expenditures: \$451-\$700	2,152	4.5%	83
Avg monthly credit card expenditures: \$701-\$1,000	1,898	4.0%	92
Avg monthly credit card expenditures: \$1,001+	3,192	6.7%	73
Did banking online in last 12 months	18,668	39.2%	111
Did banking on mobile device in last 12 months	6,080	12.8%	123
Paid bills online in last 12 months	21,491	45.1%	108

Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults or households in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average.

Source: These data are based upon national propensities to use various products and services, applied to local demographic composition. Usage data were collected by GfK MRI in a nationally representative survey of U.S. households. Esri forecasts for 2015 and 2020.

July 21, 2015

Retail Market Potential

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320 Belgrade Ave, North Mankato, Minnesota, 56003
Drive Time: 10 minute radius

Prepared by Esri
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Product/Consumer Behavior	Expected Number of Adults/HHs	Percent of Adults/HHs	MPI
Grocery (Adults)			
Used beef (fresh/frozen) in last 6 months	32,450	68.1%	95
Used bread in last 6 months	45,256	94.9%	100
Used chicken (fresh or frozen) in last 6 mos	31,384	65.8%	92
Used turkey (fresh or frozen) in last 6 mos	7,691	16.1%	88
Used fish/seafood (fresh or frozen) in last 6 months	24,608	51.6%	92
Used fresh fruit/vegetables in last 6 months	39,441	82.7%	95
Used fresh milk in last 6 months	42,999	90.2%	100
Used organic food in last 6 months	8,256	17.3%	88
Health (Adults)			
Exercise at home 2+ times per week	14,430	30.3%	106
Exercise at club 2+ times per week	7,594	15.9%	123
Visited a doctor in last 12 months	34,725	72.8%	96
Used vitamin/dietary supplement in last 6 months	24,730	51.9%	97
Home (Households)			
Any home improvement in last 12 months	5,646	24.9%	90
Used housekeeper/maid/professional HH cleaning service in last 12	2,544	11.2%	86
Purchased low ticket HH furnishings in last 12 months	3,666	16.1%	104
Purchased big ticket HH furnishings in last 12 months	5,144	22.7%	108
Purchased bedding/bath goods in last 12 months	12,053	53.1%	100
Purchased cooking/serving product in last 12 months	5,573	24.5%	101
Bought any small kitchen appliance in last 12 months	5,449	24.0%	108
Bought any large kitchen appliance in last 12 months	3,011	13.3%	103
Insurance (Adults/Households)			
Currently carry life insurance	19,229	40.3%	93
Carry medical/hospital/accident insurance	29,568	62.0%	96
Carry homeowner insurance	19,328	40.5%	85
Carry renter's insurance	4,211	8.8%	119
Have auto insurance: 1 vehicle in household covered	8,349	36.8%	117
Have auto insurance: 2 vehicles in household covered	6,269	27.6%	98
Have auto insurance: 3+ vehicles in household covered	4,459	19.6%	89
Pets (Households)			
Household owns any pet	11,730	51.7%	97
Household owns any cat	5,531	24.4%	107
Household owns any dog	8,367	36.8%	93
Psychographics (Adults)			
Buying American is important to me	20,179	42.3%	98
Usually buy items on credit rather than wait	4,015	8.4%	74
Usually buy based on quality - not price	8,427	17.7%	99
Price is usually more important than brand name	12,739	26.7%	97
Usually use coupons for brands I buy often	8,741	18.3%	97
Am interested in how to help the environment	7,929	16.6%	100
Usually pay more for environ safe product	5,810	12.2%	97
Usually value green products over convenience	5,149	10.8%	106
Likely to buy a brand that supports a charity	16,426	34.5%	101
Reading (Adults)			
Bought digital book in last 12 months	5,763	12.1%	109
Bought hardcover book in last 12 months	11,518	24.2%	108
Bought paperback book in last 12 month	17,557	36.8%	109
Read any daily newspaper (paper version)	12,214	25.6%	91
Read any digital newspaper in last 30 days	17,249	36.2%	116
Read any magazine (paper/electronic version) in last 6 months	43,532	91.3%	101

Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults or households in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average.

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Product/Consumer Behavior	Expected Number of Adults/HHs	Percent of Adults/HHs	MPI
Restaurants (Adults)			
Went to family restaurant/steak house in last 6 months	37,026	77.7%	103
Went to family restaurant/steak house: 4+ times a month	14,213	29.8%	104
Went to fast food/drive-in restaurant in last 6 months	43,573	91.4%	101
Went to fast food/drive-in restaurant 9+ times/mo	20,706	43.4%	107
Fast food/drive-in last 6 months: eat in	17,667	37.1%	102
Fast food/drive-in last 6 months: home delivery	3,936	8.3%	105
Fast food/drive-in last 6 months: take-out/drive-thru	25,196	52.9%	113
Fast food/drive-in last 6 months: take-out/walk-in	10,056	21.1%	108
Television & Electronics (Adults/Households)			
Own any e-reader/tablet	10,587	22.2%	105
Own any portable MP3 player	18,231	38.2%	114
HH owns 1 TV	5,101	22.5%	112
HH owns 2 TVs	6,528	28.7%	109
HH owns 3 TVs	4,482	19.7%	92
HH owns 4+ TVs	3,877	17.1%	87
HH subscribes to cable TV	12,460	54.9%	108
HH subscribes to fiber optic	867	3.8%	57
HH has satellite dish	4,651	20.5%	80
HH owns DVD/Blu-ray player	14,363	63.2%	102
HH owns camcorder	3,026	13.3%	85
HH owns portable GPS navigation device	5,884	25.9%	94
HH purchased video game system in last 12 mos	1,820	8.0%	87
HH owns Internet video device for TV	852	3.8%	86
Travel (Adults)			
Domestic travel in last 12 months	24,662	51.7%	103
Took 3+ domestic non-business trips in last 12 months	6,608	13.9%	111
Spent on domestic vacations in last 12 months: <\$1,000	6,391	13.4%	119
Spent on domestic vacations in last 12 months: \$1,000-\$1,499	2,388	5.0%	83
Spent on domestic vacations in last 12 months: \$1,500-\$1,999	1,658	3.5%	99
Spent on domestic vacations in last 12 months: \$2,000-\$2,999	1,524	3.2%	84
Spent on domestic vacations in last 12 months: \$3,000+	2,217	4.7%	85
Domestic travel in the 12 months: used general travel website	2,973	6.2%	89
Foreign travel in last 3 years	10,151	21.3%	90
Took 3+ foreign trips by plane in last 3 years	1,266	2.7%	61
Spent on foreign vacations in last 12 months: <\$1,000	1,777	3.7%	89
Spent on foreign vacations in last 12 months: \$1,000-\$2,999	1,119	2.3%	77
Spent on foreign vacations in last 12 months: \$3,000+	1,681	3.5%	72
Foreign travel in last 3 years: used general travel website	1,707	3.6%	65
Nights spent in hotel/motel in last 12 months: any	20,000	42.0%	102
Took cruise of more than one day in last 3 years	4,093	8.6%	98
Member of any frequent flyer program	6,809	14.3%	86
Member of any hotel rewards program	5,597	11.7%	83

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Source: These data are based upon national propensities to use various products and services, applied to local demographic composition. Usage data were collected by GfK MRI in a nationally representative survey of U.S. households. Esri forecasts for 2015 and 2020.

July 21, 2015



Retail Market Potential

Radius of Lower North Kato Commercial Area
320 Belgrade Ave, North Mankato, Minnesota, 56003
Drive Time: 20 minute radius

Prepared by Esri
Latitude: 44.17011
Longitude: -94.00966

Demographic Summary	2015	2020
Population	88,922	91,833
Population 18+	71,652	73,648
Households	33,824	35,112
Median Household Income	\$53,252	\$61,702

Product/Consumer Behavior	Expected Number of Adults/HHs	Percent of Adults/HHs	MPI
Apparel (Adults)			
Bought any men's clothing in last 12 months	35,428	49.4%	102
Bought any women's clothing in last 12 months	32,680	45.6%	102
Bought clothing for child <13 years in last 6 months	18,827	26.3%	94
Bought any shoes in last 12 months	40,096	56.0%	102
Bought costume jewelry in last 12 months	15,104	21.1%	105
Bought any fine jewelry in last 12 months	13,900	19.4%	100
Bought a watch in last 12 months	8,364	11.7%	102
Automobiles (Households)			
HH owns/leases any vehicle	29,829	88.2%	104
HH bought/leased new vehicle last 12 mo	2,898	8.6%	99
Automotive Aftermarket (Adults)			
Bought gasoline in last 6 months	63,055	88.0%	103
Bought/changed motor oil in last 12 months	36,882	51.5%	104
Had tune-up in last 12 months	22,128	30.9%	102
Beverages (Adults)			
Drank bottled water/seltzer in last 6 months	45,160	63.0%	96
Drank regular cola in last 6 months	34,158	47.7%	104
Drank beer/ale in last 6 months	30,914	43.1%	102
Cameras (Adults)			
Own digital point & shoot camera	22,309	31.1%	96
Own digital single-lens reflex (SLR) camera	6,596	9.2%	107
Bought any camera in last 12 months	4,797	6.7%	93
Bought memory card for camera in last 12 months	4,413	6.2%	107
Printed digital photos in last 12 months	2,642	3.7%	109
Cell Phones (Adults/Households)			
Bought cell phone in last 12 months	27,272	38.1%	104
Have a smartphone	37,409	52.2%	107
Have an iPhone	14,845	20.7%	111
Number of cell phones in household: 1	11,145	32.9%	103
Number of cell phones in household: 2	12,885	38.1%	103
Number of cell phones in household: 3+	8,305	24.6%	98
HH has cell phone only (no landline telephone)	16,189	47.9%	126
Computers (Households)			
HH owns a computer	26,899	79.5%	104
HH owns desktop computer	16,189	47.9%	98
HH owns laptop/notebook	18,480	54.6%	107
Spent <\$500 on most recent home computer	5,230	15.5%	110
Spent \$500-\$999 on most recent home computer	7,714	22.8%	113
Spent \$1,000-\$1,499 on most recent home computer	3,782	11.2%	112
Spent \$1,500-\$1,999 on most recent home computer	1,556	4.6%	100
Spent \$2,000+ on most recent home computer	1,185	3.5%	91

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Product/Consumer Behavior	Expected Number of Adults/HHs	Percent of Adults/HHs	MPI
Convenience Stores (Adults)			
Shopped at convenience store in last 6 mos	46,826	65.4%	108
Bought brewed coffee at convenience store in last 30 days	10,623	14.8%	97
Bought cigarettes at convenience store in last 30 days	10,752	15.0%	114
Bought gas at convenience store in last 30 days	27,974	39.0%	118
Spent at convenience store in last 30 days: <\$20	5,963	8.3%	101
Spent at convenience store in last 30 days: \$20-\$39	6,985	9.7%	107
Spent at convenience store in last 30 days: \$40-\$50	5,428	7.6%	99
Spent at convenience store in last 30 days: \$51-\$99	3,607	5.0%	111
Spent at convenience store in last 30 days: \$100+	19,062	26.6%	115
Entertainment (Adults)			
Attended a movie in last 6 months	45,946	64.1%	106
Went to live theater in last 12 months	8,326	11.6%	93
Went to a bar/night club in last 12 months	13,781	19.2%	113
Dined out in last 12 months	33,867	47.3%	105
Gambled at a casino in last 12 months	9,094	12.7%	86
Visited a theme park in last 12 months	11,925	16.6%	92
Viewed movie (video-on-demand) in last 30 days	9,853	13.8%	88
Viewed TV show (video-on-demand) in last 30 days	8,264	11.5%	94
Watched any pay-per-view TV in last 12 months	8,098	11.3%	86
Downloaded a movie over the Internet in last 30 days	6,293	8.8%	133
Downloaded any individual song in last 6 months	17,692	24.7%	120
Watched a movie online in the last 30 days	13,427	18.7%	138
Watched a TV program online in last 30 days	13,045	18.2%	135
Played a video/electronic game (console) in last 12 months	10,198	14.2%	125
Played a video/electronic game (portable) in last 12 months	3,313	4.6%	103
Financial (Adults)			
Have home mortgage (1st)	22,124	30.9%	97
Used ATM/cash machine in last 12 months	37,881	52.9%	109
Own any stock	4,946	6.9%	88
Own U.S. savings bond	3,818	5.3%	93
Own shares in mutual fund (stock)	4,086	5.7%	76
Own shares in mutual fund (bonds)	2,755	3.8%	78
Have interest checking account	21,717	30.3%	105
Have non-interest checking account	21,368	29.8%	106
Have savings account	41,290	57.6%	108
Have 401K retirement savings plan	10,256	14.3%	97
Own/used any credit/debit card in last 12 months	55,048	76.8%	104
Avg monthly credit card expenditures: <\$111	10,505	14.7%	124
Avg monthly credit card expenditures: \$111-\$225	5,199	7.3%	112
Avg monthly credit card expenditures: \$226-\$450	4,379	6.1%	96
Avg monthly credit card expenditures: \$451-\$700	3,468	4.8%	89
Avg monthly credit card expenditures: \$701-\$1,000	2,885	4.0%	93
Avg monthly credit card expenditures: \$1,001+	5,002	7.0%	76
Did banking online in last 12 months	28,425	39.7%	113
Did banking on mobile device in last 12 months	8,930	12.5%	120
Paid bills online in last 12 months	32,289	45.1%	108

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Product/Consumer Behavior	Expected Number of Adults/HHs	Percent of Adults/HHs	MPI
Grocery (Adults)			
Used beef (fresh/frozen) in last 6 months	49,927	69.7%	97
Used bread in last 6 months	68,301	95.3%	100
Used chicken (fresh or frozen) in last 6 mos	48,628	67.9%	95
Used turkey (fresh or frozen) in last 6 mos	12,190	17.0%	93
Used fish/seafood (fresh or frozen) in last 6 months	37,681	52.6%	94
Used fresh fruit/vegetables in last 6 months	60,333	84.2%	97
Used fresh milk in last 6 months	64,958	90.7%	101
Used organic food in last 6 months	12,045	16.8%	85
Health (Adults)			
Exercise at home 2+ times per week	21,628	30.2%	106
Exercise at club 2+ times per week	10,648	14.9%	115
Visited a doctor in last 12 months	52,993	74.0%	98
Used vitamin/dietary supplement in last 6 months	37,371	52.2%	97
Home (Households)			
Any home improvement in last 12 months	9,039	26.7%	97
Used housekeeper/maid/professional HH cleaning service in last 12	3,778	11.2%	85
Purchased low ticket HH furnishings in last 12 months	5,482	16.2%	104
Purchased big ticket HH furnishings in last 12 months	7,569	22.4%	106
Purchased bedding/bath goods in last 12 months	18,126	53.6%	101
Purchased cooking/serving product in last 12 months	8,295	24.5%	101
Bought any small kitchen appliance in last 12 months	7,937	23.5%	105
Bought any large kitchen appliance in last 12 months	4,554	13.5%	105
Insurance (Adults/Households)			
Currently carry life insurance	30,968	43.2%	99
Carry medical/hospital/accident insurance	45,529	63.5%	99
Carry homeowner insurance	32,467	45.3%	95
Carry renter's insurance	6,047	8.4%	114
Have auto insurance: 1 vehicle in household covered	11,543	34.1%	109
Have auto insurance: 2 vehicles in household covered	9,659	28.6%	102
Have auto insurance: 3+ vehicles in household covered	7,583	22.4%	102
Pets (Households)			
Household owns any pet	18,460	54.6%	103
Household owns any cat	8,570	25.3%	111
Household owns any dog	13,640	40.3%	101
Psychographics (Adults)			
Buying American is important to me	31,444	43.9%	102
Usually buy items on credit rather than wait	6,315	8.8%	77
Usually buy based on quality - not price	12,479	17.4%	97
Price is usually more important than brand name	19,464	27.2%	99
Usually use coupons for brands I buy often	13,280	18.5%	98
Am interested in how to help the environment	11,710	16.3%	98
Usually pay more for environ safe product	8,415	11.7%	93
Usually value green products over convenience	7,160	10.0%	98
Likely to buy a brand that supports a charity	24,692	34.5%	101
Reading (Adults)			
Bought digital book in last 12 months	8,486	11.8%	106
Bought hardcover book in last 12 months	17,188	24.0%	107
Bought paperback book in last 12 month	25,868	36.1%	107
Read any daily newspaper (paper version)	18,781	26.2%	93
Read any digital newspaper in last 30 days	24,820	34.6%	111
Read any magazine (paper/electronic version) in last 6 months	65,352	91.2%	101

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Retail Market Potential

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Drive Time: 20 minute radius

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Product/Consumer Behavior	Expected Number of Adults/HHs	Percent of Adults/HHs	MPI
Restaurants (Adults)			
Went to family restaurant/steak house in last 6 months	56,308	78.6%	104
Went to family restaurant/steak house: 4+ times a month	21,873	30.5%	106
Went to fast food/drive-in restaurant in last 6 months	65,786	91.8%	102
Went to fast food/drive-in restaurant 9+ times/mo	31,375	43.8%	108
Fast food/drive-in last 6 months: eat in	27,203	38.0%	104
Fast food/drive-in last 6 months: home delivery	6,025	8.4%	107
Fast food/drive-in last 6 months: take-out/drive-thru	38,275	53.4%	114
Fast food/drive-in last 6 months: take-out/walk-in	14,905	20.8%	106
Television & Electronics (Adults/Households)			
Own any e-reader/tablet	15,518	21.7%	102
Own any portable MP3 player	26,877	37.5%	112
HH owns 1 TV	7,004	20.7%	103
HH owns 2 TVs	9,555	28.2%	107
HH owns 3 TVs	7,049	20.8%	97
HH owns 4+ TVs	6,263	18.5%	94
HH subscribes to cable TV	17,814	52.7%	104
HH subscribes to fiber optic	1,311	3.9%	58
HH has satellite dish	8,053	23.8%	93
HH owns DVD/Blu-ray player	21,672	64.1%	104
HH owns camcorder	4,902	14.5%	93
HH owns portable GPS navigation device	9,392	27.8%	101
HH purchased video game system in last 12 mos	2,649	7.8%	85
HH owns Internet video device for TV	1,261	3.7%	85
Travel (Adults)			
Domestic travel in last 12 months	37,525	52.4%	104
Took 3+ domestic non-business trips in last 12 months	10,018	14.0%	112
Spent on domestic vacations in last 12 months: <\$1,000	9,227	12.9%	115
Spent on domestic vacations in last 12 months: \$1,000-\$1,499	3,766	5.3%	87
Spent on domestic vacations in last 12 months: \$1,500-\$1,999	2,646	3.7%	105
Spent on domestic vacations in last 12 months: \$2,000-\$2,999	2,469	3.4%	90
Spent on domestic vacations in last 12 months: \$3,000+	3,549	5.0%	91
Domestic travel in the 12 months: used general travel website	4,548	6.3%	90
Foreign travel in last 3 years	15,061	21.0%	88
Took 3+ foreign trips by plane in last 3 years	1,965	2.7%	63
Spent on foreign vacations in last 12 months: <\$1,000	2,684	3.7%	89
Spent on foreign vacations in last 12 months: \$1,000-\$2,999	1,778	2.5%	82
Spent on foreign vacations in last 12 months: \$3,000+	2,557	3.6%	72
Foreign travel in last 3 years: used general travel website	2,716	3.8%	69
Nights spent in hotel/motel in last 12 months: any	30,834	43.0%	104
Took cruise of more than one day in last 3 years	6,174	8.6%	99
Member of any frequent flyer program	10,291	14.4%	86
Member of any hotel rewards program	8,949	12.5%	88

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Retail Market Potential

Radius of Lower North Kato Commercial Area
320 Belgrade Ave, North Mankato, Minnesota, 56003
Drive Time: 30 minute radius

Prepared by Esri
Latitude: 44.17011
Longitude: -94.00966

Demographic Summary	2015	2020
Population	112,197	115,695
Population 18+	89,474	91,896
Households	43,097	44,658
Median Household Income	\$54,527	\$63,041

Product/Consumer Behavior	Expected Number of Adults/HHs	Percent of Adults/HHs	MPI
Apparel (Adults)			
Bought any men's clothing in last 12 months	44,577	49.8%	103
Bought any women's clothing in last 12 months	41,018	45.8%	102
Bought clothing for child <13 years in last 6 months	23,890	26.7%	95
Bought any shoes in last 12 months	50,132	56.0%	102
Bought costume jewelry in last 12 months	18,528	20.7%	104
Bought any fine jewelry in last 12 months	17,118	19.1%	99
Bought a watch in last 12 months	10,221	11.4%	99
Automobiles (Households)			
HH owns/leases any vehicle	38,355	89.0%	105
HH bought/leased new vehicle last 12 mo	3,738	8.7%	100
Automotive Aftermarket (Adults)			
Bought gasoline in last 6 months	79,565	88.9%	105
Bought/changed motor oil in last 12 months	47,343	52.9%	106
Had tune-up in last 12 months	27,389	30.6%	101
Beverages (Adults)			
Drank bottled water/seltzer in last 6 months	56,006	62.6%	95
Drank regular cola in last 6 months	42,311	47.3%	103
Drank beer/ale in last 6 months	38,471	43.0%	102
Cameras (Adults)			
Own digital point & shoot camera	28,826	32.2%	100
Own digital single-lens reflex (SLR) camera	8,094	9.0%	105
Bought any camera in last 12 months	6,143	6.9%	95
Bought memory card for camera in last 12 months	5,537	6.2%	108
Printed digital photos in last 12 months	3,339	3.7%	111
Cell Phones (Adults/Households)			
Bought cell phone in last 12 months	33,634	37.6%	103
Have a smartphone	44,521	49.8%	102
Have an iPhone	17,245	19.3%	103
Number of cell phones in household: 1	14,014	32.5%	101
Number of cell phones in household: 2	16,511	38.3%	104
Number of cell phones in household: 3+	10,460	24.3%	97
HH has cell phone only (no landline telephone)	19,437	45.1%	119
Computers (Households)			
HH owns a computer	33,964	78.8%	103
HH owns desktop computer	20,950	48.6%	100
HH owns laptop/notebook	23,064	53.5%	105
Spent <\$500 on most recent home computer	6,579	15.3%	108
Spent \$500-\$999 on most recent home computer	9,767	22.7%	112
Spent \$1,000-\$1,499 on most recent home computer	4,687	10.9%	109
Spent \$1,500-\$1,999 on most recent home computer	1,890	4.4%	95
Spent \$2,000+ on most recent home computer	1,472	3.4%	89

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July 21, 2015



Retail Market Potential

Radius of Lower North Kato Commercial Area
320 Belgrade Ave, North Mankato, Minnesota, 56003
Drive Time: 30 minute radius

Prepared by Esri
Latitude: 44.17011
Longitude: -94.00966

Product/Consumer Behavior	Expected Number of Adults/HHs	Percent of Adults/HHs	MPI
Convenience Stores (Adults)			
Shopped at convenience store in last 6 mos	58,470	65.3%	108
Bought brewed coffee at convenience store in last 30 days	13,444	15.0%	98
Bought cigarettes at convenience store in last 30 days	13,464	15.0%	115
Bought gas at convenience store in last 30 days	35,662	39.9%	120
Spent at convenience store in last 30 days: <\$20	7,177	8.0%	98
Spent at convenience store in last 30 days: \$20-\$39	8,412	9.4%	103
Spent at convenience store in last 30 days: \$40-\$50	6,996	7.8%	102
Spent at convenience store in last 30 days: \$51-\$99	4,502	5.0%	111
Spent at convenience store in last 30 days: \$100+	24,465	27.3%	119
Entertainment (Adults)			
Attended a movie in last 6 months	56,058	62.7%	104
Went to live theater in last 12 months	10,246	11.5%	91
Went to a bar/night club in last 12 months	16,883	18.9%	110
Dined out in last 12 months	42,566	47.6%	106
Gambled at a casino in last 12 months	11,879	13.3%	90
Visited a theme park in last 12 months	14,564	16.3%	90
Viewed movie (video-on-demand) in last 30 days	11,823	13.2%	85
Viewed TV show (video-on-demand) in last 30 days	9,716	10.9%	89
Watched any pay-per-view TV in last 12 months	10,271	11.5%	88
Downloaded a movie over the Internet in last 30 days	7,064	7.9%	119
Downloaded any individual song in last 6 months	20,898	23.4%	114
Watched a movie online in the last 30 days	14,965	16.7%	123
Watched a TV program online in last 30 days	14,599	16.3%	121
Played a video/electronic game (console) in last 12 months	12,250	13.7%	120
Played a video/electronic game (portable) in last 12 months	4,002	4.5%	100
Financial (Adults)			
Have home mortgage (1st)	28,499	31.9%	101
Used ATM/cash machine in last 12 months	46,388	51.8%	106
Own any stock	6,378	7.1%	91
Own U.S. savings bond	4,951	5.5%	96
Own shares in mutual fund (stock)	5,540	6.2%	82
Own shares in mutual fund (bonds)	3,597	4.0%	82
Have interest checking account	27,792	31.1%	108
Have non-interest checking account	27,027	30.2%	107
Have savings account	51,467	57.5%	107
Have 401K retirement savings plan	13,033	14.6%	99
Own/used any credit/debit card in last 12 months	68,713	76.8%	104
Avg monthly credit card expenditures: <\$111	13,084	14.6%	123
Avg monthly credit card expenditures: \$111-\$225	6,419	7.2%	111
Avg monthly credit card expenditures: \$226-\$450	5,433	6.1%	96
Avg monthly credit card expenditures: \$451-\$700	4,460	5.0%	92
Avg monthly credit card expenditures: \$701-\$1,000	3,515	3.9%	91
Avg monthly credit card expenditures: \$1,001+	6,381	7.1%	78
Did banking online in last 12 months	34,555	38.6%	110
Did banking on mobile device in last 12 months	10,454	11.7%	113
Paid bills online in last 12 months	39,311	43.9%	105

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Latitude: 44.17011
Longitude: -94.00966

Product/Consumer Behavior	Expected Number of Adults/HHs	Percent of Adults/HHs	MPI
Grocery (Adults)			
Used beef (fresh/frozen) in last 6 months	63,468	70.9%	99
Used bread in last 6 months	85,483	95.5%	101
Used chicken (fresh or frozen) in last 6 mos	61,513	68.7%	96
Used turkey (fresh or frozen) in last 6 mos	15,586	17.4%	95
Used fish/seafood (fresh or frozen) in last 6 months	47,456	53.0%	95
Used fresh fruit/vegetables in last 6 months	76,002	84.9%	98
Used fresh milk in last 6 months	81,428	91.0%	101
Used organic food in last 6 months	14,591	16.3%	83
Health (Adults)			
Exercise at home 2+ times per week	26,742	29.9%	105
Exercise at club 2+ times per week	12,435	13.9%	107
Visited a doctor in last 12 months	66,881	74.7%	99
Used vitamin/dietary supplement in last 6 months	46,944	52.5%	98
Home (Households)			
Any home improvement in last 12 months	12,067	28.0%	101
Used housekeeper/maid/professional HH cleaning service in last 12	4,761	11.0%	84
Purchased low ticket HH furnishings in last 12 months	6,901	16.0%	103
Purchased big ticket HH furnishings in last 12 months	9,445	21.9%	104
Purchased bedding/bath goods in last 12 months	23,132	53.7%	101
Purchased cooking/serving product in last 12 months	10,517	24.4%	100
Bought any small kitchen appliance in last 12 months	10,029	23.3%	104
Bought any large kitchen appliance in last 12 months	5,876	13.6%	106
Insurance (Adults/Households)			
Currently carry life insurance	40,273	45.0%	104
Carry medical/hospital/accident insurance	57,983	64.8%	101
Carry homeowner insurance	43,223	48.3%	101
Carry renter's insurance	7,199	8.0%	109
Have auto insurance: 1 vehicle in household covered	14,114	32.7%	104
Have auto insurance: 2 vehicles in household covered	12,379	28.7%	102
Have auto insurance: 3+ vehicles in household covered	10,409	24.2%	110
Pets (Households)			
Household owns any pet	24,280	56.3%	106
Household owns any cat	11,471	26.6%	117
Household owns any dog	18,209	42.3%	106
Psychographics (Adults)			
Buying American is important to me	40,372	45.1%	105
Usually buy items on credit rather than wait	7,931	8.9%	78
Usually buy based on quality - not price	15,400	17.2%	96
Price is usually more important than brand name	24,447	27.3%	100
Usually use coupons for brands I buy often	16,756	18.7%	99
Am interested in how to help the environment	14,227	15.9%	95
Usually pay more for environ safe product	10,319	11.5%	91
Usually value green products over convenience	8,649	9.7%	95
Likely to buy a brand that supports a charity	30,963	34.6%	101
Reading (Adults)			
Bought digital book in last 12 months	10,194	11.4%	102
Bought hardcover book in last 12 months	20,894	23.4%	104
Bought paperback book in last 12 month	31,586	35.3%	104
Read any daily newspaper (paper version)	23,994	26.8%	95
Read any digital newspaper in last 30 days	29,423	32.9%	105
Read any magazine (paper/electronic version) in last 6 months	81,637	91.2%	101

Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults or households in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average.

Source: These data are based upon national propensities to use various products and services, applied to local demographic composition. Usage data were collected by GfK MRI in a nationally representative survey of U.S. households. Esri forecasts for 2015 and 2020.

July 21, 2015



Retail Market Potential

Radius of Lower North Kato Commercial Area
320 Belgrade Ave, North Mankato, Minnesota, 56003
Drive Time: 30 minute radius

Prepared by Esri
Latitude: 44.17011
Longitude: -94.00966

Product/Consumer Behavior	Expected Number of Adults/HHs	Percent of Adults/HHs	MPI
Restaurants (Adults)			
Went to family restaurant/steak house in last 6 months	70,228	78.5%	104
Went to family restaurant/steak house: 4+ times a month	26,985	30.2%	105
Went to fast food/drive-in restaurant in last 6 months	82,332	92.0%	102
Went to fast food/drive-in restaurant 9+ times/mo	38,667	43.2%	107
Fast food/drive-in last 6 months: eat in	34,316	38.4%	105
Fast food/drive-in last 6 months: home delivery	7,210	8.1%	103
Fast food/drive-in last 6 months: take-out/drive-thru	47,546	53.1%	113
Fast food/drive-in last 6 months: take-out/walk-in	18,275	20.4%	104
Television & Electronics (Adults/Households)			
Own any e-reader/tablet	18,552	20.7%	98
Own any portable MP3 player	32,355	36.2%	108
HH owns 1 TV	8,635	20.0%	99
HH owns 2 TVs	12,062	28.0%	106
HH owns 3 TVs	9,202	21.4%	100
HH owns 4+ TVs	8,270	19.2%	97
HH subscribes to cable TV	21,740	50.4%	99
HH subscribes to fiber optic	1,574	3.7%	55
HH has satellite dish	11,330	26.3%	103
HH owns DVD/Blu-ray player	27,605	64.1%	104
HH owns camcorder	6,472	15.0%	96
HH owns portable GPS navigation device	12,305	28.6%	104
HH purchased video game system in last 12 mos	3,249	7.5%	82
HH owns Internet video device for TV	1,545	3.6%	82
Travel (Adults)			
Domestic travel in last 12 months	46,720	52.2%	104
Took 3+ domestic non-business trips in last 12 months	12,515	14.0%	112
Spent on domestic vacations in last 12 months: <\$1,000	11,422	12.8%	114
Spent on domestic vacations in last 12 months: \$1,000-\$1,499	4,807	5.4%	89
Spent on domestic vacations in last 12 months: \$1,500-\$1,999	3,350	3.7%	106
Spent on domestic vacations in last 12 months: \$2,000-\$2,999	3,122	3.5%	91
Spent on domestic vacations in last 12 months: \$3,000+	4,581	5.1%	94
Domestic travel in the 12 months: used general travel website	5,710	6.4%	91
Foreign travel in last 3 years	18,257	20.4%	86
Took 3+ foreign trips by plane in last 3 years	2,411	2.7%	62
Spent on foreign vacations in last 12 months: <\$1,000	3,314	3.7%	88
Spent on foreign vacations in last 12 months: \$1,000-\$2,999	2,198	2.5%	81
Spent on foreign vacations in last 12 months: \$3,000+	3,178	3.6%	72
Foreign travel in last 3 years: used general travel website	3,368	3.8%	69
Nights spent in hotel/motel in last 12 months: any	38,727	43.3%	105
Took cruise of more than one day in last 3 years	7,365	8.2%	94
Member of any frequent flyer program	12,385	13.8%	83
Member of any hotel rewards program	11,229	12.6%	89

Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults or households in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average.

Source: These data are based upon national propensities to use various products and services, applied to local demographic composition. Usage data were collected by GfK MRI in a nationally representative survey of U.S. households. Esri forecasts for 2015 and 2020.

July 21, 2015



Retail MarketPlace Profile

Lower North Mankato - Belgrade Commercial
Area: 0.04 square miles

Prepared by Esri
Latitude: 44.17023742
Longitude: -94.0096935

Summary Demographics						
2015 Population						331
2015 Households						181
2015 Median Disposable Income						\$31,210
2015 Per Capita Income						\$22,346
Industry Summary	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplu Factor	Number of Businesses
Total Retail Trade and Food & Drink	44-	\$3,096,953	\$1,737,376	\$1,359,577	28.1	4
Total Retail Trade	44-45	\$2,769,432	\$1,039,876	\$1,729,556	45.4	2
Total Food & Drink	722	\$327,521	\$697,500	-\$369,979	-36.1	2
Industry Group	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplu Factor	Number of Businesses
Motor Vehicle & Parts Dealers	441	\$539,382	\$0	\$539,382	100.0	0
Automobile Dealers	4411	\$472,629	\$0	\$472,629	100.0	0
Other Motor Vehicle Dealers	4412	\$29,677	\$0	\$29,677	100.0	0
Auto Parts, Accessories & Tire Stores	4413	\$37,076	\$0	\$37,076	100.0	0
Furniture & Home Furnishings Stores	442	\$57,489	\$0	\$57,489	100.0	0
Furniture Stores	4421	\$34,925	\$0	\$34,925	100.0	0
Home Furnishings Stores	4422	\$22,564	\$0	\$22,564	100.0	0
Electronics & Appliance Stores	443	\$68,924	\$0	\$68,924	100.0	0
Bldg Materials, Garden Equip. & Supply Stores	444	\$84,456	\$0	\$84,456	100.0	0
Bldg Material & Supplies Dealers	4441	\$68,231	\$0	\$68,231	100.0	0
Lawn & Garden Equip & Supply Stores	4442	\$16,225	\$0	\$16,225	100.0	0
Food & Beverage Stores	445	\$450,731	\$0	\$450,731	100.0	0
Grocery Stores	4451	\$389,600	\$0	\$389,600	100.0	0
Specialty Food Stores	4452	\$12,321	\$0	\$12,321	100.0	0
Beer, Wine & Liquor Stores	4453	\$48,810	\$0	\$48,810	100.0	0
Health & Personal Care Stores	446,4461	\$193,971	\$0	\$193,971	100.0	0
Gasoline Stations	447,4471	\$312,278	\$0	\$312,278	100.0	0
Clothing & Clothing Accessories Stores	448	\$152,795	\$0	\$152,795	100.0	0
Clothing Stores	4481	\$118,169	\$0	\$118,169	100.0	0
Shoe Stores	4482	\$27,691	\$0	\$27,691	100.0	0
Jewelry, Luggage & Leather Goods Stores	4483	\$6,934	\$0	\$6,934	100.0	0
Sporting Goods, Hobby, Book & Music Stores	451	\$68,699	\$0	\$68,699	100.0	0
Sporting Goods/Hobby/Musical Instr Stores	4511	\$52,013	\$0	\$52,013	100.0	0
Book, Periodical & Music Stores	4512	\$16,685	\$0	\$16,685	100.0	0
General Merchandise Stores	452	\$519,929	\$0	\$519,929	100.0	0
Department Stores Excluding Leased Depts.	4521	\$213,033	\$0	\$213,033	100.0	0
Other General Merchandise Stores	4529	\$306,896	\$0	\$306,896	100.0	0
Miscellaneous Store Retailers	453	\$68,174	\$0	\$68,174	100.0	0
Florists	4531	\$2,715	\$0	\$2,715	100.0	0
Office Supplies, Stationery & Gift Stores	4532	\$13,958	\$0	\$13,958	100.0	0
Used Merchandise Stores	4533	\$12,459	\$0	\$12,459	100.0	0
Other Miscellaneous Store Retailers	4539	\$39,043	\$0	\$39,043	100.0	0
Nonstore Retailers	454	\$252,604	\$0	\$252,604	100.0	0
Electronic Shopping & Mail-Order Houses	4541	\$222,312	\$0	\$222,312	100.0	0
Vending Machine Operators	4542	\$8,381	\$0	\$8,381	100.0	0
Direct Selling Establishments	4543	\$21,910	\$0	\$21,910	100.0	0
Food Services & Drinking Places	722	\$327,521	\$697,500	-\$369,979	-36.1	2
Full-Service Restaurants	7221	\$133,071	\$0	\$133,071	100.0	0
Limited-Service Eating Places	7222	\$169,343	\$0	\$169,343	100.0	0
Special Food Services	7223	\$9,939	\$0	\$9,939	100.0	0
Drinking Places - Alcoholic Beverages	7224	\$15,168	\$356,897	-\$341,729	-91.8	1

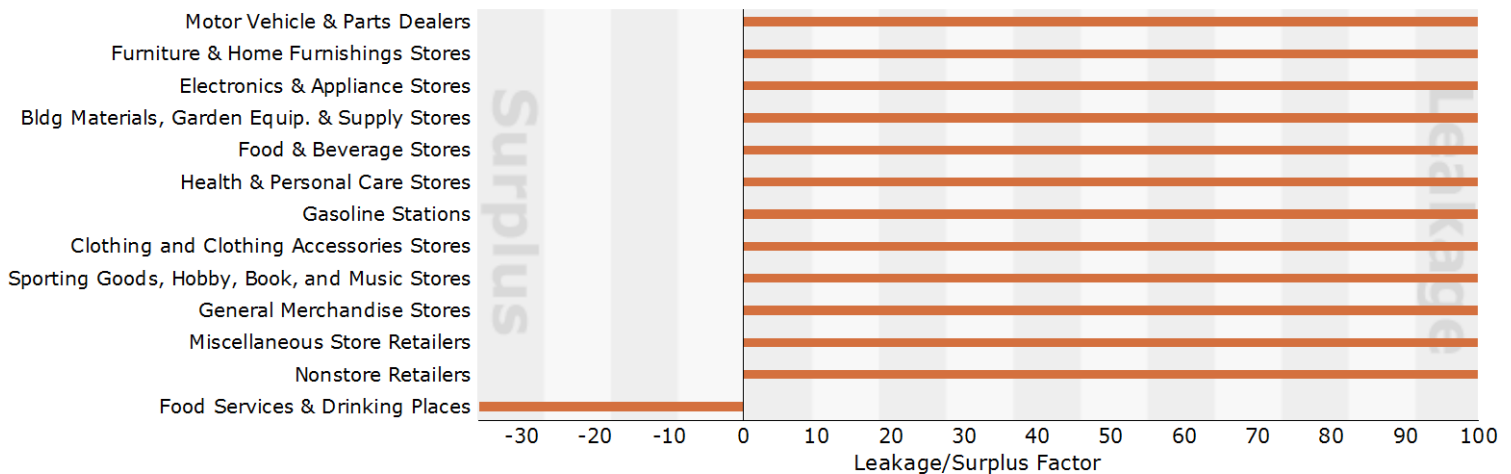
Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) estimates the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. The Retail Gap represents the difference between Retail Potential and Retail Sales. Esri uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector. For more information on the Retail MarketPlace data, please view the methodology statement at <http://www.esri.com/library/whitepapers/pdfs/esri-data-retail-marketplace.pdf>.

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July 21, 2015

Prepared by Esri

Leakage/Surplus Factor by Industry Subsector



Leakage/Surplus Factor by Industry Group





Retail MarketPlace Profile

Radius of Lower North Kato Commercial Area
320 Belgrade Ave, North Mankato, Minnesota, 56003
Drive Time: 10 minute radius

Prepared by Esri
Latitude: 44.17011
Longitude: -94.00966

Summary Demographics

2015 Population	58,063
2015 Households	22,710
2015 Median Disposable Income	\$38,554
2015 Per Capita Income	\$24,926

Industry Summary	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplu Factor	Number of Businesses
Total Retail Trade and Food & Drink	44-	\$591,095,287	\$809,649,471	-\$218,554,184	-15.6	561
Total Retail Trade	44-45	\$529,983,204	\$694,919,005	-\$164,935,801	-13.5	453
Total Food & Drink	722	\$61,112,083	\$114,730,466	-\$53,618,383	-30.5	108
Industry Group	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplu Factor	Number of Businesses
Motor Vehicle & Parts Dealers	441	\$108,736,546	\$90,064,409	\$18,672,137	9.4	37
Automobile Dealers	4411	\$95,359,777	\$80,043,021	\$15,316,756	8.7	19
Other Motor Vehicle Dealers	4412	\$6,437,636	\$4,486,727	\$1,950,909	17.9	7
Auto Parts, Accessories & Tire Stores	4413	\$6,939,133	\$5,534,660	\$1,404,473	11.3	11
Furniture & Home Furnishings Stores	442	\$11,254,642	\$19,305,290	-\$8,050,648	-26.3	30
Furniture Stores	4421	\$6,806,325	\$9,942,468	-\$3,136,143	-18.7	9
Home Furnishings Stores	4422	\$4,448,317	\$9,362,822	-\$4,914,505	-35.6	22
Electronics & Appliance Stores	443	\$13,345,958	\$38,340,737	-\$24,994,779	-48.4	26
Bldg Materials, Garden Equip. & Supply Stores	444	\$17,963,073	\$32,563,703	-\$14,600,630	-28.9	28
Bldg Material & Supplies Dealers	4441	\$14,463,081	\$31,747,696	-\$17,284,615	-37.4	24
Lawn & Garden Equip & Supply Stores	4442	\$3,499,992	\$816,007	\$2,683,985	62.2	4
Food & Beverage Stores	445	\$82,368,157	\$124,897,559	-\$42,529,402	-20.5	42
Grocery Stores	4451	\$71,004,790	\$118,488,931	-\$47,484,141	-25.1	21
Specialty Food Stores	4452	\$2,234,074	\$1,287,676	\$946,398	26.9	13
Beer, Wine & Liquor Stores	4453	\$9,129,293	\$5,120,953	\$4,008,340	28.1	8
Health & Personal Care Stores	446,4461	\$37,971,940	\$32,462,128	\$5,509,812	7.8	29
Gasoline Stations	447,4471	\$59,216,896	\$65,378,006	-\$6,161,110	-4.9	11
Clothing & Clothing Accessories Stores	448	\$27,828,086	\$42,911,292	-\$15,083,206	-21.3	59
Clothing Stores	4481	\$21,550,958	\$30,754,354	-\$9,203,396	-17.6	38
Shoe Stores	4482	\$4,928,219	\$8,189,703	-\$3,261,484	-24.9	12
Jewelry, Luggage & Leather Goods Stores	4483	\$1,348,909	\$3,967,236	-\$2,618,327	-49.3	9
Sporting Goods, Hobby, Book & Music Stores	451	\$13,047,565	\$28,671,649	-\$15,624,084	-37.5	58
Sporting Goods/Hobby/Musical Instr Stores	4511	\$10,002,097	\$20,582,562	-\$10,580,465	-34.6	44
Book, Periodical & Music Stores	4512	\$3,045,467	\$8,089,087	-\$5,043,620	-45.3	14
General Merchandise Stores	452	\$97,166,067	\$195,521,305	-\$98,355,238	-33.6	14
Department Stores Excluding Leased Depts.	4521	\$40,310,272	\$68,074,980	-\$27,764,708	-25.6	12
Other General Merchandise Stores	4529	\$56,855,795	\$127,446,325	-\$70,590,530	-38.3	3
Miscellaneous Store Retailers	453	\$13,188,935	\$13,773,038	-\$584,103	-2.2	100
Florists	4531	\$606,855	\$1,223,011	-\$616,156	-33.7	6
Office Supplies, Stationery & Gift Stores	4532	\$2,661,339	\$2,693,067	-\$31,728	-0.6	26
Used Merchandise Stores	4533	\$2,292,436	\$2,875,566	-\$583,130	-11.3	19
Other Miscellaneous Store Retailers	4539	\$7,628,304	\$6,981,394	\$646,910	4.4	49
Nonstore Retailers	454	\$47,895,341	\$11,029,888	\$36,865,453	62.6	17
Electronic Shopping & Mail-Order Houses	4541	\$42,171,958	\$8,507,176	\$33,664,782	66.4	2
Vending Machine Operators	4542	\$1,524,511	\$344,513	\$1,179,998	63.1	3
Direct Selling Establishments	4543	\$4,198,872	\$2,178,199	\$2,020,673	31.7	12
Food Services & Drinking Places	722	\$61,112,083	\$114,730,466	-\$53,618,383	-30.5	108
Full-Service Restaurants	7221	\$24,866,534	\$34,484,796	-\$9,618,262	-16.2	24
Limited-Service Eating Places	7222	\$31,612,061	\$54,334,241	-\$22,722,180	-26.4	46
Special Food Services	7223	\$1,939,859	\$11,404,556	-\$9,464,697	-70.9	7
Drinking Places - Alcoholic Beverages	7224	\$2,693,629	\$14,506,873	-\$11,813,244	-68.7	31

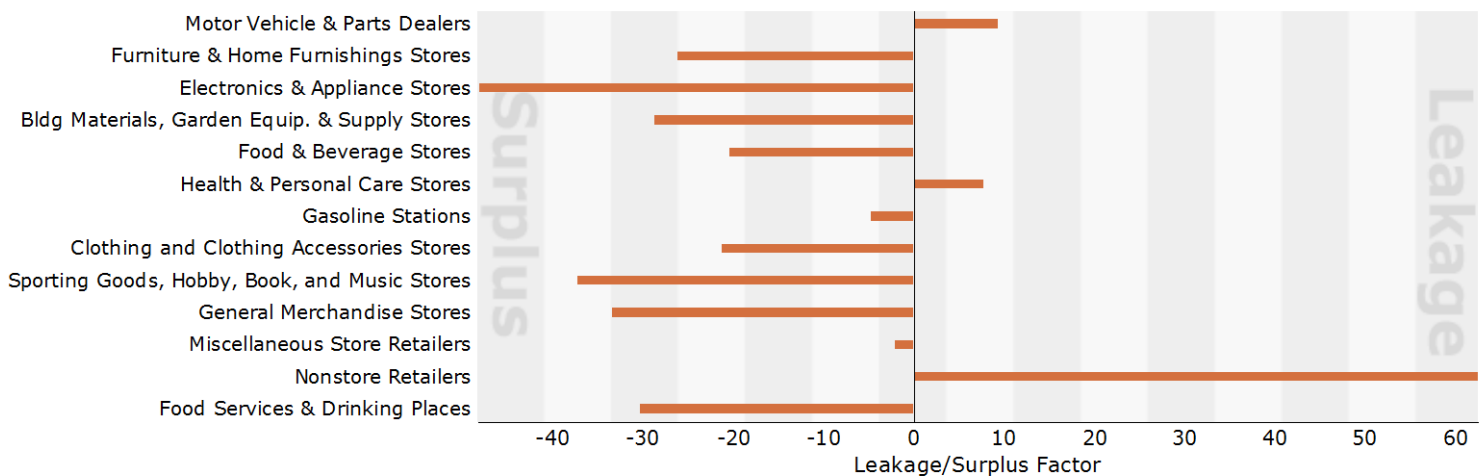
Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) estimates the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. The Retail Gap represents the difference between Retail Potential and Retail Sales. Esri uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector. For more information on the Retail MarketPlace data, please view the methodology statement at <http://www.esri.com/library/whitepapers/pdfs/esri-data-retail-marketplace.pdf>.

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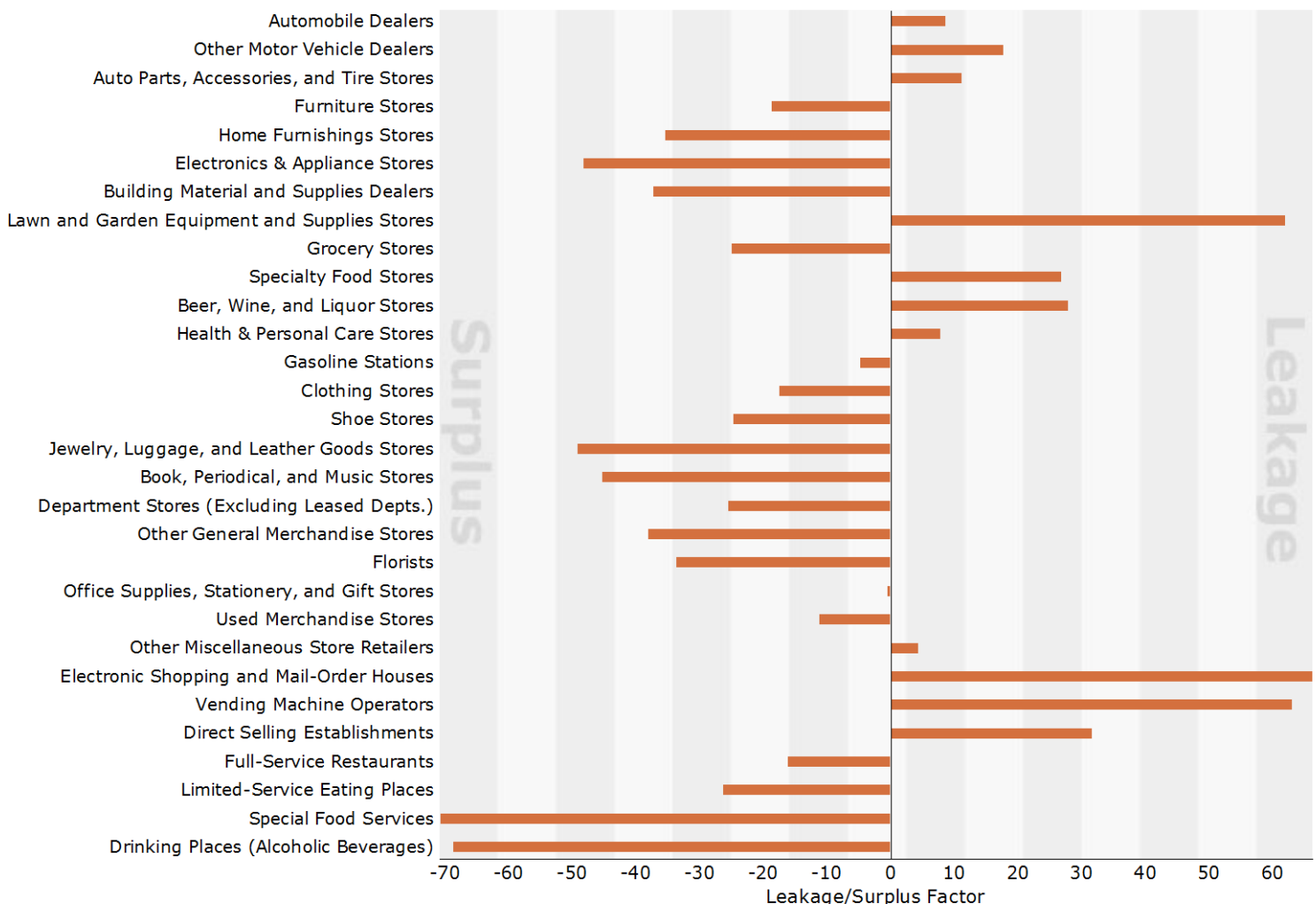
July 21, 2015

Prepared by Esri

Leakage/Surplus Factor by Industry Subsector



Leakage/Surplus Factor by Industry Group





Retail MarketPlace Profile

Radius of Lower North Kato Commercial Area
320 Belgrade Ave, North Mankato, Minnesota, 56003
Drive Time: 20 minute radius

Prepared by Esri
Latitude: 44.17011
Longitude: -94.00966

Summary Demographics

2015 Population	88,922
2015 Households	33,824
2015 Median Disposable Income	\$42,188
2015 Per Capita Income	\$25,748

Industry Summary	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplu Factor	Number of Businesses
Total Retail Trade and Food & Drink	44-	\$925,530,560	\$961,376,518	-\$35,845,958	-1.9	747
Total Retail Trade	44-45	\$830,506,480	\$834,021,035	-\$3,514,555	-0.2	611
Total Food & Drink	722	\$95,024,080	\$127,355,482	-\$32,331,402	-14.5	137
Industry Group	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplu Factor	Number of Businesses
Motor Vehicle & Parts Dealers	441	\$171,606,842	\$120,489,990	\$51,116,852	17.5	59
Automobile Dealers	4411	\$150,298,120	\$102,371,063	\$47,927,057	19.0	28
Other Motor Vehicle Dealers	4412	\$10,449,220	\$11,122,905	-\$673,685	-3.1	15
Auto Parts, Accessories & Tire Stores	4413	\$10,859,502	\$6,996,022	\$3,863,480	21.6	16
Furniture & Home Furnishings Stores	442	\$17,640,604	\$21,956,343	-\$4,315,739	-10.9	41
Furniture Stores	4421	\$10,615,230	\$11,396,610	-\$781,380	-3.5	11
Home Furnishings Stores	4422	\$7,025,374	\$10,559,733	-\$3,534,359	-20.1	30
Electronics & Appliance Stores	443	\$20,939,523	\$39,750,173	-\$18,810,650	-31.0	33
Bldg Materials, Garden Equip. & Supply Stores	444	\$28,981,651	\$43,310,086	-\$14,328,435	-19.8	47
Bldg Material & Supplies Dealers	4441	\$23,297,831	\$39,301,491	-\$16,003,660	-25.6	38
Lawn & Garden Equip & Supply Stores	4442	\$5,683,820	\$4,008,595	\$1,675,225	17.3	9
Food & Beverage Stores	445	\$128,235,331	\$149,054,155	-\$20,818,824	-7.5	58
Grocery Stores	4451	\$110,578,259	\$137,631,909	-\$27,053,650	-10.9	29
Specialty Food Stores	4452	\$3,476,549	\$2,439,721	\$1,036,828	17.5	18
Beer, Wine & Liquor Stores	4453	\$14,180,523	\$8,982,525	\$5,197,998	22.4	11
Health & Personal Care Stores	446,4461	\$60,180,943	\$33,989,283	\$26,191,660	27.8	36
Gasoline Stations	447,4471	\$92,468,346	\$115,587,053	-\$23,118,707	-11.1	15
Clothing & Clothing Accessories Stores	448	\$42,963,399	\$44,739,003	-\$1,775,604	-2.0	68
Clothing Stores	4481	\$33,273,650	\$32,190,315	\$1,083,335	1.7	46
Shoe Stores	4482	\$7,584,843	\$8,194,522	-\$609,679	-3.9	12
Jewelry, Luggage & Leather Goods Stores	4483	\$2,104,906	\$4,354,166	-\$2,249,260	-34.8	10
Sporting Goods, Hobby, Book & Music Stores	451	\$20,234,697	\$32,180,541	-\$11,945,844	-22.8	70
Sporting Goods/Hobby/Musical Instr Stores	4511	\$15,629,430	\$23,118,610	-\$7,489,180	-19.3	55
Book, Periodical & Music Stores	4512	\$4,605,267	\$9,061,931	-\$4,456,664	-32.6	15
General Merchandise Stores	452	\$151,703,526	\$199,766,174	-\$48,062,648	-13.7	18
Department Stores Excluding Leased Depts.	4521	\$62,914,228	\$69,745,244	-\$6,831,016	-5.1	14
Other General Merchandise Stores	4529	\$88,789,298	\$130,020,931	-\$41,231,633	-18.8	4
Miscellaneous Store Retailers	453	\$20,728,574	\$17,637,469	\$3,091,105	8.1	142
Florists	4531	\$992,688	\$1,594,071	-\$601,383	-23.2	10
Office Supplies, Stationery & Gift Stores	4532	\$4,183,190	\$3,669,464	\$513,726	6.5	37
Used Merchandise Stores	4533	\$3,489,432	\$3,758,250	-\$268,818	-3.7	28
Other Miscellaneous Store Retailers	4539	\$12,063,265	\$8,615,685	\$3,447,580	16.7	67
Nonstore Retailers	454	\$74,823,044	\$15,560,764	\$59,262,280	65.6	24
Electronic Shopping & Mail-Order Houses	4541	\$65,732,660	\$9,270,555	\$56,462,105	75.3	3
Vending Machine Operators	4542	\$2,371,801	\$527,844	\$1,843,957	63.6	4
Direct Selling Establishments	4543	\$6,718,583	\$5,762,365	\$956,218	7.7	17
Food Services & Drinking Places	722	\$95,024,080	\$127,355,482	-\$32,331,402	-14.5	137
Full-Service Restaurants	7221	\$38,663,788	\$39,389,533	-\$725,745	-0.9	32
Limited-Service Eating Places	7222	\$49,196,360	\$58,698,541	-\$9,502,181	-8.8	53
Special Food Services	7223	\$3,051,744	\$11,755,293	-\$8,703,549	-58.8	9
Drinking Places - Alcoholic Beverages	7224	\$4,112,188	\$17,512,115	-\$13,399,927	-62.0	43

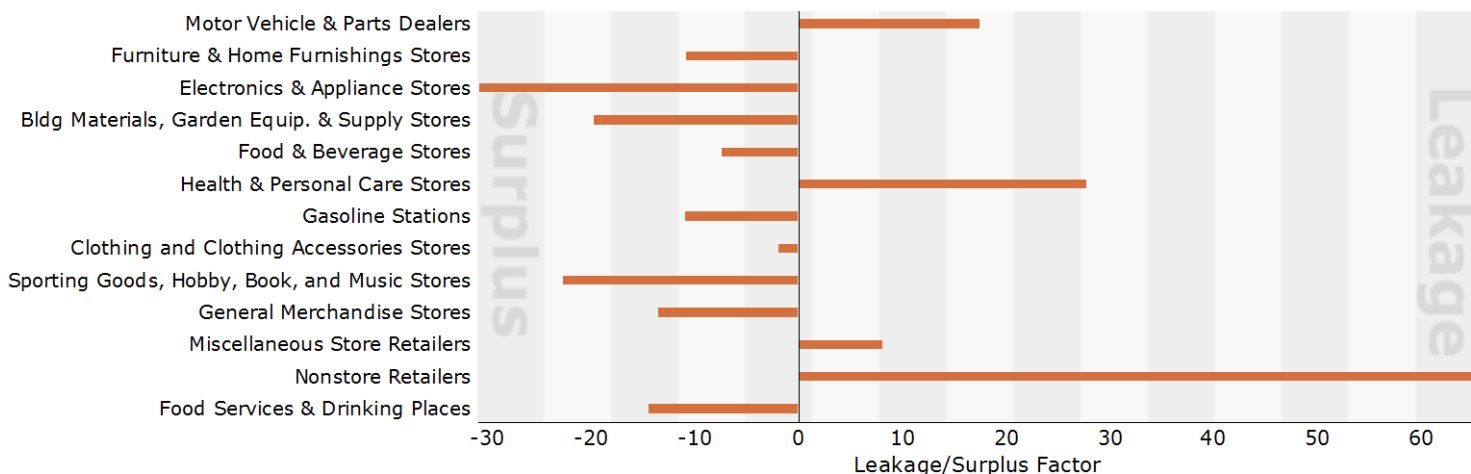
Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) estimates the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. The Retail Gap represents the difference between Retail Potential and Retail Sales. Esri uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector. For more information on the Retail MarketPlace data, please view the methodology statement at <http://www.esri.com/library/whitepapers/pdfs/esri-data-retail-marketplace.pdf>.

Source: Esri and Dun & Bradstreet. Copyright 2015 Dun & Bradstreet, Inc. All rights reserved.

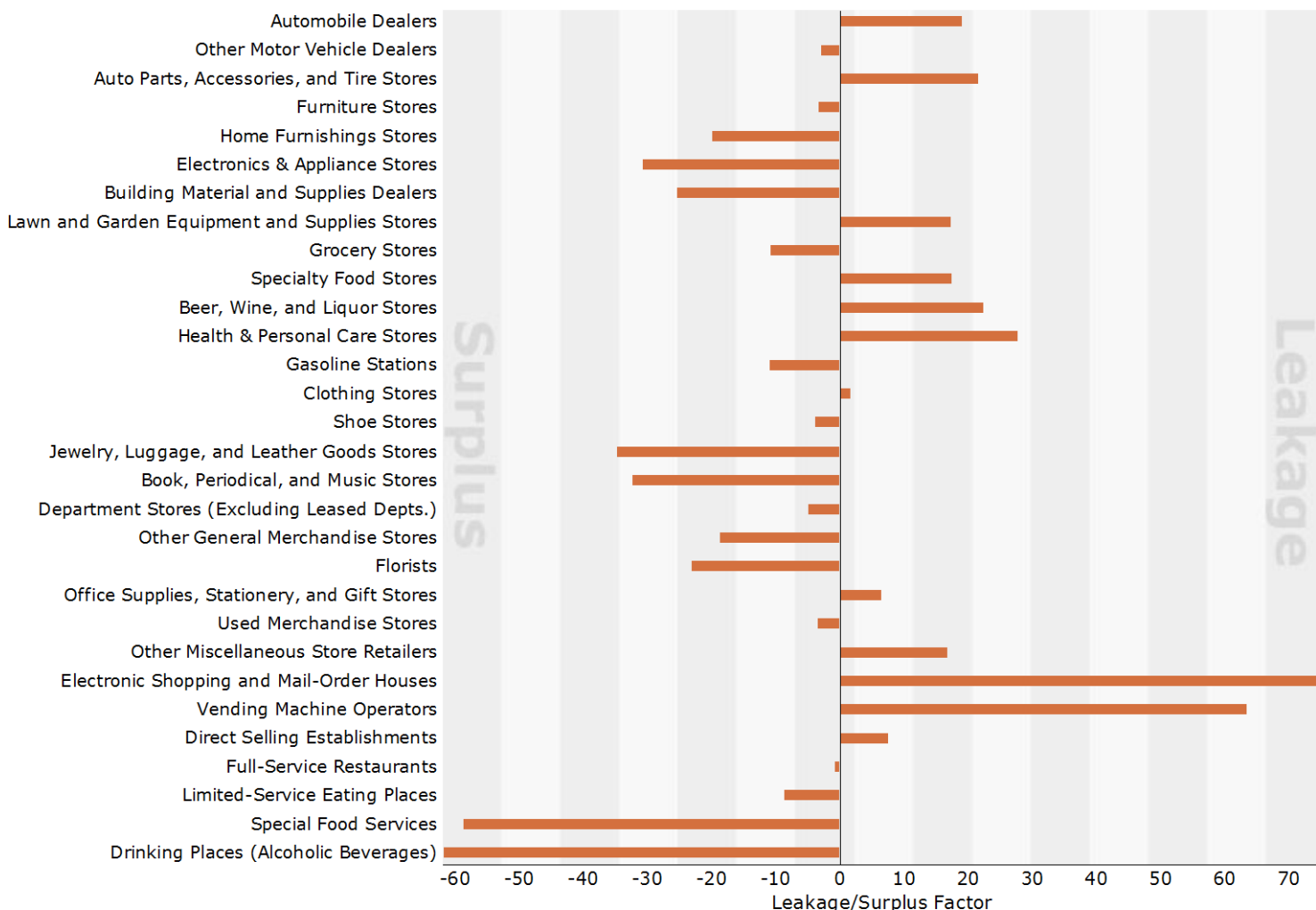
July 21, 2015

Prepared by Esri

Leakage/Surplus Factor by Industry Subsector



Leakage/Surplus Factor by Industry Group





Retail MarketPlace Profile

Radius of Lower North Kato Commercial Area
320 Belgrade Ave, North Mankato, Minnesota, 56003
Drive Time: 30 minute radius

Prepared by Esri
Latitude: 44.17011
Longitude: -94.00966

Summary Demographics

2015 Population	112,197
2015 Households	43,097
2015 Median Disposable Income	\$43,418
2015 Per Capita Income	\$26,199

Industry Summary	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplu Factor	Number of Businesses
Total Retail Trade and Food & Drink	44-	\$1,193,904,940	\$1,078,846,058	\$115,058,882	5.1	920
Total Retail Trade	44-45	\$1,072,952,032	\$941,041,830	\$131,910,202	6.5	762
Total Food & Drink	722	\$120,952,908	\$137,804,227	-\$16,851,319	-6.5	158
Industry Group	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplu Factor	Number of Businesses
Motor Vehicle & Parts Dealers	441	\$222,932,178	\$137,668,844	\$85,263,334	23.6	75
Automobile Dealers	4411	\$194,913,100	\$115,300,038	\$79,613,062	25.7	35
Other Motor Vehicle Dealers	4412	\$14,130,177	\$14,688,677	-\$558,500	-1.9	21
Auto Parts, Accessories & Tire Stores	4413	\$13,888,900	\$7,680,129	\$6,208,771	28.8	19
Furniture & Home Furnishings Stores	442	\$22,506,562	\$23,742,533	-\$1,235,971	-2.7	47
Furniture Stores	4421	\$13,478,738	\$12,443,880	\$1,034,858	4.0	13
Home Furnishings Stores	4422	\$9,027,824	\$11,298,654	-\$2,270,830	-11.2	34
Electronics & Appliance Stores	443	\$26,829,473	\$40,943,256	-\$14,113,783	-20.8	41
Bldg Materials, Garden Equip. & Supply Stores	444	\$38,258,700	\$50,012,628	-\$11,753,928	-13.3	66
Bldg Material & Supplies Dealers	4441	\$30,569,615	\$43,502,106	-\$12,932,491	-17.5	52
Lawn & Garden Equip & Supply Stores	4442	\$7,689,085	\$6,510,522	\$1,178,563	8.3	15
Food & Beverage Stores	445	\$165,106,901	\$177,104,536	-\$11,997,635	-3.5	89
Grocery Stores	4451	\$142,618,574	\$152,177,285	-\$9,558,711	-3.2	44
Specialty Food Stores	4452	\$4,479,201	\$9,236,265	-\$4,757,064	-34.7	27
Beer, Wine & Liquor Stores	4453	\$18,009,126	\$15,690,986	\$2,318,140	6.9	18
Health & Personal Care Stores	446,4461	\$78,726,956	\$37,540,490	\$41,186,466	35.4	44
Gasoline Stations	447,4471	\$119,737,399	\$151,407,949	-\$31,670,550	-11.7	23
Clothing & Clothing Accessories Stores	448	\$54,367,165	\$45,445,336	\$8,921,829	8.9	73
Clothing Stores	4481	\$42,080,445	\$32,769,816	\$9,310,629	12.4	50
Shoe Stores	4482	\$9,637,697	\$8,194,522	\$1,443,175	8.1	12
Jewelry, Luggage & Leather Goods Stores	4483	\$2,649,024	\$4,480,998	-\$1,831,974	-25.7	11
Sporting Goods, Hobby, Book & Music Stores	451	\$25,959,466	\$33,385,390	-\$7,425,924	-12.5	81
Sporting Goods/Hobby/Musical Instr Stores	4511	\$20,186,229	\$24,024,961	-\$3,838,732	-8.7	64
Book, Periodical & Music Stores	4512	\$5,773,237	\$9,360,430	-\$3,587,193	-23.7	17
General Merchandise Stores	452	\$195,308,982	\$202,948,203	-\$7,639,221	-1.9	26
Department Stores Excluding Leased Depts.	4521	\$80,626,401	\$72,035,318	\$8,591,083	5.6	18
Other General Merchandise Stores	4529	\$114,682,582	\$130,912,885	-\$16,230,303	-6.6	8
Miscellaneous Store Retailers	453	\$27,046,530	\$23,156,486	\$3,890,044	7.7	167
Florists	4531	\$1,318,616	\$2,075,780	-\$757,164	-22.3	13
Office Supplies, Stationery & Gift Stores	4532	\$5,390,884	\$3,814,119	\$1,576,765	17.1	41
Used Merchandise Stores	4533	\$4,394,377	\$4,193,198	\$201,179	2.3	33
Other Miscellaneous Store Retailers	4539	\$15,942,653	\$13,073,388	\$2,869,265	9.9	81
Nonstore Retailers	454	\$96,171,721	\$17,686,178	\$78,485,543	68.9	31
Electronic Shopping & Mail-Order Houses	4541	\$83,964,584	\$9,786,926	\$74,177,658	79.1	4
Vending Machine Operators	4542	\$3,050,703	\$695,041	\$2,355,662	62.9	5
Direct Selling Establishments	4543	\$9,156,434	\$7,204,210	\$1,952,224	11.9	22
Food Services & Drinking Places	722	\$120,952,908	\$137,804,227	-\$16,851,319	-6.5	158
Full-Service Restaurants	7221	\$49,141,438	\$43,585,458	\$5,555,980	6.0	39
Limited-Service Eating Places	7222	\$62,719,884	\$62,255,651	\$464,233	0.4	60
Special Food Services	7223	\$3,926,311	\$12,810,408	-\$8,884,097	-53.1	10
Drinking Places - Alcoholic Beverages	7224	\$5,165,275	\$19,152,711	-\$13,987,436	-57.5	50

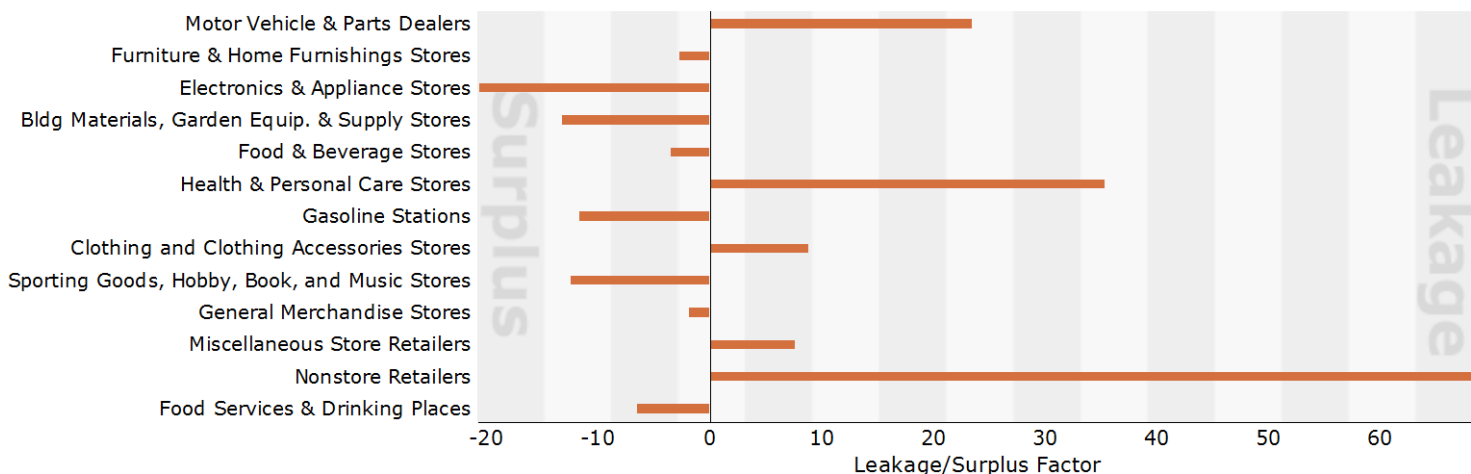
Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) estimates the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. The Retail Gap represents the difference between Retail Potential and Retail Sales. Esri uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector. For more information on the Retail MarketPlace data, please view the methodology statement at <http://www.esri.com/library/whitepapers/pdfs/esri-data-retail-marketplace.pdf>.

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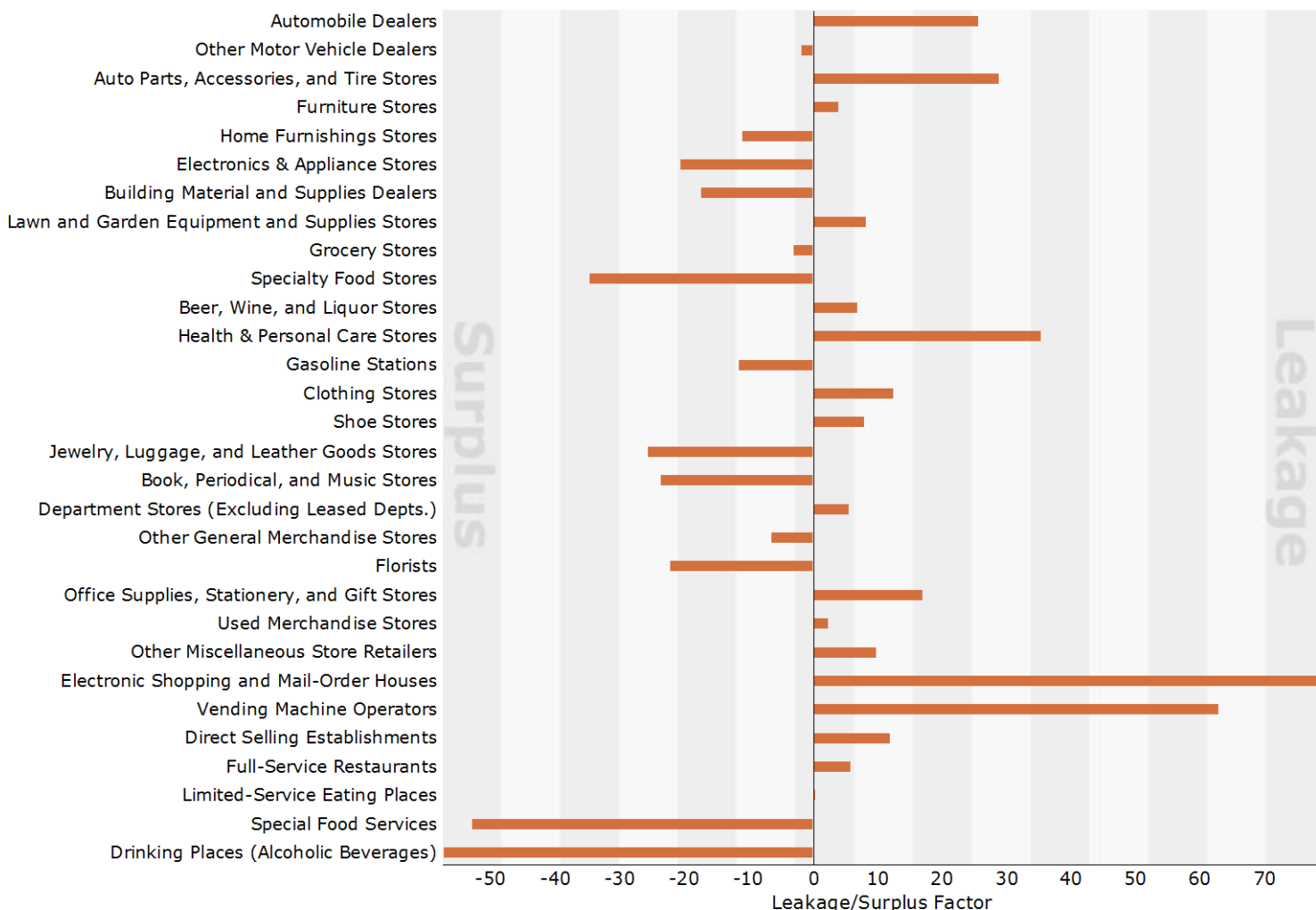
July 21, 2015

Prepared by Esri

Leakage/Surplus Factor by Industry Subsector



Leakage/Surplus Factor by Industry Group





Business Summary

Lower North Mankato - Belgrade Commercial
Area: 0.04 square miles

Prepared by Esri
Latitude: 44.17023742
Longitude: -94.0096935

Data for all businesses in area

Total Businesses:	46
Total Employees:	211
Total Residential Population:	331
Employee/Residential Population Ratio:	0.64:1

by SIC Codes			Employees	
	Number	Percent	Number	Percent
Agriculture & Mining	2	4.3%	2	0.9%
Construction	4	8.7%	12	5.7%
Manufacturing	0	0.0%	0	0.0%
Transportation	1	2.2%	3	1.4%
Communication	0	0.0%	0	0.0%
Utility	0	0.0%	0	0.0%
Wholesale Trade	0	0.0%	0	0.0%
Retail Trade Summary	10	21.7%	74	35.1%
Home Improvement	0	0.0%	0	0.0%
General Merchandise Stores	0	0.0%	0	0.0%
Food Stores	0	0.0%	0	0.0%
Auto Dealers, Gas Stations, Auto Aftermarket	1	2.2%	1	0.5%
Apparel & Accessory Stores	0	0.0%	0	0.0%
Furniture & Home Furnishings	2	4.3%	23	10.9%
Eating & Drinking Places	4	8.7%	38	18.0%
Miscellaneous Retail	3	6.5%	13	6.2%
Finance, Insurance, Real Estate Summary	9	19.6%	33	15.6%
Banks, Savings & Lending Institutions	3	6.5%	12	5.7%
Securities Brokers	2	4.3%	2	0.9%
Insurance Carriers & Agents	1	2.2%	6	2.8%
Real Estate, Holding, Other Investment Offices	3	6.5%	13	6.2%
Services Summary	19	41.3%	84	39.8%
Hotels & Lodging	0	0.0%	0	0.0%
Automotive Services	0	0.0%	0	0.0%
Motion Pictures & Amusements	1	2.2%	1	0.5%
Health Services	3	6.5%	23	10.9%
Legal Services	1	2.2%	2	0.9%
Education Institutions & Libraries	0	0.0%	0	0.0%
Other Services	14	30.4%	59	28.0%
Government	1	2.2%	3	1.4%
Unclassified Establishments	1	2.2%	0	0.0%
Totals	46	100.0%	211	100.0%

Source: Copyright 2015 Infogroup, Inc. All rights reserved. Esri Total Residential Population forecasts for 2015.

July 17, 2015



Business Summary

Lower North Mankato - Belgrade Commercial
Area: 0.04 square miles

Prepared by Esri
Latitude: 44.17023742
Longitude: -94.0096935

by NAICS Codes	Businesses		Employees	
	Number	Percent	Number	Percent
Agriculture, Forestry, Fishing & Hunting	0	0.0%	0	0.0%
Mining	0	0.0%	0	0.0%
Utilities	0	0.0%	0	0.0%
Construction	4	8.7%	12	5.7%
Manufacturing	2	4.3%	6	2.8%
Wholesale Trade	0	0.0%	0	0.0%
Retail Trade	5	10.9%	30	14.2%
Motor Vehicle & Parts Dealers	1	2.2%	1	0.5%
Furniture & Home Furnishings Stores	0	0.0%	0	0.0%
Electronics & Appliance Stores	1	2.2%	16	7.6%
Bldg Material & Garden Equipment & Supplies Dealers	0	0.0%	0	0.0%
Food & Beverage Stores	2	4.3%	10	4.7%
Health & Personal Care Stores	0	0.0%	0	0.0%
Gasoline Stations	0	0.0%	0	0.0%
Clothing & Clothing Accessories Stores	0	0.0%	0	0.0%
Sport Goods, Hobby, Book, & Music Stores	1	2.2%	2	0.9%
General Merchandise Stores	0	0.0%	0	0.0%
Miscellaneous Store Retailers	1	2.2%	2	0.9%
Nonstore Retailers	0	0.0%	0	0.0%
Transportation & Warehousing	1	2.2%	3	1.4%
Information	0	0.0%	0	0.0%
Finance & Insurance	6	13.0%	20	9.5%
Central Bank/Credit Intermediation & Related Activities	3	6.5%	12	5.7%
Securities, Commodity Contracts & Other Financial	2	4.3%	2	0.9%
Insurance Carriers & Related Activities; Funds, Trusts &	1	2.2%	6	2.8%
Real Estate, Rental & Leasing	3	6.5%	13	6.2%
Professional, Scientific & Tech Services	4	8.7%	17	8.1%
Legal Services	1	2.2%	2	0.9%
Management of Companies & Enterprises	0	0.0%	0	0.0%
Administrative & Support & Waste Management & Remediation	2	4.3%	2	0.9%
Educational Services	0	0.0%	0	0.0%
Health Care & Social Assistance	5	10.9%	37	17.5%
Arts, Entertainment & Recreation	0	0.0%	0	0.0%
Accommodation & Food Services	4	8.7%	38	18.0%
Accommodation	0	0.0%	0	0.0%
Food Services & Drinking Places	4	8.7%	38	18.0%
Other Services (except Public Administration)	10	21.7%	29	13.7%
Automotive Repair & Maintenance	0	0.0%	0	0.0%
Public Administration	1	2.2%	3	1.4%
Unclassified Establishments	1	2.2%	0	0.0%
Total	46	100.0%	211	100.0%

Source: Copyright 2015 Infogroup, Inc. All rights reserved. Esri Total Residential Population forecasts for 2015.

July 17, 2015

Appendix H:

Household Budget Expenditures



Household Budget Expenditures

Mankato-North Mankato, MN Metropolitan Statistical Area
Mankato-North Mankato, MN Metropolitan Statistical Area (31860)
Geography: Metropolitan Area (CBSA)

Prepared by Esri

Demographic Summary			2016	2021
Population			101,456	105,298
Households			38,840	40,482
Families			23,201	24,070
Median Age			32.6	33.7
Median Household Income			\$54,593	\$55,840
	Spending Potential Index	Average Amount Spent	Total	Percent
Total Expenditures	93	\$61,777.41	\$2,399,434,597	100.0%
Food	95	\$7,704.28	\$299,234,158	12.5%
Food at Home	96	\$4,763.18	\$185,001,933	7.7%
Food Away from Home	95	\$2,941.10	\$114,232,225	4.8%
Alcoholic Beverages	95	\$486.48	\$18,894,779	0.8%
Housing	93	\$18,921.45	\$734,909,279	30.6%
Shelter	92	\$14,304.65	\$555,592,622	23.2%
Utilities, Fuel and Public Services	95	\$4,616.80	\$179,316,657	7.5%
Household Operations	90	\$1,548.54	\$60,145,178	2.5%
Housekeeping Supplies	95	\$665.68	\$25,854,971	1.1%
Household Furnishings and Equipment	93	\$1,647.01	\$63,969,962	2.7%
Apparel and Services	94	\$1,886.73	\$73,280,650	3.1%
Transportation	96	\$7,731.48	\$300,290,711	12.5%
Travel	89	\$1,649.49	\$64,066,115	2.7%
Health Care	93	\$4,950.22	\$192,266,563	8.0%
Entertainment and Recreation	93	\$2,714.40	\$105,427,223	4.4%
Personal Care Products & Services	92	\$675.08	\$26,220,261	1.1%
Education	95	\$1,350.55	\$52,455,227	2.2%
Smoking Products	104	\$427.43	\$16,601,328	0.7%
Lotteries & Pari-mutuel Losses	94	\$59.04	\$2,292,983	0.1%
Legal Fees	99	\$154.83	\$6,013,633	0.3%
Funeral Expenses	95	\$82.20	\$3,192,663	0.1%
Safe Deposit Box Rentals	94	\$3.69	\$143,419	0.0%
Checking Account/Banking Service Charges	96	\$31.93	\$1,240,162	0.1%
Cemetery Lots/Vaults/Maintenance Fees	86	\$8.91	\$346,138	0.0%
Accounting Fees	86	\$77.67	\$3,016,741	0.1%
Miscellaneous Personal Services/Advertising/Fine	105	\$63.29	\$2,458,136	0.1%
Occupational Expenses	88	\$59.33	\$2,304,362	0.1%
Expenses for Other Properties	110	\$152.05	\$5,905,444	0.2%
Credit Card Membership Fees	85	\$3.29	\$127,771	0.0%
Shopping Club Membership Fees	88	\$14.57	\$565,765	0.0%
Support Payments/Cash Contributions/Gifts in Kind	93	\$2,156.38	\$83,753,971	3.5%
Life/Other Insurance	90	\$371.51	\$14,429,359	0.6%
Pensions and Social Security	91	\$6,179.91	\$240,027,639	10.0%

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.

Source: Esri forecasts for 2016 and 2021; Consumer Spending data are derived from the 2013 and 2014 Consumer Expenditure Surveys, Bureau of Labor Statistics.

November 01, 2016



Household Budget Expenditures

8 Block Groups
271034806.002 (271034806002) et al.
Geography: Block Group

Prepared by Esri

Demographic Summary			2016	2021
Population			13,457	13,660
Households			5,656	5,763
Families			3,561	3,614
Median Age			37.0	37.3
Median Household Income			\$62,470	\$69,748
	Spending Potential Index	Average Amount Spent	Total	Percent
Total Expenditures	100	\$66,280.19	\$374,880,758	100.0%
Food	101	\$8,136.99	\$46,022,798	12.3%
Food at Home	101	\$5,012.97	\$28,353,343	7.6%
Food Away from Home	101	\$3,124.02	\$17,669,455	4.7%
Alcoholic Beverages	100	\$510.84	\$2,889,325	0.8%
Housing	100	\$20,407.82	\$115,426,641	30.8%
Shelter	100	\$15,503.66	\$87,688,693	23.4%
Utilities, Fuel and Public Services	101	\$4,904.16	\$27,737,948	7.4%
Household Operations	99	\$1,704.88	\$9,642,783	2.6%
Housekeeping Supplies	101	\$709.34	\$4,012,039	1.1%
Household Furnishings and Equipment	101	\$1,781.93	\$10,078,613	2.7%
Apparel and Services	99	\$2,002.88	\$11,328,261	3.0%
Transportation	101	\$8,167.25	\$46,193,982	12.3%
Travel	98	\$1,823.50	\$10,313,689	2.8%
Health Care	100	\$5,309.94	\$30,033,001	8.0%
Entertainment and Recreation	100	\$2,908.45	\$16,450,185	4.4%
Personal Care Products & Services	100	\$729.80	\$4,127,740	1.1%
Education	96	\$1,358.22	\$7,682,120	2.0%
Smoking Products	101	\$412.30	\$2,331,967	0.6%
Lotteries & Pari-mutuel Losses	100	\$62.83	\$355,349	0.1%
Legal Fees	105	\$164.90	\$932,684	0.2%
Funeral Expenses	96	\$83.06	\$469,784	0.1%
Safe Deposit Box Rentals	99	\$3.88	\$21,921	0.0%
Checking Account/Banking Service Charges	100	\$33.12	\$187,311	0.0%
Cemetery Lots/Vaults/Maintenance Fees	100	\$10.44	\$59,056	0.0%
Accounting Fees	94	\$84.26	\$476,555	0.1%
Miscellaneous Personal Services/Advertising/Fine	113	\$68.05	\$384,901	0.1%
Occupational Expenses	97	\$65.22	\$368,894	0.1%
Expenses for Other Properties	132	\$181.94	\$1,029,059	0.3%
Credit Card Membership Fees	95	\$3.64	\$20,602	0.0%
Shopping Club Membership Fees	100	\$16.55	\$93,589	0.0%
Support Payments/Cash Contributions/Gifts in Kind	101	\$2,352.26	\$13,304,388	3.5%
Life/Other Insurance	98	\$407.26	\$2,303,476	0.6%
Pensions and Social Security	100	\$6,778.65	\$38,340,044	10.2%

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.

Source: Esri forecasts for 2016 and 2021; Consumer Spending data are derived from the 2013 and 2014 Consumer Expenditure Surveys, Bureau of Labor Statistics.

October 06, 2016



Household Budget Expenditures

3 Block Groups
271034806.001 (271034806001) et al.
Geography: Block Group

Prepared by Esri

Demographic Summary			2016	2021
Population			2,615	2,619
Households			1,184	1,189
Families			627	626
Median Age			35.6	37.0
Median Household Income			\$51,708	\$48,327
	Spending Potential Index	Average Amount Spent	Total	Percent
Total Expenditures	81	\$53,367.58	\$63,187,215	100.0%
Food	82	\$6,630.70	\$7,850,744	12.4%
Food at Home	83	\$4,124.89	\$4,883,865	7.7%
Food Away from Home	81	\$2,505.81	\$2,966,879	4.7%
Alcoholic Beverages	83	\$423.30	\$501,192	0.8%
Housing	82	\$16,713.61	\$19,788,916	31.3%
Shelter	82	\$12,770.40	\$15,120,154	23.9%
Utilities, Fuel and Public Services	81	\$3,943.21	\$4,668,761	7.4%
Household Operations	78	\$1,336.74	\$1,582,702	2.5%
Housekeeping Supplies	81	\$569.78	\$674,623	1.1%
Household Furnishings and Equipment	80	\$1,419.02	\$1,680,121	2.7%
Apparel and Services	81	\$1,621.36	\$1,919,685	3.0%
Transportation	80	\$6,511.22	\$7,709,281	12.2%
Travel	77	\$1,428.55	\$1,691,406	2.7%
Health Care	80	\$4,213.90	\$4,989,254	7.9%
Entertainment and Recreation	79	\$2,314.78	\$2,740,702	4.3%
Personal Care Products & Services	79	\$582.08	\$689,180	1.1%
Education	83	\$1,167.72	\$1,382,577	2.2%
Smoking Products	88	\$359.13	\$425,206	0.7%
Lotteries & Pari-mutuel Losses	85	\$53.54	\$63,394	0.1%
Legal Fees	88	\$137.83	\$163,188	0.3%
Funeral Expenses	77	\$66.17	\$78,351	0.1%
Safe Deposit Box Rentals	78	\$3.08	\$3,652	0.0%
Checking Account/Banking Service Charges	89	\$29.53	\$34,964	0.1%
Cemetery Lots/Vaults/Maintenance Fees	79	\$8.20	\$9,708	0.0%
Accounting Fees	75	\$67.19	\$79,549	0.1%
Miscellaneous Personal Services/Advertising/Fine	96	\$57.87	\$68,520	0.1%
Occupational Expenses	81	\$54.57	\$64,615	0.1%
Expenses for Other Properties	111	\$153.20	\$181,387	0.3%
Credit Card Membership Fees	78	\$3.01	\$3,559	0.0%
Shopping Club Membership Fees	79	\$13.09	\$15,504	0.0%
Support Payments/Cash Contributions/Gifts in Kind	80	\$1,858.73	\$2,200,738	3.5%
Life/Other Insurance	76	\$313.09	\$370,695	0.6%
Pensions and Social Security	77	\$5,256.59	\$6,223,800	9.8%

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.

Source: Esri forecasts for 2016 and 2021; Consumer Spending data are derived from the 2013 and 2014 Consumer Expenditure Surveys, Bureau of Labor Statistics.

October 05, 2016

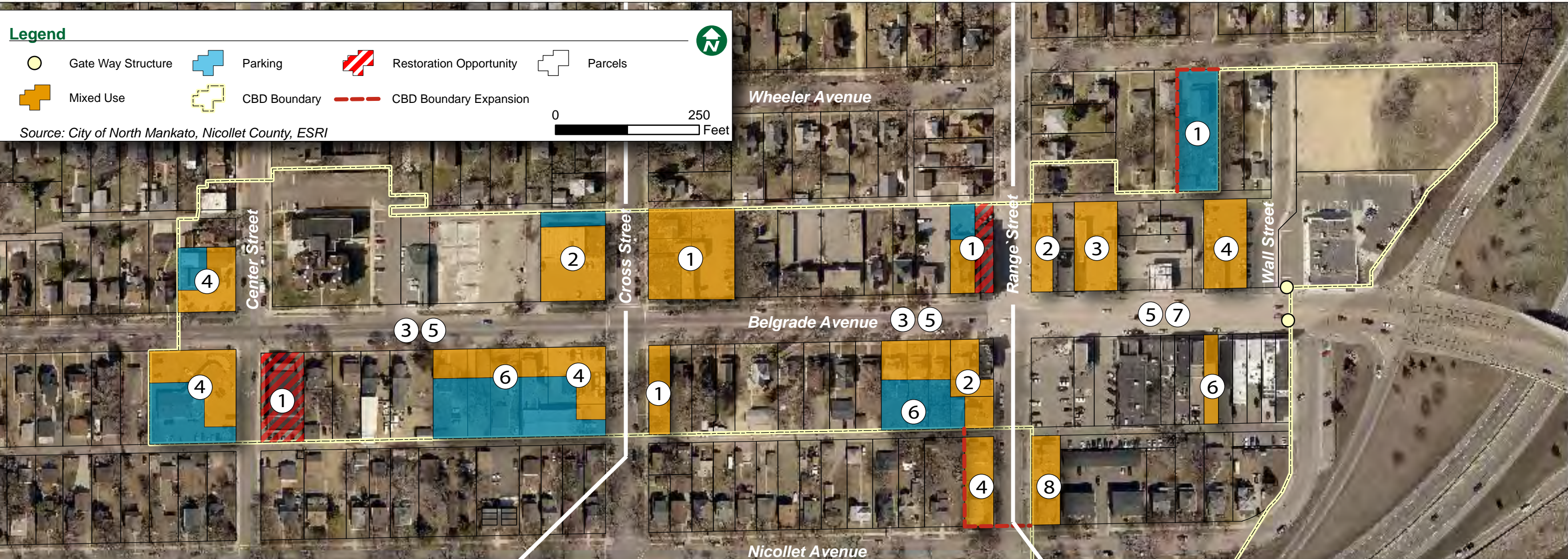
Appendix I:

Implementation Plan

Legend



Source: City of North Mankato, Nicollet County, ESRI



400/500 Block Incremental Change Potential

5-Year Change:

1. Renovation to the Brandt Building.
2. Redevelopment of properties to mixed-use adding additional commercial/residential options.
3. Short term traffic calming and roadway reconstruction recommendations per the 2016-2017 Belgrade Corridor Study.

10-Year Change:

4. Redevelopment of various properties to mixed-use adding additional commercial/residential options.
5. Long term traffic calming and roadway reconstruction recommendations per the 2016-2017 Belgrade Corridor Study.

20-Year Change:

6. Redevelopment of various properties to mixed-use adding additional commercial/residential options.

300 Block Incremental Change Potential

5-Year Change:

1. Redevelopment of various properties to mixed-use adding additional commercial/residential options.
2. Business expansion to the west and south of the street corner.
3. Short term traffic calming and roadway reconstruction recommendations per the 2016-2017 Belgrade Corridor Study.

10-Year Change:

4. Redevelopment of various properties to mixed-use adding additional commercial/residential options.
5. Long term traffic calming and roadway reconstruction recommendations per the 2016-2017 Belgrade Corridor Study.

20-Year Change:

6. Redevelopment of various properties to mixed-use adding additional commercial/residential options.

200 Block Incremental Change Potential

5-Year Change:

1. Conversion of residential property to public parking.
2. Conversion of public parking lot to mixed-use structure.
3. Potential redevelopment of bank drive through property.
4. Redevelopment of various properties to mixed-use adding additional commercial/residential options.
5. Short term traffic calming and roadway reconstruction recommendations per the 2016-2017 Belgrade Corridor Study.

10-Year Change:

6. Infill development of vacant lot.
7. Long term traffic calming and roadway reconstruction recommendations per the 2016-2017 Belgrade Corridor Study.

20-Year Change:

8. Redevelopment of various properties to mixed-use adding additional commercial/residential options.



Appendix J:

Commercial Grant and Loan Fund Policy Resolution

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 #10B	Department: Administration	Council Meeting Date: 7/24/17																											
TITLE OF ISSUE: Receive Belgrade Avenue Corridor Study.																													
BACKGROUND AND SUPPLEMENTAL INFORMATION: Bolton & Menk Transportation Planner Angie Bersaw and Matt Lassonde will present the Belgrade Avenue Corridor Study.																													
<i>If additional space is required, attach a separate sheet</i>																													
REQUESTED COUNCIL ACTION: Receive Belgrade Avenue Corridor Study.																													
<p>Motion By: _____</p> <p>Second By: _____</p> <p>Vote Record:</p> <table style="margin-left: 40px;"> <tr> <td style="text-align: center;">Aye</td> <td style="text-align: center;">Nay</td> <td></td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Freyberg</td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Whitlock</td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Steiner</td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Norland</td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td>Dehen</td> </tr> </table>	Aye	Nay		_____	_____	Freyberg	_____	_____	Whitlock	_____	_____	Steiner	_____	_____	Norland	_____	_____	Dehen	<p style="text-align: center;">SUPPORTING DOCUMENTS ATTACHED</p> <table style="width: 100%;"> <tr> <td style="text-align: center;">Resolution</td> <td style="text-align: center;">Ordinance</td> <td style="text-align: center;">Contract</td> <td style="text-align: center;">Minutes</td> <td style="text-align: center;">Map</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </table> <p>Other (specify) _____</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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Belgrade Avenue - Corridor Study



North Mankato City Council
July 24, 2017

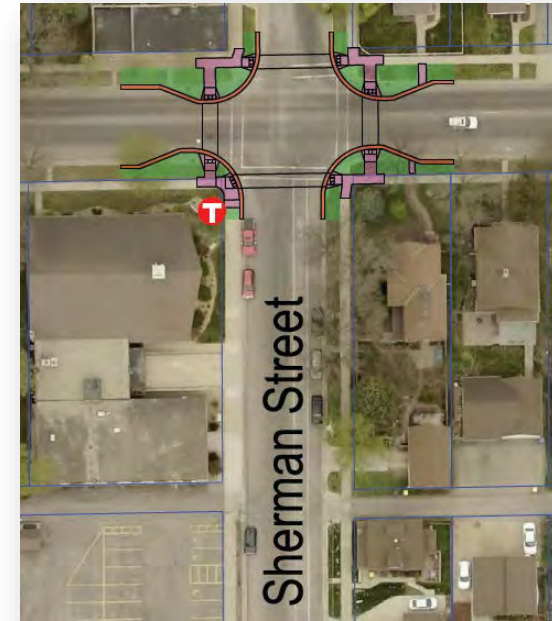
Agenda

1. Study Process Recap
2. Public and Business Owner Input
3. Recommendations & Implementation Sequence
4. Next Steps



January Council Update Recap

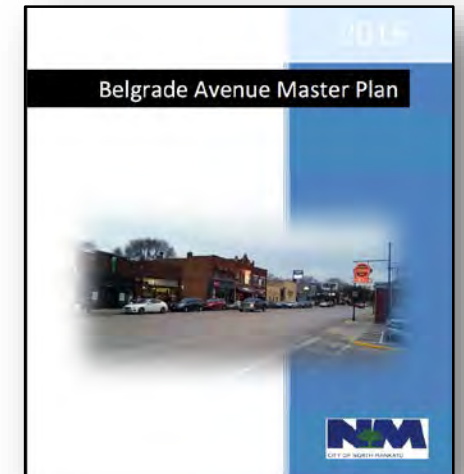
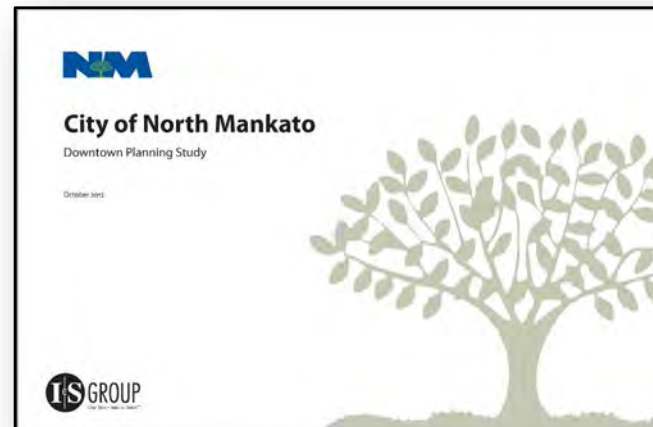
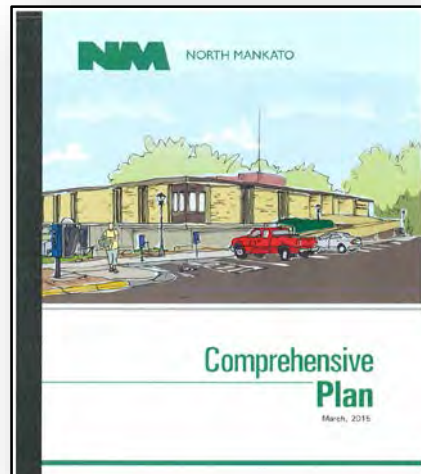
- Existing Conditions Issues/Needs
- Study Goals
- Initial Range of Concepts
- Streetscape Opportunities



Belgrade Master Plan Coordination

Consistent themes from previous planning efforts:

- Improve pedestrian facilities and streetscape appearance
- Reduce the speed of traffic in the 200 Block
- Enhance pedestrian safety
- Identify and address parking deficiencies
- Encourage and promote renovation and rehabilitation of existing buildings



Since January Council Update

- Public Outreach

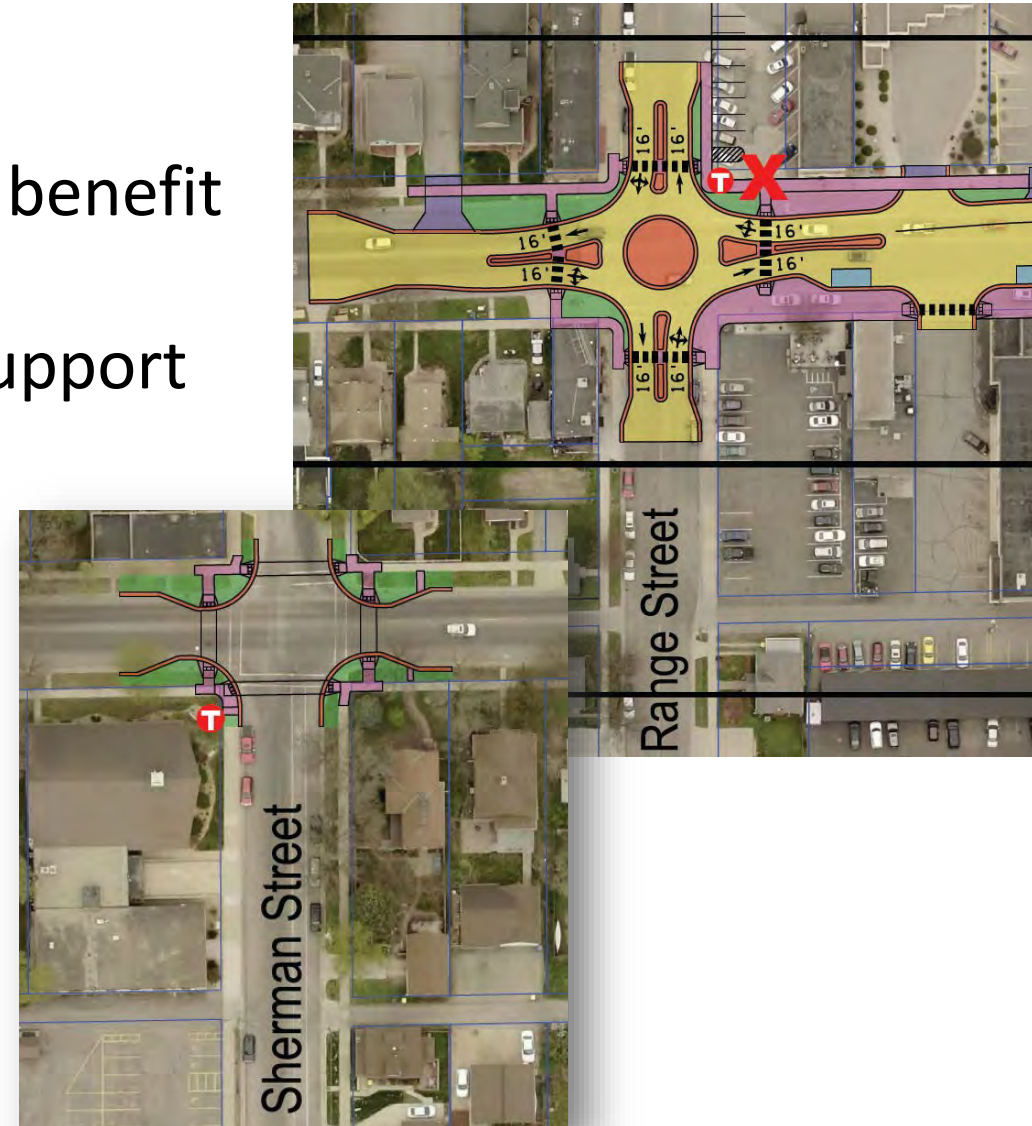
- Monthly Meetings – City, MAPO, MnDOT
- January 19 – Steering Committee
- January 26 and 28 – Public Open Houses
- February 28/March 2 – Business On Belgrade
- April 25 – Steering Committee Meeting
- June/July – Online Open House



Public Input – Public Open Houses

General Input:

- Bump-Outs – many questioned need and/or benefit
 - Some saw merit after benefits were explained.
- Mini-roundabout – Did not receive a lot of support
 - Concerns for trucks, events, and general need
 - Unfamiliar concept
 - Wider sidewalks – Many supported
- Mid-block crossing – Many supported
- Lee Blvd Roundabout – Feedback mixed
 - Recognize need to do something
 - Some liked roundabout idea
 - Concern over details – design, grades, etc.



Public Input

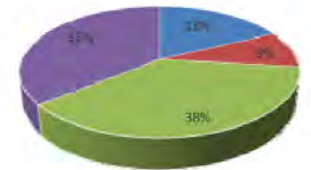
Audience Polling Results – (Approx. 65 Participants at Open Houses)

- 74% - issues accurately reflected
- 75% - feel parking is adequate in the downtown
- 70% - improve pedestrian facilities in the downtown
- 86% - improve pedestrian crossings in the downtown
- 81% - provide additional streetscape amenities

Q2. How do you view parking availability in the Central Business District? (Multiple Choice)

	Percent
There is a lack of parking in the district.	18%
Parking is isolated/too far from businesses.	9%
Parking is adequate.	38%
Parking is adequate however, more wayfinding signage is needed.	36%
Totals	100%

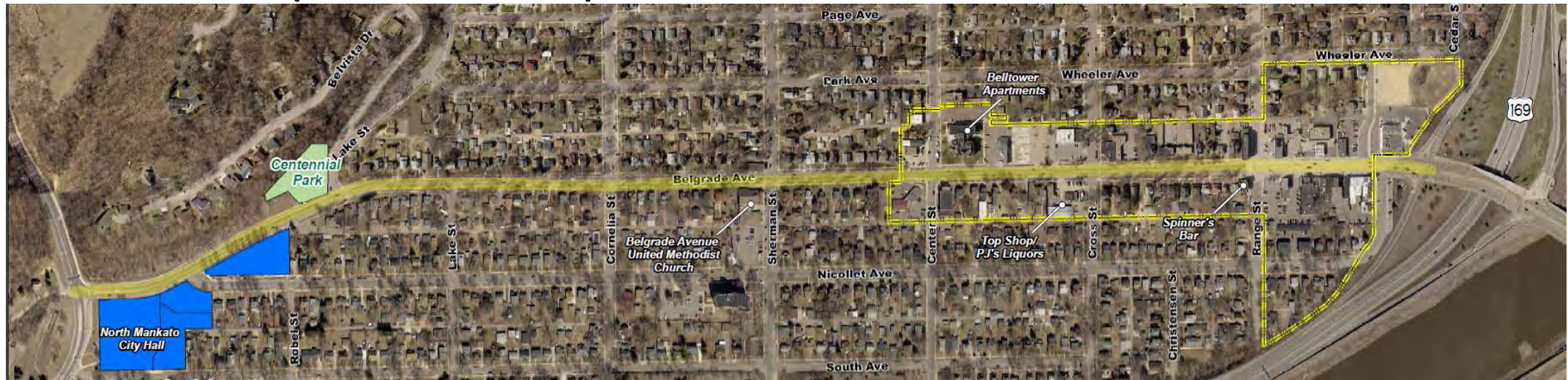
2. Q2. How do you view parking availability in the Central Business District?



- There is a lack of parking in the district.
- Parking is isolated/too far from businesses.
- Parking is adequate.
- Parking is adequate however, more wayfinding signage is needed.

Recommendations

- **Recommendations split into Focus Areas**
 - Lee Boulevard
 - Nicollet Avenue to Lake Street
 - Lake Street to Range Street
 - 200 Block (Downtown)



Implementation Sequence

- **Incremental Approach**

- Existing and/or forecasted issues
 - Failing operations
 - Safety issues/concerns
- Opportunities for enhancement and consistent with Master Plan
 - Infrastructure need
 - Community/business support
 - Ability to obtain funding

Focus Area 1: Lee Boulevard Intersection

Initial Recommendation

Monitor Operations and Conditions

Initial Recommendation Cost

No Cost

Ultimate Recommendation

Construct a Roundabout

Ultimate Recommendation Cost

\$1.5 Million

Triggers

- Increased crashes/safety concerns
- Delay Worsens



Focus Area 2: Nicollet Avenue to Lake Street

Option 1: Trail Crossing at Nicollet Ave

Cost: \$160,000

1



Option 2: Mid-Block Trail Crossing

Cost: \$50,000

2



Option 3: On-Street Bicycle Lane to Mid-Block Crossing

Cost: Minimal

3



Focus Area 3: Lake Street to Range Street

Initial Recommendation

- Test bump-outs and seek input
- Monitor ped/bike safety

Initial Recommendation Cost

\$900 per test bump-out

Ultimate Recommendation

Install bump-outs in priority order:
(Sherman, Center, Cross, Cornelia)

Ultimate Recommendation Cost

\$40,000 per intersection

Triggers

- Public support following trial
- Increased ped crossing concerns



Focus Area 4: 200 Block

Initial Recommendations

- Lefts onto Nicollet during events
- Test bump-outs
- Implement test bump-outs using 4-lane improvement if supported

Initial Recommendation Cost

- **\$75,000 - \$100,000 Overall**
-
- \$2,000 per test bump-out
- \$25,000 for permanent bump-outs
- \$50,000 - \$75,000: Overhead RRFB



Focus Area 4: 200 Block

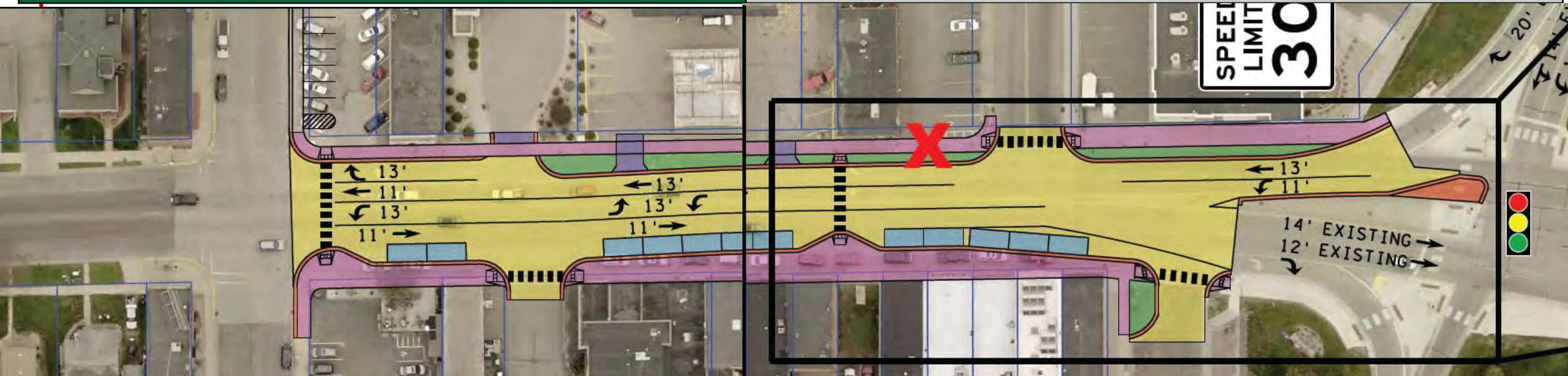
Ultimate Recommendation

- Implement a 3-lane with all-way stop at Range St
- Left turns onto Nicollet during events
- Streetscape Improvements

Ultimate Recommendation Cost

• **\$750,000 - \$1,000,000 Overall**

- \$600,000 to \$750,000 – 3-lane
- \$10,000 to \$15,000 – Ground Mounted RRFB
- \$150,000 - \$250,000 - Streetscape



Focus Area 4: 200 Block

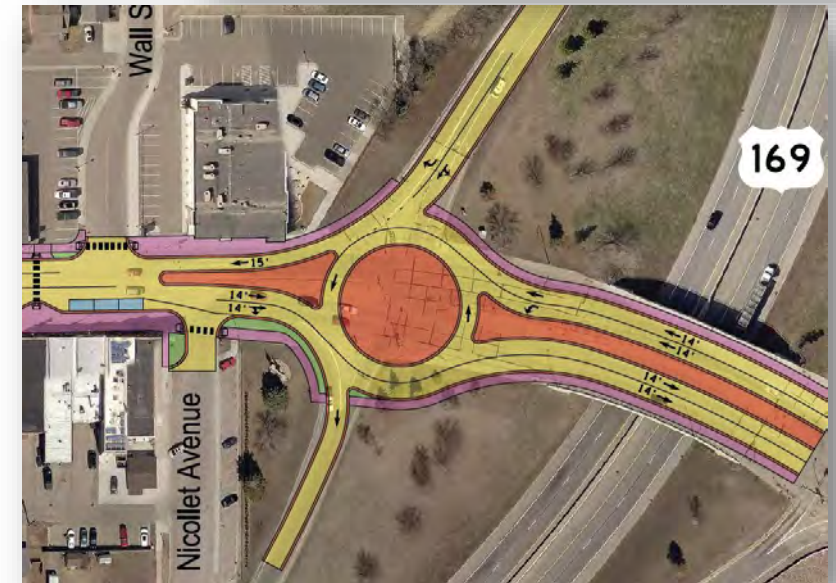
Triggers

- Infrastructure Need
- Community/Business Support



Focus Area 5: TH 169 Southbound Ramp

Initial Recommendation	<ul style="list-style-type: none"> • Leave as traffic signal
Initial Recommendation Cost	<ul style="list-style-type: none"> • No Cost
Ultimate Recommendation	<ul style="list-style-type: none"> • Construct roundabout for traffic calming, <u>if desired</u> (not needed for traffic operations)
Ultimate Recommendation Cost	\$1.5 to \$2.0 M
Triggers	<ul style="list-style-type: none"> • Coordinate with future bridge construction needs



Next Steps

- Incrementally test and implement projects over time
- Further plan, design, seek funding and implement improvements
- Update comprehensive plans and transportation plans

Mankato/North Mankato Area Planning Organization

Belgrade Avenue Corridor Study

Final Report

July 2017

Submitted by:

Bolton & Menk, Inc.
1960 Premier Drive
Mankato, MN 56001
P: 507-625-4171
F: 507-625-4177



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Appendix H: Environmental Screening

Appendix I: Future Traffic Conditions Technical Memorandum

I. EXECUTIVE SUMMARY

Introduction

The Mankato/North Mankato Area Planning Organization (MAPO) and the City of North Mankato, in partnership with the Minnesota Department of Transportation (MnDOT), completed this study to identify a long-term vision for multimodal improvements on Belgrade Avenue in North Mankato. The study extent includes Belgrade Avenue from Lee Boulevard on the west to the Veteran's Memorial Bridge on the east (**Figure 1**). Unless otherwise present in the study, report figures are included in **Appendix A**.

The Belgrade Avenue corridor has served the City of North Mankato as the central corridor of the downtown business district since before the City was incorporated in 1899. It provides the gateway to the City from US Trunk Highway (TH) 169 and the City of Mankato to the east.

The City has demonstrated a commitment to enhancing the quality of downtown through planning efforts and public outreach. The most recent effort, the Belgrade Avenue Master Plan, ran concurrently with this effort.

Study Partners

The Belgrade Avenue Corridor Study was a joint effort between

- The City of North Mankato
- MAPO
- MnDOT

Study Objectives

The study defines a comprehensive vision for Belgrade Avenue to continue momentum in the corridor fostering continued growth and mobility needs over the next 25 years. The corridor study process included the following elements:

- Understand the needs and opportunities in the corridor
- Develop and evaluate potential transportation improvement alternatives
- Gather public and business input on corridor needs and improvement alternatives
- Develop an implementation plan that prioritizes projects for completion over time

Coordination with the Belgrade Avenue Master Plan

The City of North Mankato initiated the Belgrade Avenue Master Plan in 2015 to achieve a framework for investment in the Central Business District and a shared vision for its future by the City, citizens and property owners in the area. Many consistent themes related to transportation needs emerged from the public and stakeholders during the plan's initial phases. As a result, the City of North Mankato requested MAPO fund a study of Belgrade Avenue to identify transportation issues and potential improvement solutions that could be considered and woven into the Belgrade Avenue Master Plan process.

Issues Identification

Improvement alternatives were identified and evaluated based on the existing conditions analysis and issues and needs identified through public, agency and stakeholder involvement. The following describes alternatives studied for the Belgrade Avenue corridor.

A. Focus Area 1: Lee Boulevard Intersection

The primary issue in this focus area is the delay on Belgrade Avenue for westbound traffic entering Lee Boulevard southbound. Under existing (2016) conditions, the westbound approach to Lee Boulevard exhibits traffic delay below acceptable standards during both the AM and PM peak hour periods.

B. Focus Area 2: Nicollet Avenue to Lake Street

The primary issue in this segment is a gap in the bicycle network between Nicollet Avenue and Lake Street along Belgrade Avenue. Both Nicollet Avenue and Lake Street have sharrows indicating their service as on-street bike routes in the community. Generally, there are no bicycle facilities planned along Belgrade Avenue due to the parallel route along Nicollet Avenue, however, completing this gap is necessary to create a more complete network.

C. Focus Area 3: Intersections between Lake Street and Range Street

The primary issue in this segment is a crash issue at Sherman Street. Two of the six crashes that occurred at this intersection between 2010 and 2014 involved pedestrians. The Sherman Street intersection exhibited serious injury crashes outside of the normal range for this intersection type. This is concerning as Sherman Street is designated and signed as a bicycle route and serves pedestrians by providing access to Spring Lake Park north of Belgrade Avenue.

D. Focus Area 4: 200 Block (Range Street to the TH 169 Southbound Ramp)

Issues in this segment include:

- Back-ups on Belgrade Avenue at Range Street – Traffic currently back-ups at the Range Street/Belgrade Avenue intersection during the PM peak hour.
- Traffic speeds in the 200 Block – The speed of traffic is a concern within the 200 Block of Belgrade Avenue. Citizens and business owners have expressed that vehicles travel too fast within this area causing issues for pedestrian movements from the north to the south side of the street.
- Safe Pedestrian Crossings in the 200 Block – There is a demand for pedestrian crossings at the Range Street intersection with Belgrade Avenue as well as mid-block in the 200 Block for patrons parking in public lots north of Belgrade Avenue and visiting businesses on the south side.
- Several property access locations closely spaced – Multiple access points exist within close proximity in the 200 Block of Belgrade Avenue. This is particularly true along the north side of the roadway where six accesses are located within roughly 500 feet. These access locations can be problematic for vehicles and pedestrians.
- Perceived Parking shortage – The Downtown Planning Study (2012) quantified available public and private parking facilities within the downtown area and found a parking shortage is perceived, but actual supply is generally sufficient for existing uses at most times. However, the location of facilities and proximity to businesses may contribute to perceptions that the area is underserved.

E. Focus Area 5: TH 169 Southbound Ramp Intersection

There are no traffic operational issues at this location today or projected into the future. However, this intersection provides the gateway to downtown North Mankato and is the primary location where speeds into the 200 Block are perceived as excessive.

Recommendations and Implementation Plan

Some of the improvements identified in this study are directly related to existing and/or safety issues on Belgrade Avenue. Others are related to an opportunity to enhance Belgrade Avenue for both motorized and non-motorized uses consistent with the Belgrade Avenue Master Plan. Study recommendations are organized into an implementation sequence for the City's consideration. This will allow the City to take incremental steps over time, ultimately working towards a corridor that operates safely and efficiently and compliments their downtown vision.

Next Steps

Additional design, studies and public input will be needed for each of the recommended improvement options to move forward. The purpose of the Belgrade Avenue Corridor Study was to develop a long-term plan for improvements to Belgrade Avenue that are consistent with the goals and objectives of both the City's Comprehensive Plan and the Belgrade Avenue Master Plan. The concepts developed as part of this study are high-level and will need additional refinement through preliminary and final design. Environmental review and permitting will also be required with exact requirements based on the scope of the project and the funding source.

The improvement options identified within this study and the projects prioritized as part of the implementation plan will help the City of North Mankato continue to maintain a functioning yet safe minor arterial roadway that supports their downtown vision.

The City should work to further plan, obtain funding, design, and implement the recommended improvement projects. All partners have an active role in implementing these improvements. All competitive funding sources should be considered. Agencies should also update or amend their comprehensive and transportation plans to include these findings to better leverage funding sources.

II. INTRODUCTION

The Mankato/North Mankato Area Planning Organization (MAPO) and the City of North Mankato, in partnership with the Minnesota Department of Transportation (MnDOT), completed this study to identify a long-term vision for multimodal improvements on Belgrade Avenue in North Mankato. The study extent includes Belgrade Avenue from Lee Boulevard on the west to the Veterean's Memorial Bridge on the east (**Figure 1**). Unless otherwise present in the study, report figures are included in **Appendix A**.

The Belgrade Avenue corridor has served the City of North Mankato as the central corridor of the downtown business district since before the City was incorporated in 1899. It provides the gateway to the City from US Trunk Highway (TH) 169 and the City of Mankato to the east. The corridor contains a variety of business types serving as the commercial core of the City with various residential densities mixed in.

The City has demonstrated a commitment to enhancing the quality of downtown through planning efforts and public outreach. Previous plans include the North Mankato Comprehensive Plan (2015) with a dedicated chapter for downtown redevelopment as well as the Downtown Planning Study (2012) aimed at guiding future development and shaping the character of the downtown.

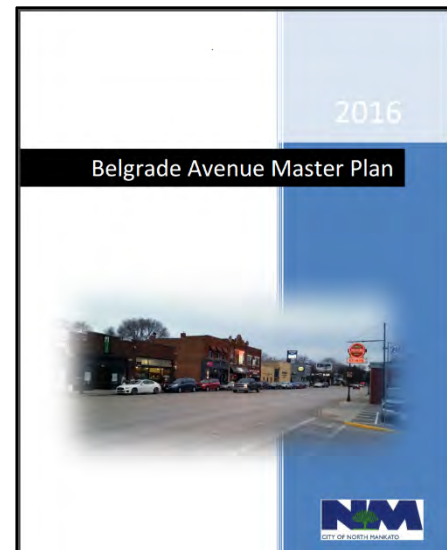
Another planning effort that ran concurrently with this effort was the Belgrade Avenue Master Plan which serves to achieve a framework for investment in the Central Business District and a shared vision of the future of the Central Business District by the City, citizens and property owners in the downtown area. The City's planning process for the Belgrade Avenue Master Plan began prior to the Belgrade Avenue Corridor Study and was a catalyst in the MAPO's decision to fund the study. The City and MAPO saw the opportunity to build on the momentum of the Master Plan effort, utilizing the same steering committee and combining public information meetings.

Consistent themes for the corridor within previous plans are to improve pedestrian facilities and streetscape appearance, reduce the speed of traffic in the 200 Block, enhance pedestrian safety, identify and address parking deficiencies, and encourage and promote renovation and rehabilitation of the existing buildings.

Due to the demonstrated commitment from the City to improve this area, the Belgrade Avenue Corridor Study was identified as a priority in the MAPO 2045 Long Range Transportation Plan. The City of North Mankato agreed that the timing was right to pursue this study which was funded through the MAPO.

The study defines a comprehensive vision for Belgrade Avenue to continue momentum in the corridor fostering continued growth and mobility needs over the next 25 years. The corridor study process included the following elements:

- Understand the needs and opportunities in the corridor
- Develop and evaluate potential transportation improvement alternatives
- Gather public and business input on corridor needs and improvement alternatives
- Develop an implementation plan that prioritizes projects for completion over time





Belgrade Avenue Corridor Study

Mankato/North Mankato Area Planning Organization

Study Corridor
July, 2016



Legend

Corridor

Central Business District (CBD)

Parks

City Buildings

0

0.1

Miles

Source: Mankato/North Mankato Area Planning Organization, City of North Mankato, ESRI

Map Document: \\arserver1\gis\MAPO_MUIT4211862\ESRI\Maps\Belgrade - Basemap.mxd
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III. STUDY PARTNERS

The Belgrade Avenue Corridor Study was a joint effort between:

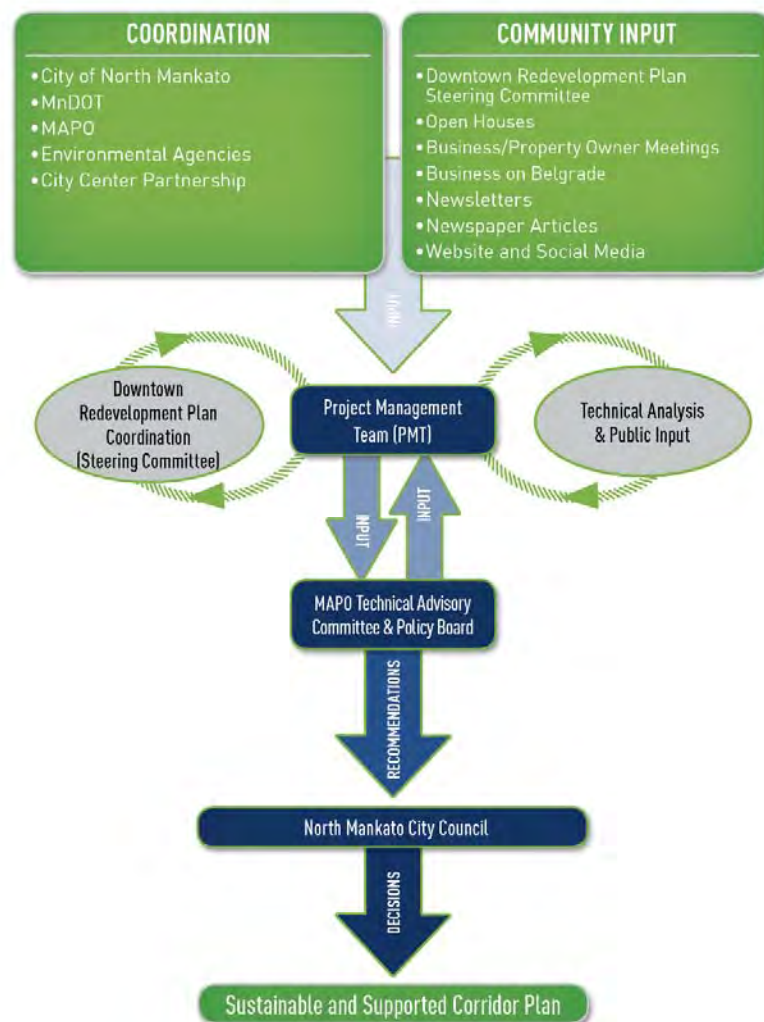
- The City of North Mankato
- MAPO
- MnDOT

These agencies served as a Project Management Team (PMT) and met monthly throughout the study process to review and discuss study progress and technical deliverables.

IV. PUBLIC INVOLVEMENT

Public involvement was an integral part of the Belgrade Avenue Corridor Study. Input from business owners, property owners, interested citizens, elected officials and other corridor users was critical to understand issues and needs and to vet improvement concepts and priorities. **Figure 2** outlines the different groups, outreach activities, and their interaction and roles in the overall study's decision-making process.

Figure 2. Public Involvement



The following methods were used to promote public involvement during the study:

- *Public Informational Open House Meetings* – A public open house meeting was held on January 26, 2017 to communicate to the public study goals and solicit input on improvement alternatives for identified for consideration. This meeting was repeated on January 28, 2017 to allow those unable to attend the first round an opportunity to offer their input. These meetings combined the Belgrade Avenue Corridor Study as well as the Belgrade Avenue Master Plan efforts, soliciting feedback on both. A summary of these meetings is included in **Appendix B**.
- *Property/Business Owner Meetings* – Project Staff met with five businesses on a one-on-one basis early in the issues identification process of the study. Businesses included:
 - Brunton Architects
 - Nakato
 - Dino's
 - Expressway Gas Station/CENEX
 - Frandsen Bank & Trust

Property/Business Owner meeting summaries are included in **Appendix C**.

- *Business On Belgrade (BOB) Group Meetings* – Two meetings were held with the Business on Belgrade (BoB) Group on February 28th and March 2nd of 2017. The meetings were held to solicit feedback from the BoB group as business owner turnout was low at the January open house meetings. Eleven members total from the group attended the February/March meetings. BoB Group meeting summaries can be seen in **Appendix D**.
- *Agency and Elected Official Updates* - Meetings were held with agencies and elected officials to review the range of alternatives generated from this study. These included a North Mankato City Council meeting and meetings with MnDOT District 7 representatives.
- *MAPO Updates* – Project staff provided an update to the MAPO Policy Board in February and May 2017 and the MAPO Technical Advisory Committee (TAC) in July 2016 and another in January 2017.
- *Steering Committee Meetings* – A Steering Committee consisting of 18 interested citizens, stakeholders, and business representatives met three times throughout the study process. This group provided review of study initiatives and input on the generation of study materials throughout the study process. They also assisted with public and property/business representative meetings. Steering Committee meeting summaries can be seen in **Appendix E**.
- *Study Communications* – Bolton & Menk, Inc. hosted a project website for the Belgrade Avenue Corridor Study throughout the entire process. Study documents, concept alternatives and public involvement notices were posted on the website at key study milestones. Newsletters were prepared for each public information meeting and sent to stakeholders along Belgrade Avenue and a press release was also included in the Mankato Free Press Newspaper as notice to the community. A public comment web application was also hosted on the project website as well as the City's site to solicit public feedback as well. The results of the public comment web application can be seen in **Appendix F**.

V. COORDINATION WITH THE BELGRADE AVENUE MASTER PLAN



The City of North Mankato initiated the Belgrade Avenue Master Plan in 2015 to achieve a framework for investment in the Central Business District and a shared vision for its future by the City, citizens and property owners in the area. Although the City's planning process for the Belgrade Avenue Master Plan began prior to the Belgrade Avenue Corridor Study, many consistent themes related to transportation needs emerged from the public and stakeholders during the plan's initial phases. Many of these themes had also been identified in previous planning studies in the

downtown area. As a result, the City of North Mankato requested MAPO fund a study of Belgrade Avenue to identify transportation issues and potential improvement solutions that could be considered and woven into the Belgrade Avenue Master Plan process.

The merging of these two planning efforts officially began in September 2016 when the Belgrade Avenue Corridor Study held the first Steering Committee meeting. The Steering Committee used for the corridor study was the same committee used for the master plan. In addition, the public open houses and business owner meetings held later in the corridor study also brought in content and recommendations of the Master Plan.

The vision for the Belgrade Avenue Master Plan was developed by terms used to describe an ideal future Central Business District by participants in the public process and is as follows:

The North Mankato Central Business District is a growing and safe district characterized by cohesive architectural design, pedestrian friendly streetscapes, and new destinations all contributing to a beautiful, thriving, and inviting area and serving as the core for community convention.

The Master Plan is guided by goals directly from the community's Comprehensive Plan. Goal 2 from Chapter 9 – Downtown Redevelopment shows a desire to “Create a safe and inviting pedestrian realm” in the Central Business District. Consistent themes for the Belgrade Avenue corridor derived from public and stakeholder input during the Master Plan and recent planning efforts were to improve pedestrian facilities and streetscape appearance, reduce the speed of traffic in the 200 Block, enhance pedestrian safety, identify and address parking deficiencies, and encourage and promote renovation and rehabilitation of the existing buildings.

The Belgrade Avenue Master Plan identifies a plan for 5, 10, and 20-year improvement implementation. Key transportation implementation initiatives identified in the Master Plan include the employment of traffic calming strategies, and streetscaping and pedestrian improvements to create a more inviting destination for public gathering.

The Belgrade Avenue Master Plan is meant to work in unison with the Belgrade Avenue Corridor Study to achieve a framework to implement this future vision. These efforts should be consulted together to inform decision-making for the future of the Central Business District.

Themes consistent among stakeholders and citizens in past Central Business District planning efforts:

- *Improve pedestrian facilities and streetscape appearance*
- *Reduce the speed of traffic in the 200 Block*
- *Enhance pedestrian safety*
- *Identify and address parking deficiencies*
- *Encourage and promote renovation and rehabilitation of existing buildings*

VI. EXISTING CONDITIONS

This section documents existing conditions on Belgrade Avenue as it relates to land use, previous studies, traffic operations, safety, access, pedestrian/bicycle accommodations and environmental resources. This information serves as the framework to develop improvement options for Belgrade Avenue.

A. Previous Studies Overview

Several short and long-range documents have been completed which provide planning direction for future transportation system needs within and near the Belgrade Avenue corridor. The key points in each study relevant to Belgrade Avenue are summarized below by plan title.

Mankato/North Mankato Area Planning Organization (MAPO) 2045 Long-Range Transportation Plan (LRTP) (2015)

- Belgrade Avenue is a minor arterial roadway under the MAPO's existing functional classification system
- Forecasted 2045 Congested Roadway Segments:
 - Lee Boulevard - Lor Ray Drive to Belgrade Avenue; LOS F¹; 1.27 V/C ratio
 - Belgrade Avenue - Lee Boulevard to Range Street; LOS E; .96 V/C ratio
- Future projects:
 - Restripe Belgrade Avenue from Center Street to Range Street as a 3-lane facility (2021-2025 timeframe)
 - Reconstruct Lee Boulevard from Lookout Drive to Belgrade Avenue as a 3-lane (2021-2025 timeframe)
 - Reconstruct Belgrade as 2-lane from Lee Boulevard to Range Street (2031-2045 timeframe)
 - Reconstruct Belgrade as 4-lane from Range Street to TH 169 (2031-2045 timeframe)
 - Expand Lee Boulevard to a 4-lane roadway from Lor Ray Drive to Belgrade Avenue (illustrative project)
 - Need for an Intersection Control Evaluation on Lee Boulevard at Belgrade Avenue (2021-2025 timeframe)

City of North Mankato Complete Streets Plan & Policy (2016)

- Proposed on-street bicycle accommodations chart which includes Lee Boulevard from Lookout Drive to Hoover Drive and Range Street from Nicollet Avenue to McKinley Street

North Mankato Comprehensive Plan (2015)

- Highlights the Central Business District as a development style common among other older downtowns with features such as being pedestrian oriented, on-street parking, and the preferred location for prominent community events
- Central Business District is the community focal point and plans for its continued momentum by:
 - Creating an attractive gateway to downtown off TH 169 through streetscape

¹ Level of Service (LOS) is defined on page 13 of this document and is a measure of intersection delay.

improvements and design standards

- Implement land use standards that emphasize walkability (i.e., rear parking at businesses, wider sidewalks with no obstructions, unique streetscape methods)
- References the Downtown Planning Study (2011) which found a “perceived shortage of parking” yet the supply is generally sufficient for the existing uses during the day
- Roadway design should consider the user friendliness of alternative modes of transportation while preserving on-street parking where feasible

The City of North Mankato Parks Master Plan (2015)

- Identifies Centennial Park, a 1 Acre Commemorative Park located at 840 Belgrade Avenue with a decorative water fountain and benches

City of North Mankato Downtown Planning Study (2012)

- Rates vehicular circulation as “generally good” but during peak traffic hours (7:45 – 8:15 AM and 4:45 – 5:15 PM), negotiating a turn at mid-block is difficult and parallel parking on Belgrade is problematic
- Recommends additional pedestrian access and circulation to promote pedestrian traffic to businesses across the street from each other in the 200 block
- Identified the following parking/traffic/pedestrian concerns from a July 26, 2011 public meeting:
 - More parking near businesses
 - Wheel stops to keep parked cars off of sidewalks
 - Manage traffic coming over the bridge and vehicles leaving businesses
 - Better public transportation service
 - Parking is a priority for future development efforts in the downtown
- Implies that the parking issue is a perceived inconvenience due to a lack of visibility of existing parking stalls on the 200 block of Belgrade Avenue and on Nicollet Avenue
- Recommends providing signage for patron and public parking and possibly asking the city to provide a single page flyer for businesses to distribute to show downtown parking options
- Recommends creating gathering spaces/opens spaces/green spaces/pathways that include amenities such as bike racks outdoor seating/benches and routes that tie into nearby parks and trails
- Recommends improving connectivity to Belgrade Avenue over Veterans’ Memorial Bridge and beyond to Wheeler Park, City Hall, Taylor Library and Centennial Park

Downtown Focus Group (2010)

- Recommends a more attractive entrance to the downtown off Veterans’ Memorial Bridge
- Recommends pedestrian, bicycle, family friendly and handicap accessible pathways
- Recommends lighting improvements on Belgrade Avenue
- Recommends slowing vehicular traffic coming over the bridge onto Belgrade Avenue

- Recommends reconfiguring the four-lane stretch of Belgrade to help increase pedestrian traffic
- Recommends adding signage indicating the location of parking

Belgrade Avenue Master Plan (2017)

- Identifies future redevelopment efforts at key intersections in the Central Business District along Belgrade Avenue to include two to three story multi-use buildings
- A steering committee of 27 members was assembled in early 2016 to assist with guiding planning efforts
- Plan adoption is anticipated in December 2016

B. Demographics And Trends

Located in south central Minnesota, the Mankato/North Mankato metropolitan planning area is 75 miles south of Minneapolis-St. Paul at the junction of US Trunk Highway (TH) 14 and TH 169. The area has experienced widespread growth across the metropolitan area and serves southern Minnesota as a hub for health care, education, retail, agriculture, and industry. The area is comprised of Mankato, North Mankato, Eagle Lake and Skyline; Blue Earth and Nicollet counties; and Belgrade, Lime, South Bend, LeRay and Mankato townships.

Population

The Mankato/North Mankato area has seen rapid growth. In 2010, the metropolitan statistical area (MSA) population was 96,740 with an urbanized population of 58,265. The 2010 population estimate represents a 12.9% change from the year 2000 for the MSA. **Table 1** illustrates historic population figures referenced from the Mankato/North Mankato Metropolitan Planning Organization's (MAPO) 2045 Long Range Transportation Plan.

	1980 CENSUS	1990 CENSUS	2000 CENSUS	% CHANGE 1990-2000	2010 CENSUS	% CHANGE 2000-2010	2015 ESTIMATE
North Mankato	9,145	10,164	11,798	16.1%	13,394	13.5%	13,529
MSA	79,243	82,120	85,712	4.4%	96,740	12.9%	99,134

Table 1. 1980 – 2010 Historic Population

(Source: US Census Bureau; Minnesota State Demographer (Mankato Area Housing Study Update, 2013; MAPO 2045 Long Range Transportation Plan.)

Age

The population's age distribution (**Table 2**) is important as it effects transportation usage. Within the period from 2000 to 2010, 18-34 year olds as well as those of retirement age saw the highest increases in populations indicating increased commuters and dial-a-ride transit users. Retirees exhibited the greatest increase in population while 18-20 year olds represented the largest demographic group. With a large 18-20 year old group, the area may see a higher demand for pedestrian and bicycle amenities.

Employment

Most household trips include travel to and from places of employment. Mankato and North Mankato are the major employment centers for the region with a labor shed spanning 16 counties. There is a net inflow of primary jobs in the MAPO market area

AGE	MSA		
	2000	2010	CHANGE
0-9	9,869	11,466	1,597
10-17	9,447	8,298	(1,149)
18-20	17,249	19,606	2,357
25-34	10,460	13,342	2,882
35-44	11,879	10,009	(1,870)
45-54	10,640	12,129	1,489
55-64	6,161	10,411	4,250
65-74	4,785	5,627	842
75-84	3,649	3,867	218
85+	1,573	1,985	412
Total	85,712	96,740	11,028

Table 2. Population by Age

(Source: US Census Bureau; MAPO 2040 Long Range Transportation Plan)

meaning there are more jobs in the market than people living in the market area. Almost 72 percent of labor force living in the market area also work there.

C. Transportation System Characteristics

Functional Classification

The functional classification system is used to create a roadway network that efficiently collects and distributes traffic from neighborhoods to the state highway system. A successful system coordinates and manages mobility, roadway design, and route alignment as well as seeks to match current and future access and land use with the adjacent roadway's purpose, speeds, and spacing. Functional classifications are comprised of principal arterials, minor arterials, major and minor collectors, and local roadways.

Belgrade Avenue serves as a minor arterial roadway spanning from Veterans' Memorial Bridge and the TH 169 Interchange to Lee Boulevard. It serves a diverse mix of personal vehicle, freight, transit, bicycle, and pedestrian traffic. It also bisects North Mankato's downtown Central Business District. From a regional perspective, mobility on Belgrade Avenue is important, as it provides connections to other minor arterial roadways such as Lee, Range Street and the Veterans Memorial Bridge which provide access to other portions of North Mankato and across the river into Mankato.

Existing Number of Lanes

Belgrade Avenue is a two lane undivided roadway from Lee Boulevard to Range Street with westbound right turn lanes at Lee Boulevard and Center Street; four lane undivided roadway from Range Street to Nicollet Avenue; and a four lane divided roadway from Nicollet Avenue to the TH 169 interchange ramps. The intersections of Belgrade Avenue at the TH 169 interchange ramps are signalized. The intersections of Belgrade at Range Street and Center Street are all way stop controlled. Belgrade Avenue at Sherman Street and Belgrade Avenue at Lake Street are side street stop controlled with Belgrade Avenue having the right of way. The intersection of Belgrade Ave at Lee Boulevard is side street stop controlled with Lee Boulevard having the right of way.

Parking Accommodations

Belgrade Avenue permits on-street parking within the Central Business District and westward towards Lee Boulevard. In addition, on-street parking is permitted on adjacent streets and off-street public, private, and private-shared parking is permitted at select businesses along Belgrade Avenue. A parking assessment reveals a total of 273 public parking spaces, 286 private parking spaces, and 211 private-shared parking spaces in the Central Business District of the study area (200 – 500 Block of Belgrade). The parking assessment took into account on-street parking resources along side streets intersecting Belgrade Avenue extending north and south to the next street. On Belgrade Avenue in the Central Business District, 34 public parking spaces are on the north side of the roadway and 58 spaces are on the south side. More information can be seen in the Parking Assessment map in the appendix.

D. Study Area Characteristics

This section contains existing conditions of Belgrade Avenue related to land use, traffic operations, crash history, roadway access, transit, and pedestrian and bicycle connections.

Several Figures are appended to this document relating to the existing characteristics described within the study area in the text below. Refer to **Appendix A** for the following existing conditions graphics:

- Figure A.1 - Land Use
- Figure A.2 - Traffic Operations

- Figure A.3 - Crash History
- Figure A.4 - Access Inventory
- Figure A.5 - Existing Pedestrian and Bicycle Accommodations
- Figure A.6 - Transit
- Figure A.7 - Parking Assessment

A detailed Existing Traffic Conditions Technical Memorandum is attached in **Appendix G** which documents the traffic data collection, methodology and additional details on existing conditions analysis summarized in the sections below.

Land Use

Land uses along the study corridor consist of general commercial, high density residential, and low density residential within the Central Business District. Beyond the Central Business District, uses consist of predominately low density residential and institutional centers. Open spaces/parks are located north of the study corridor west of Lake Street. The eastern terminus of the study corridor is the TH 169 interchange and the western terminus is Lee Boulevard. Intersections where potential redevelopment may occur according to the Belgrade Avenue Master Plan are indicated. Major traffic generators along Belgrade Avenue include Cenex gas station, Frandsen, US Postal Office, multiple dining establishments, Belgrade Avenue United Methodist Church, Taylor Library and the City of North Mankato City Hall and Police Annex.

Traffic Operations

Approximately 21,500 vehicles per day currently use the Veterans Memorial Bridge. Approximately 9,800 vehicles per day continue onto Belgrade Avenue between the TH 169 west off ramp intersection and Range Street. There are 7,200 vehicles per day from Center Street to Sherman Street, and 6,700 vehicles from Cornelia Street to Lee Boulevard.

The average intersection control delay is a volume weighted average of delay experienced by all motorists entering the intersection on all intersection approaches. Intersections and each intersection approach are given a ranking from Level of Service (LOS) A through LOS F. LOS A indicates the best traffic operation, with vehicles experiencing minimal delays. LOS A through D is generally perceived to be acceptable to drivers. LOS E indicates that an intersection is operating at, or very near, its capacity and that drivers experience considerable delays. LOS F indicates an intersection where demand exceeds capacity and drivers experience substantial delays.

Table 3 shows all of the intersections along the study corridor are operating at generally acceptable levels of service. However, the individual movement of westbound to southbound at the Lee Boulevard intersection is operating at a LOS E/D during the AM and PM peak hours, respectively. Queues, or back-ups for the westbound left at the Range Street intersection with Belgrade Avenue, were observed extending beyond the American Legion driveway and the Frandsen Bank driveway during the PM peak hour periods. A copy of the Existing Traffic Conditions Technical Memorandum is included in **Appendix G**.

Table 3. Existing (2016) Traffic Operations Analysis

Traffic Control Scenario	Peak Hour	Intersection Delay*- LOS		Maximum Delay- LOS**		Limiting Movement ***	Max Approach Queue		
							Direction	Average Queue (ft)	Max Queue (ft) ****
NB TH 169 Ramp at Belgrade Ave <i>Signalized Intersection</i>	AM	4	A	14	B	NBL	WBT	44	109
	PM	5	A	16	B	NBL	WBT	99	190
SB TH 169 Ramp at Belgrade Ave <i>Signalized Intersection</i>	AM	11	B	21	C	SBL	WBL	72	129
	PM	11	B	25	C	SBL	WBL	123	225
Range St at Belgrade Ave <i>All-Way Stop Controlled</i>	AM	7	A	9	A	EBT	EBL/T	45	71
	PM	8	A	10	B	WBL/EBT	WBL	83	145
Center St at Belgrade Ave <i>All-Way Stop Controlled</i>	AM	7	A	9	A	WBT	EBL/T	41	74
	PM	8	A	10	A	WBT	WBT	54	86
Sherman St at Belgrade Ave <i>Side-Street Stop Controlled</i>	AM	3	A	8	A	SBT	SBL/T/R	38	62
	PM	3	A	9	A	SBL	SBL/T/R	35	60
Lake St at Belgrade Ave <i>Side-Street Stop Controlled</i>	AM	2	A	6	A	SBL	SBL/R	23	43
	PM	2	A	8	A	SBL	EBL/T	17	50
Lee Blvd at Belgrade Ave <i>Side-Street Stop Controlled</i>	AM	4	A	40	E	WBL	SBL	38	93
	PM	4	A	25	D	WBL	SBL	45	97

*Delay in seconds per vehicle

**Maximum delay and LOS on any approach and/or movement

***Limiting Movement is the highest delay approach.

****Max Queue refers to the 95% Queue (Passenger car stored length = 25 ft, Heavy vehicle stored length = 45 ft)

Crash History 2010 to 2014

A crash review was completed using the Minnesota Crash Mapping Analysis Tool (MnCMAT) which identified 42 crashes on Belgrade Avenue between Lee Boulevard and the west TH 169 interchange ramp within a five-year period from 2010 to 2014. MnDOT uses a comparison of the crash rate and the critical rate when determining whether or not safety issues exist at an intersection. The 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 of the expected, normal range. The critical index reports the magnitude of this difference and a critical index of less than one shows that the intersection is operating within the normal range.

Most intersections in this segment exhibit crash counts within a normal range during the five-year period. The Sherman Street intersection exhibited serious injury crashes outside of the normal range for this intersection type. Six crashes occurred in this location within the 5-year period, two of these involved a pedestrian.

Access Inventory

There are 55 access points in this segment including six primary accesses (6 per mile), seven secondary accesses (7 per mile), and 42 private accesses (40 per mile). Both primary and secondary access counts fall below MAPO's recommendations for 9 to 19 accesses per mile along minor arterial roadways.

Pedestrian and Bicycle Accommodations

Sidewalks are present along both sides of the study corridor from Lee Boulevard to the TH 169 interchange. There are no bicycle facilities along Belgrade Avenue, however, two on-road bike routes intersect Belgrade Ave at Sherman Street. and Center Street. An on-road bike route exists on Lake St. from its intersection with Belgrade Ave. north to the recent trail addition on TH 14. In addition, an on-road bike route extends along Nicollet Avenue from its western intersection with Belgrade Avenue to its eastern intersection with Belgrade Avenue.

and continues east to join the Rex Macbeth River Trail.

There are a few high demand pedestrian crossing locations along Belgrade Avenue. The Wall Street intersection allows pedestrians' access from public parking lots access to Circle Inn, Dino's Pizzeria, and Like-Nu Cleaners. The Range Street intersection accommodates a high volume of pedestrians accessing the American Legion, Frandsen Bank, NaKato Bar & Grill, and Spinners Bar. The Center Street intersection provides an on-street bike path encouraging bicycle access across Belgrade Avenue to BellTower Apartments, Wheels Unlimited, and Benderz Bar and Grill. The Sherman Street intersection provides an on-street bike path encouraging bicycle access across Belgrade Avenue to Belgrade Avenue United Methodists Church. Pedestrian crossings exist at both intersections as well.

Transit Routes

Two routes of the Mankato Area Transit System pass through the study corridor. Bus stops are located at the intersections of Belgrade Avenue with Nicollet Avenue, Sherman Street, Center Street, Range Street.

Environmental Considerations - Social, Economic, and Environmental (SEE) Concerns

A high-level environmental screening using publicly available GIS datasets was conducted to identify any potential environmental resources within the study area as future roadway improvements were considered. No fatal flaws to roadway improvements were identified within the study area as part of this preliminary screening. Additional formal environmental documentation may be necessary as individual roadway improvement projects are pursued in the future. The environmental screening conducted as part of this study is included in **Appendix H**.

VII. STUDY GOALS

Based on the existing conditions findings and public, business and stakeholder input on issues and needs, goals were developed to guide the Belgrade Avenue Corridor Study. Study partners used the following goals to identify and evaluate transportation improvement alternatives along Belgrade Avenue:

- Provide an appropriate balance between vehicle mobility and access
- Safely accommodate all users (vehicles, transit, pedestrians, bicycles, heavy trucks)
- Support an inviting and safe pedestrian environment both along and across Belgrade Avenue
- Support bicycle connections across Belgrade Avenue to designated parallel bike routes and regional trails
- Support future land use and redevelopment plans
- Provide infrastructure improvements compatible with preferred design guidelines
- Enhance community character and the downtown environment

VIII. FUTURE TRAFFIC

Future traffic volumes for 2041 (25-year forecast) were developed using historical data and the Mankato/North Mankato Area Planning Organization (MAPO) 2045 Long Range Transportation Plan while recognizing population growth trends in the area. The historical growth rates (1997-2013) along Belgrade Avenue were found to be negative based on historical data. The MAPO 2045 Long Range Transportation Plan identified future growth rates between 0.9% and 1% on Belgrade Avenue.

Taking all sources into account a 0.5% growth rate was used along Belgrade Avenue between Lee Boulevard and the TH 169 South Ramp. This 0.5% growth rate accounts for some growth on Belgrade Avenue over the next 25 years but also recognizes Belgrade Avenue is a completely developed corridor and is not anticipated to experience a large increase in future traffic. The study partners felt this modest growth rate was appropriate considering the corridor's historical trend. The Future Conditions Traffic Analysis Memorandum is included in **Appendix I**. A map illustrating the 2041 forecasted traffic volumes for Belgrade Avenue is included in **Figure 3**.

Future Operations Analysis

A level of service (LOS) analysis of the peak hours was completed using the forecasted turning movement counts in SimTraffic. **Table 4** shows the results of the 2041 no-build traffic analysis.

Table 4. 2041 Existing Geometry (No Build) Traffic Operations Analysis

Intersection	Peak Hour	Intersection Delay*		Maximum Delay-LOS**		Limiting Movement***	Max Approach Queue		
							Direction	Average Queue (ft)	Max Queue (ft)
NB TH 169 Exit Ramp & Belgrade Ave <i>Signalized Intersection</i>	AM	5	A	15	B	NBL	WBT	75	200
	PM	7	A	20	C	NBL	WBT	100	500
SB TH 169 Exit Ramp & Belgrade Ave <i>Signalized Intersection</i>	AM	14	B	24	C	SBL	WBL	125	250
	PM	16	B	30	C	SBL	WBT	75	350
Range St & Belgrade Ave <i>Stop Controlled</i>	AM	7	A	9	A	EBT	SBL/T/R	50	125
	PM	9	A	12	B	WBL	WBL/T	100	225
Center St & Belgrade Ave <i>Stop Controlled</i>	AM	8	A	9	A	WBT	EBL/T	75	125
	PM	9	A	11	B	WBT	WBT	75	150
Sherman St & Belgrade Ave <i>Stop Controlled</i>	AM	3	A	10	B	SBT	SBL/T/R	50	100
	PM	3	A	10	B	SBT	SBL/T/R	50	100
Belgrade Ave & Lake St <i>Stop Controlled</i>	AM	2	A	6	A	SBL	SBL/R	50	75
	PM	2	A	8	A	SBL	EBL/T	25	75
Lee Blvd & Belgrade Ave <i>Stop Controlled</i>	AM	9	A	245	F	WBL	SBT/R	25	275
	PM	7	A	86	F	WBL	SBL	75	200

*Delay in seconds per vehicle

**Maximum delay and LOS on any approach and/or movement

***Limiting Movement is the highest delay movement.

- Overall intersection delay is acceptable with LOS A or B at all of the intersections during both peak hours.
- The westbound Belgrade Avenue to southbound Lee Boulevard movement is anticipated to operate at LOS F by 2041 if no changes are made to this intersection. This is a safety concern as traffic making this move is likely to get frustrated and take a chance on an inadequate gap to make their move. This often results in crashes.
- The average queue for the westbound left and thru movement at the Range Street/Belgrade Avenue intersection is anticipated to increase to 100 feet during the PM peak hour. Today, this queue blocks the American Legion driveway and Frandsen Bank driveway and by 2041 is anticipated to extend even further to block the western Cenex driveway. This is a safety concern for vehicles trying to navigate in and out of these driveways during these peak periods.



IX. ISSUES IDENTIFICATION & EVALUATION OF ALTERNATIVES

Improvement alternatives were identified and evaluated based on the existing conditions analysis and issues and needs identified through public, agency and stakeholder involvement. The following describes alternatives studied for the Belgrade Avenue corridor, organized into five focus areas based on their location along the corridor. The improvement options discussed here can be seen on the MAPO website (www.mnmapo.org). Also, a discussion of the traffic analysis completed for each alternative is included in the Future Conditions Traffic Analysis Memorandum in **Appendix I**.

A. Focus Area 1: Lee Boulevard Intersection

The primary issue in this focus area is the delay on Belgrade Avenue for westbound traffic entering Lee Boulevard southbound. Under existing (2016) conditions, the westbound approach to Lee Boulevard exhibits traffic delay during both the AM and PM peak hour periods operating with LOS E during the AM and LOS D during the PM.

Public and stakeholder input during the corridor study process supported the issue. The westbound to southbound delay at this intersection is anticipated to worsen to LOS F for both peak periods by 2041 as traffic volumes on Lee Boulevard increase and without any improvements to the intersection traffic control.

An intersection control evaluation was conducted at this intersection to determine the most appropriate traffic control to address the delay issues and future traffic needs. The evaluation found traffic signal warrants were not met for existing or 2041 traffic. All way stop warrants were met which indicates a roundabout could be a traffic control option. An all way stop itself is not recommended since it would increase delay on the Lee Boulevard approaches to the intersection. The overall intersection operations at this location are adequate in the LOS A/B range. Any improvements identified should not worsen the overall intersection operations.

Based on the results of the traffic control evaluation, a roundabout was considered at this location (**Figure 4**). The traffic analysis found a single-lane roundabout would adequately serve both existing and 2041 traffic volumes. A roundabout at Lee Boulevard and Belgrade Avenue would alleviate delays for the problematic westbound to southbound movement at this intersection.

Public and stakeholder input on the idea of a roundabout at this location was mixed. The majority of the concerns expressed were related to the grades of the intersection and how to safely navigate the roundabout from southbound Lee Boulevard to eastbound Belgrade Avenue during winter conditions. A detailed analysis of the intersection profiles was not conducted as part of the corridor planning study. However, the consultant traffic and design engineers did take a preliminary review of contours through this area and felt the roundabout was a feasible intersection control option in this location for future consideration. Additional



Figure 4. Lee Boulevard/Belgrade Avenue Roundabout Concept.

detailed design of the roundabout grades, placement, approach angles and geometric design and pedestrian crossing locations/connections will be required in the future if the City of North Mankato pursues implementation of this project.

A roundabout at Lee Boulevard and Belgrade Avenue is estimated to cost approximately \$1.5 million.

B. Focus Area 2: Nicollet Avenue to Lake Street

The primary issue in this segment is a gap in the bicycle network between Nicollet Avenue and Lake Street along Belgrade Avenue. Both Nicollet Avenue and Lake Street have sharrows indicating their service as on-street bike routes in the community. However, both roads terminate at Belgrade Avenue as do the bicycle facilities they host. This leaves a nearly 700-foot gap in the bicycle network along Belgrade Avenue. Generally, there are no bicycle facilities planned along Belgrade Avenue due to the parallel route along Nicollet Avenue, however, completing this gap is necessary to create a more complete network.

Three alternatives were developed to provide a connection to complete this network. Each considers a crossing on Belgrade Avenue at a different location to take advantage of existing features. These options are described below.

Option 1: Trail Addition from Lee Boulevard to Lake Street with Crossing at Nicollet Avenue.

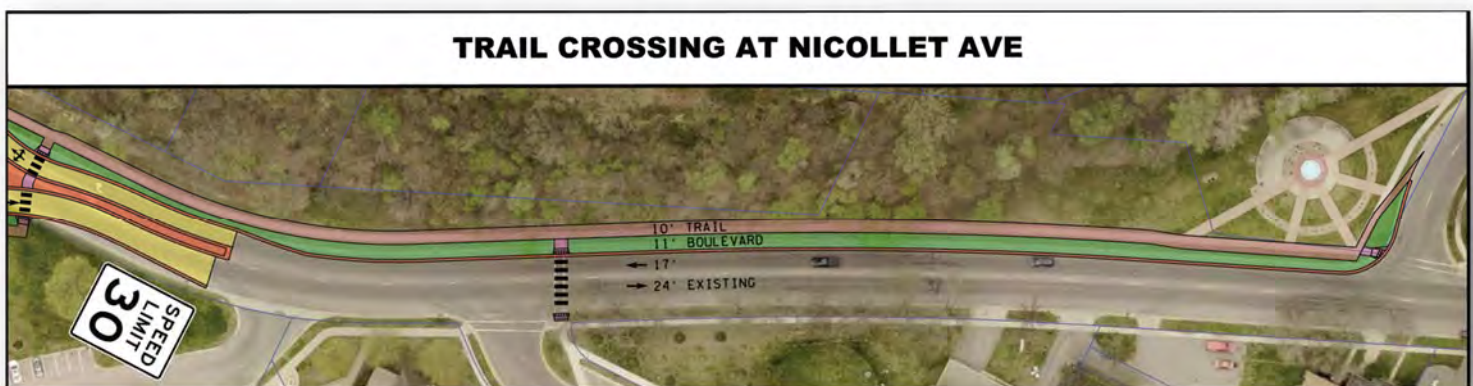


Figure 5. Multi-Use Path from Lee Boulevard to Lake Street.

Option 1 requires expansion of the existing sidewalk along Belgrade Avenue extending from Lee Boulevard to Lake Street. This would result in a 10-foot wide multi-use trail that would accommodate a bicycle connection to both the trail on Lee Boulevard and facilities on Lake Street. The crossing at Nicollet Avenue would utilize a crosswalk that currently exists at this location. The westbound lane on Belgrade Avenue would decrease in width from 24-feet currently to 17-feet to accommodate the proposed trail. This shift into the existing street section of Belgrade Avenue for the trail is due to the topography of the land adjacent to the existing trail. It would be difficult and costly to expand the current sidewalk to the north. The decrease in width on Belgrade Avenue would have little effect on the functionality of westbound Belgrade Avenue traffic movements. It would require removing parking in this section; however, it has been observed that this parking is rarely used. **Figure 5** illustrates this scenario. Option 1 is estimated to cost approximately \$160,000.

Option 2: Multi-Use Path from Lake Street to Mid-Block Crossing at the North Mankato Water Plant.



Figure 6. Multi-use path with Mid-Block Crossing

Option 2 (**Figure 6**) calls for a small segment (210-feet) of multi-use trail from Lake Street to a new, mid-block crossing at the North Mankato Water Plant that would take advantage of an existing walking path along the eastern side of that building. This would require the widening of that path segment adjacent to the building and moving the existing crosswalk from Nicollet Avenue to a mid-block location. The feasibility of widening the existing path shown in **Figure 7 & 8** should be studied further to determine if adequate room exists for this connection. The improvement is estimated to cost approximately \$50,000. The disadvantage of this option is it does not provide a bicycle connection to the Lee Boulevard trail as Option 1 accomplishes.

Option 3: On-Street Bike Lane from Lake Street To Mid-Block Crossing at the North Mankato Water Plant.

Option 3 (**Figure 9**) is the least invasive and lowest cost option which entails an on-street bicycle lane from Lake Street to a new mid-block crossing at the North Mankato Water Plant. This would require striping and marking a bike lane at a very low cost as an option without widening sidewalks into trails. Construction costs would be isolated to the trail expansion next to the water plant.



Figure 7. View of the Water Plant Path from Nicollet Avenue

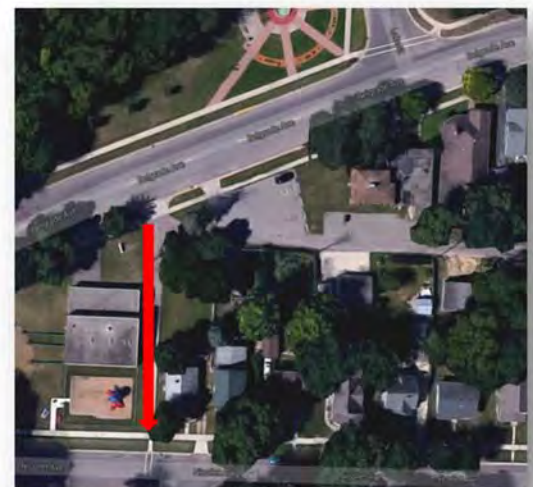


Figure 8. Existing Path Location
(Source: Google Maps)



Figure 9. On-Street Bike-Lane

C. Focus Area 3: Intersection between Lake Street and Range Street

The primary issue in this segment is a crash issue at Sherman Street. Two of the six crashes that occurred at this intersection between 2010 and 2014 involved pedestrians. The Sherman Street intersection exhibited serious injury crashes outside of the normal range for this intersection type. This is concerning as Sherman Street is designated and signed as a bicycle route and serves bicycles and pedestrians by providing access to Spring Lake Park north of Belgrade Avenue.

Other pedestrian crossing demand locations along Belgrade Avenue between Lake Street and Range Street include:

- Center Street access to area schools and parks – Center Street is also designated and signed as a bicycle route that intersects Belgrade Avenue. This route provides access to the Monroe/Bridges School location as well as Wheeler Park to the north thus having potential for many to cross Belgrade Avenue on foot or bicycle.
- Cross Street access to area schools and parks – While not a designated bicycle route, Cross Street provides similar direct access to the area schools and Wheeler Park to the north of Belgrade Avenue.

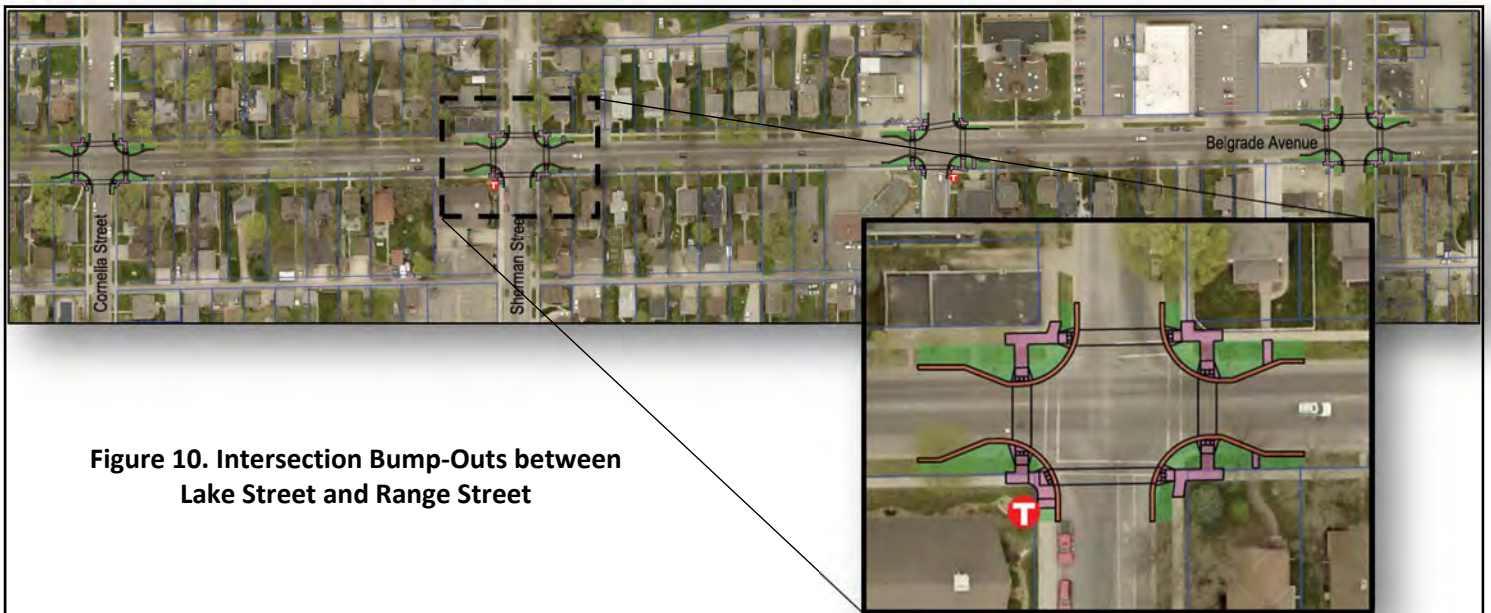


Figure 10. Intersection Bump-Outs between Lake Street and Range Street

In order to address pedestrian crossing demands and improve safety, intersection bump-outs were proposed at four locations along the Belgrade Avenue corridor between Lake Street and Range Street. Bump-outs provide a traffic calming effect by narrowing the roadway. They also shorten the crossing distance for pedestrians by 9-14 feet and make pedestrians more visible as they attempt to cross the street. **Figure 10** illustrates bump-outs at the intersections of Cornelia Street, Sherman Street, Center Street and Cross Street along Belgrade Avenue. The estimated cost of the bump-outs in these locations is approximately \$40,000 per intersection.

D. Focus Area 4: 200 Block (Range Street to TH 169 Southbound Ramp)

Issues in this segment include:

- Back-ups on Belgrade Avenue at Range Street – Traffic currently back-ups at the Range Street/Belgrade Avenue intersection during the PM peak hour. This back-up is not problematic from a delay standpoint but is a safety concern as it extends past the American Legion and Frandsen Bank driveways. This back-up is projected to worsen by 2041 and also extend past the western Cenex driveway. This is a safety concern for traffic trying to enter and exist these driveways.
- Traffic speeds in the 200 Block – The speed of traffic is a concern within the 200 Block of Belgrade Avenue. Citizens and business owners have expressed that vehicles travel too fast within this area causing issues for pedestrian movements from the north to the south side of the street. A dynamic speed sign is located at the eastern entrance to Belgrade Avenue to make drivers aware of their speed and aid in slowing them down. The concern continues to exist despite this sign.
- Safe Pedestrian Crossings in the 200 Block – There is a demand for pedestrian crossings at the Range Street intersection with Belgrade Avenue as well as mid-block in the 200 Block for patrons parking in public lots north of Belgrade Avenue and visiting businesses on the south side. Public input in the Master Plan, Corridor Study and previous planning studies have expressed a desire for a mid-block crossing on the 200 Block of Belgrade Avenue. The City has also explored options for this in the past. Due to current conditions, a mid-block, marked crossing is not recommended as it would be difficult for vehicles to see a pedestrian trying to cross from the south side of Belgrade Avenue between parked cars.
- Several property access locations closely spaced – Multiple access points exist within close proximity in the 200 Block of Belgrade Avenue. This is particularly true along the north side of the roadway where six accesses are located within roughly 500 feet. These access locations can be problematic for vehicles and pedestrians. For instance, vehicles have been observed making a left turn from southbound Range Street to eastbound Belgrade Avenue, and then immediately turning again into a parking lot at the corner of Belgrade Avenue/Range Street. The proximity of the parking lot access to the intersection is problematic and results in vehicles blocking the Belgrade Avenue/Range Street intersection waiting to turn into the parking lot. The Circle Inn driveway onto Belgrade Avenue is also problematic as it is difficult to see eastbound pedestrians and vehicular traffic from this access point due to the building location directly adjacent to the sidewalk. Both of these driveways (Circle Inn and the city parking lot next to the American Legion) have access off of adjacent side streets.
- Perceived Parking shortage – On-street parking is located on the south side of Belgrade Avenue. Sixteen on-street stalls exist today. Off-street public parking is isolated to the 200 Block of Belgrade Avenue. The Downtown Planning Study (2012) quantified available public and private parking facilities within the downtown area and found a parking shortage is perceived, but actual supply is generally sufficient for existing uses at most times. However, the location of facilities and proximity to

businesses may contribute to perceptions that the area is underserved.

Several alternatives were developed for the 200 Block to assist with an improved vehicle and pedestrian traffic environment and to support the Belgrade Avenue Master Plan recommendations. Improvement options analyzed included options to improve pedestrian crossings with the existing four-lane section, an option to improve the pedestrian environment, calm traffic and provide additional streetscape opportunities by reducing the number of lanes on Belgrade Avenue, and intersection control options at Range Street and the TH 169 southbound ramp intersection. Improvement options for this area are described below.

Option 1: Four-Lane Option



Figure 11. 200 Block 4-Lane Option

The four-lane option (**Figure 11**) maintains most of what is there today exhibiting minimal change. This option calls for two driveway closures on the north side of Belgrade Avenue to improve traffic flow and safety. Both of these properties have access to an adjacent side street and could reconfigure their parking lot striping to accommodate this change. This four-lane option includes a mid-block pedestrian crossing from the Circle Inn to the vacant lot on the south of Belgrade Avenue. Sidewalk bump-outs are proposed at Range Street and the new mid-block crossing location to shorten the pedestrian crossing distance and make pedestrians more visible to drivers. The bump-outs would require the loss of 3-4 on-street parking stalls on the south side of Belgrade Avenue. The bump-outs are necessary to provide a mid-block pedestrian crossing in this location. It is not

recommended to add a mid-block crossing without the bump-out as it would be very difficult to see a pedestrian trying to cross from the south between parked cars.

A mid-block crossing in this four-lane option could be paired with an overhead rectangular rapid flashing beacon as seen in **Figure 12** to enhance the crossing location. The vehicle yield rate for an rectangular rapid flashing beacon is 88% as opposed to 7% for a



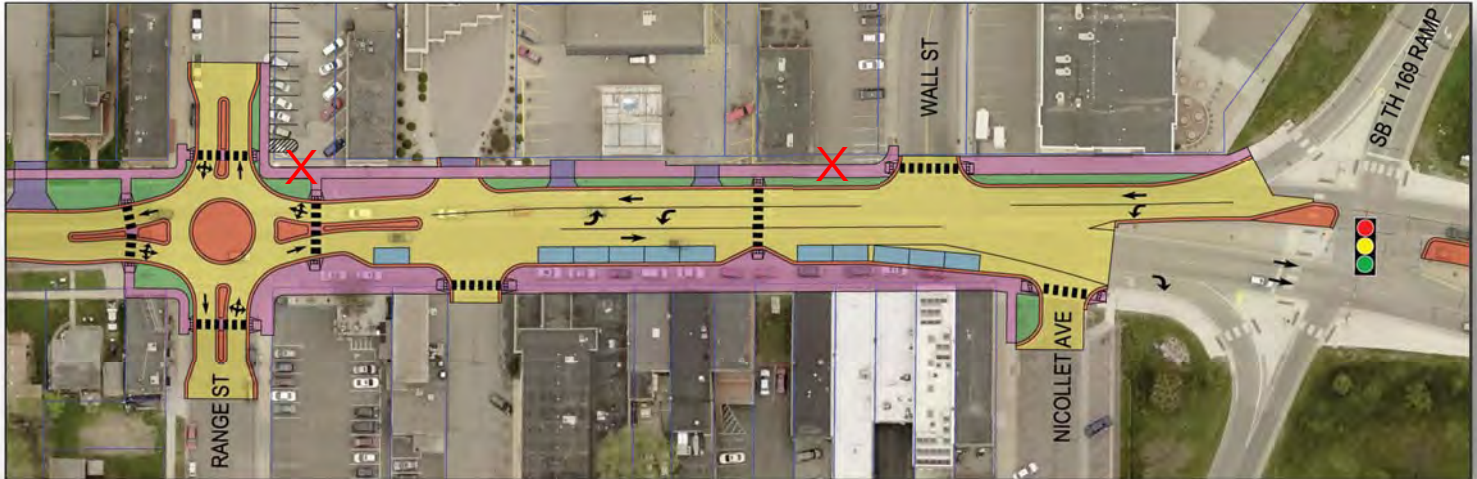
Figure 12. Overhead Rectangular Rapid Flashing Beacon
(Source: Google Maps)

crosswalk alone. A major consideration for the City of North Mankato will be whether or not an overhead rectangular rapid flashing beacon system fits within the context of their downtown as it would change the look and quaint feel of the surrounding land uses.

A ground mounted rectangular rapid flashing beacon is not recommended with a four-lane option as it difficult to see the ground mounted flashers on the side of the road with two lanes of traffic in each direction.

The estimated cost of the 4-lane improvements are approximately \$25,000 for both bump-outs and \$50,000 - \$75,000 for an overhead rectangular rapid flashing beacon system.

Option 2: Three-Lane Option



**Figure 13. 200 Block 3-Lane Option
with Mini-Roundabout, Mid-Block Crossing, and Dedicated Left Turn at Nicollet Avenue**

Both existing traffic volumes (8,700 vehicles per day) and forecasted 2041 traffic volumes (9,900 vehicles per day) can be accommodated adequately by a 3-lane roadway through the 200 Block area. Three-lane roadways are able to efficiently accommodate upwards of 15,000 – 20,000+ vehicles per day.

A 3-lane roadway section was considered in the 200 Block area as an option to address concerns related to traffic speeds, pedestrian crossing safety and provide opportunities for additional streetscape space. These were consistent themes identified in previous downtown planning studies and concurrent Belgrade Avenue Master Plan.

Several variations of a three-lane option were considered. All options included one lane in each direction with a center turn lane. All options carried forward the proposed driveway closures shown in the four-lane option. The differences between the options included traffic control options at Range Street and TH 169 southbound ramp, and access to Wall Street and Nicollet Avenue.

Range Street Traffic Control Options:

There are two different traffic control options for the Range Street intersection. One option is a mini-roundabout (**Figure 13**) that would alleviate back-ups that occur at the westbound intersection approach and would move traffic efficiently through the intersection under both today and 2041 conditions. The roundabout option improves pedestrian crossings by shortening the crossing distance with fewer lanes at the intersection. Many concerns about the mini-roundabout were expressed during the public and business outreach phase of the corridor study. These concerns included disbelief that a mini-roundabout would operate efficiently and concern that it would increase speeds and decrease pedestrian safety and the intersection as a result.

The other Range Street traffic control option considered with a 3-lane option is to maintain the existing four-way stop scenario (**Figure 14**). The 3-lane section on Belgrade Avenue would need to widen to include a dedicated right-turn lane to northbound Range Street as exists today, for this option to operate efficiently. The advantage of this option is it maintains a status quo to what the public is comfortable with. The disadvantage is the back-ups that exist on westbound Belgrade Avenue at this intersection will not be addressed. The majority of the public and business owners seemed to accept this trade-off as it is contained within a peak hour and not an all day occurrence.



Figure 14. 3-Lane Option with All-Way Stop at Range Street

Wall Street/Nicollet Avenue Access Options:

Three options were considered for access to Wall Street and Nicollet Avenue with the three-lane option. The reason for the variations was related to a desire to consider a dedicated left-turn lane to Nicollet Avenue. This movement is prohibited today but was identified by several businesses in the 200 Block as a way to improve traffic detours through the area during events on Belgrade Avenue.

The first option provides a dedicated left turn to Nicollet Avenue. This can work with a 3-lane configuration since space is available due to the lane reconfiguration. The left-turn lane is on the short-end of a desired turn lane length. Since this movement is prohibited today, it was difficult for the traffic study to know how many vehicles would want to make this movement. Therefore, a sensitivity analysis was completed in order to determine if there were adequate gaps for a westbound left from Belgrade Avenue onto Nicollet Avenue. It is anticipated that this movement could operate adequately based on the sensitivity analysis performed. The Future Conditions Traffic Memorandum in **Appendix I** documents the sensitivity analysis and when this movement could become problematic. Additional future study is recommended if this is an option the City wishes to implement. This option can be seen in **Figure 15**.

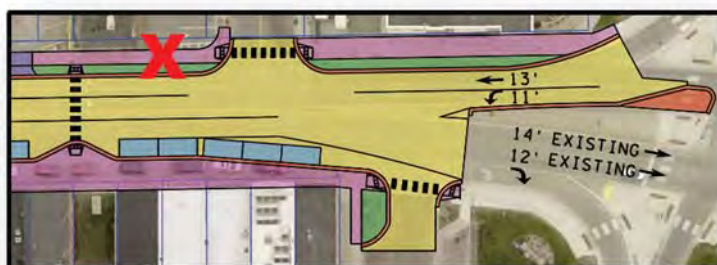


Figure 15. Dedicated left turn to Nicollet Avenue

Another option is to prevent left turning traffic through this section altogether by extending the existing median to the proposed mid-block crossing at the Circle Inn. This would provide pedestrian refuge for those crossing mid-block providing the safest pedestrian environment of the options. However, the disadvantage of this option is the restrictions in turning movements at both Wall Street and Nicollet Avenue. This is likely not viable as there are several heavy trucks entering and exiting Wall Street to get to businesses such as the Cenex/Expressway Gas Station. Trucks would not be able to access the TH 169 Interchange with the restriction of lefts onto Belgrade Avenue at this location. It is unlikely that this option would be implemented. This option can be seen in **Figure 16**.

The third and final option is to extend the existing median through the Nicollet Avenue intersection to ensure lefts to Nicollet Avenue are not possible at all, stopping the existing

trend of vehicles taking illegal lefts onto Nicollet Avenue. The downside to this option is that it prevents any possibility of allowing left turns onto Nicollet Avenue during events. This option can be seen in **Figure 17**.

Mid-Block Crossing:

A mid-block crossing in this three-lane option could be paired with a ground mounted rectangular rapid flashing beacon as seen in **Figure 18** to enhance the crossing location. As with the overhead rectangular rapid flashing beacon, the vehicle yield rate for the ground-mounted beacon in this circumstance is 88% as opposed to 7% for a crosswalk alone. Again, the major consideration for the City of North Mankato will be whether or not a ground-mounted rectangular rapid flashing beacon system fits within the context of their downtown as it would also affect its character.

There was a lot of support for a mid-block crossing during the public, business and steering committee outreach during the corridor study.

Streetscape:

Streetscape is an important facet of an area such as the downtown. When asked of the importance of streetscape amenities, 81% of citizens and stakeholders responding suggested that it is important to provide additional streetscape amenities in the downtown (**Figure 19**).

The implementation of a three-lane option provides perhaps most space for improvements to the streetscape. Wider sidewalks allow for an increased pedestrian amenity zone to accommodate landscaping, decorative pavement, seating, wayfinding signage, artwork, outdoor space for businesses, etc. The lane reduction, decorative pavement, and bumpout for the mid-block crossing could all work together to provide traffic calming in the 200 Block (**Figure 20**). These streetscape elements could be paired with any of the 3-lane options described above.

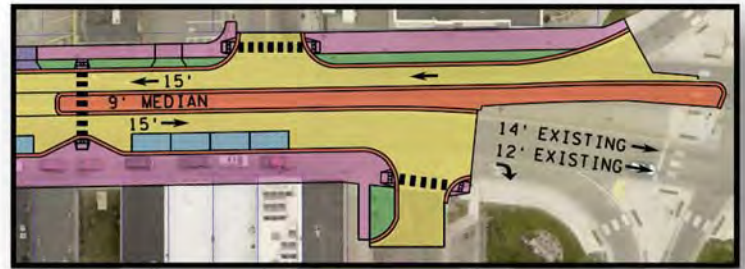


Figure 16. Extended Median Option

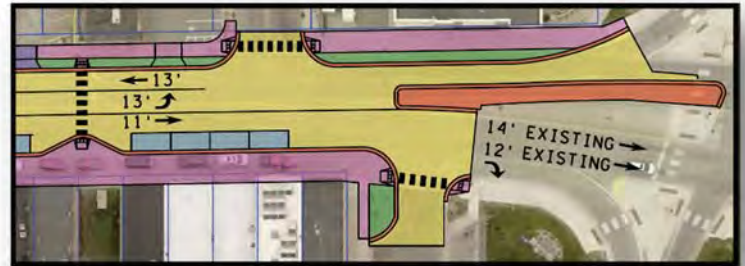


Figure 17. Nicollet Avenue Median

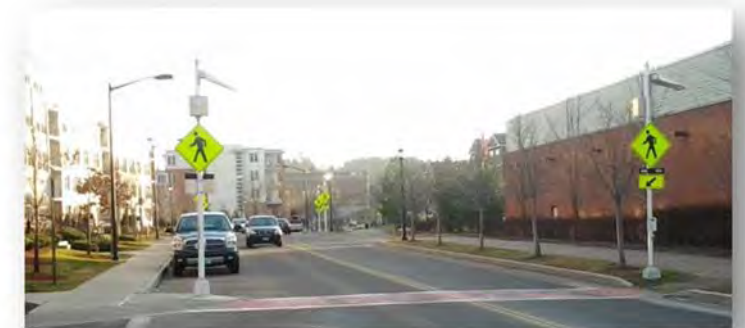


Figure 18. Ground-Mounted Rectangular Rapid Flashing Beacon

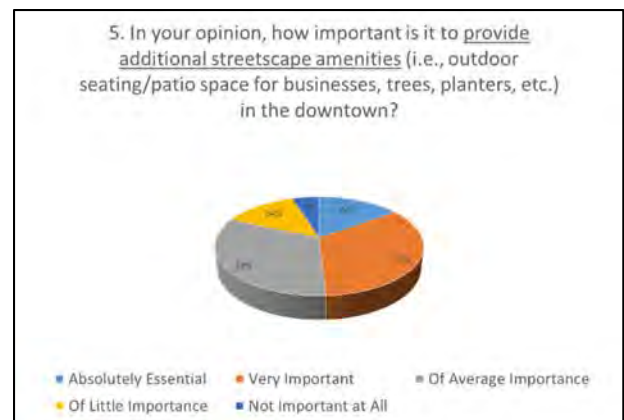


Figure 19. Support for Additional Streetscape Amenities

The estimated cost of the 3-lane options are approximately \$750,000 - \$1,000,000. This includes the 3-lane configuration, ground mounted rectangular rapid flashing beacon, and streetscape enhancements.

During the corridor study's outreach process, there was public and business support for the elements of a 3-lane option. This was shown in the support for wider sidewalks, improved pedestrian crossings and additional space for streetscape enhancements. Some business owners were concerned about change and the impact of construction on their business operations. The Steering Committee expressed support for a future 3-lane option as it is the option that most closely aligns with the vision of the Central Business District.



Figure 20. Top: 3-Lane Option Bottom: Potential Streetscape with 3-Lane Option

E. Focus Area 5: TH 169 Southbound Ramp Intersection

There are no traffic operational issues at this location today or projected into the future. However, this intersection provides the gateway to downtown North Mankato and is the primary location where speeds into the 200 Block are perceived as excessive. **Figure 21** shows a roundabout option that was considered at this location as a measure to calm traffic transition from the Veteran's Memorial Bridge to downtown.

Roundabout at TH 169 Southbound Ramp Intersection

The TH 169 Southbound Ramp intersection currently operates acceptably and is projected to continue this trend. Justification for an improvement would be difficult at this time as no problem currently exists. Project partners agreed, however, and data supports, that the application of a roundabout at this intersection may be a viable option that would slow traffic entering the Central Business District. MnDOT expressed support for the roundabout in general but suggested that they would not be able to fund the reconstruction due to lack of a current operational or safety problem. The estimated cost of the roundabout at this location is approximately \$2.0 million.

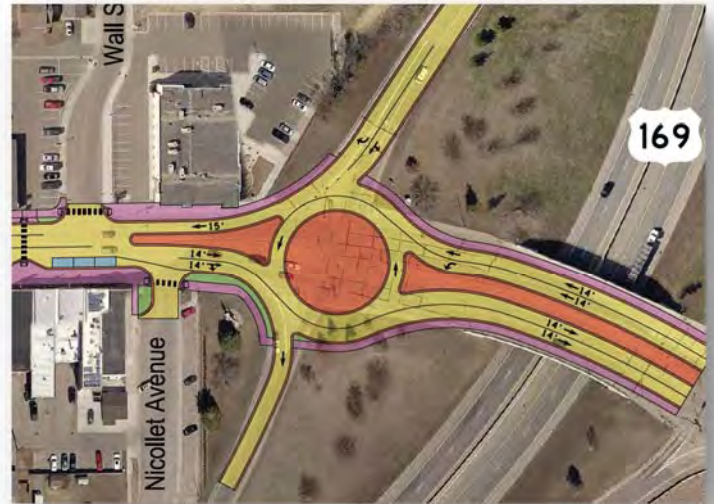




Figure 21. Potential Future Roundabout




X. RECOMMENDATIONS AND IMPLEMENTATION SEQUENCE

Some of the improvements identified in this study are directly related to existing and/or safety issues on Belgrade Avenue. Others are related to an opportunity to enhance Belgrade Avenue for both motorized and non-motorized uses consistent with the Belgrade Avenue Master Plan. The following recommendations are organized into an implementation sequence for the City's consideration. This will allow the City to take incremental steps over time, ultimately working towards a corridor that operates safely and efficiently and compliments their downtown vision.

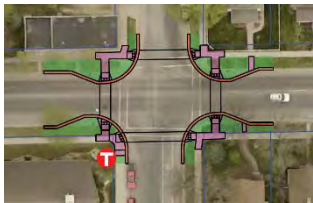
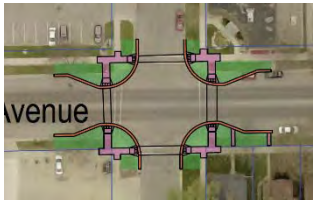
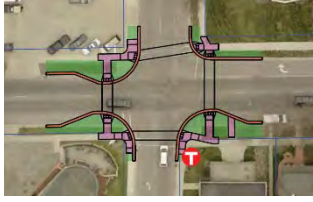
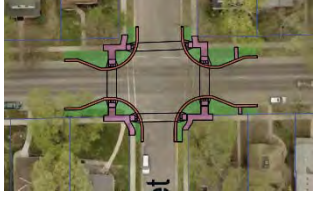
A. Focus Area 1: Lee Boulevard Intersection

	INITIAL RECOMMENDATION	<ul style="list-style-type: none"> Continue to monitor intersection operations and safety conditions 	
	RECOMMENDATION ESTIMATED COST	<ul style="list-style-type: none"> No Cost 	
	ULTIMATE RECOMMENDATION	<ul style="list-style-type: none"> Construct a roundabout 	
	ULTIMATE RECOMMENDATION ESTIMATED COST	<ul style="list-style-type: none"> \$1.5 Million 	
	TRIGGERS	<ul style="list-style-type: none"> Increased crashes/Safety Concern Delay worsens 	


B. Focus Area 2: Nicollet Avenue to Lake Street

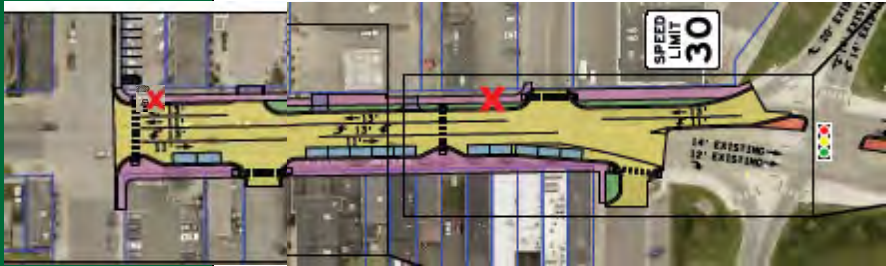
<p>INITIAL RECOMMENDATIONS</p>	<p>Complete the missing gap in the bicycle network by implementing one of these three options:</p> <ul style="list-style-type: none"> Option 1: Trail Crossing at Nicollet Avenue  <p>OR</p> <ul style="list-style-type: none"> Option 2: Mid-Block Trail Crossing  <p>OR</p> <ul style="list-style-type: none"> Option 3: On-Street Bicycle Lane to Mid-Block Crossing 
<p>ESTIMATED COST</p>	<ul style="list-style-type: none"> Option 1: \$160,000 Option 2: \$50,000 Option 3: Minimal

C. Focus Area 3: Intersection between Lake Street and Range Street


	INITIAL RECOMMENDATIONS	<ul style="list-style-type: none"> • Test a bump-out with temporary materials such as paint or striping and traffic cones. Seek public feedback on improvement after the trial period • Continue to monitor intersection safety for pedestrian and bicycles
	INITIAL ESTIMATED COST	<ul style="list-style-type: none"> • \$900 per test bump-out
	ULTIMATE RECOMMENDATION	<p>If test is successful, install bump-outs on Belgrade Avenue between Lake Street and Range Street in the locations identified below. These locations are noted in order of priority if the City chooses to install bump-outs incrementally rather than all at one time.</p> <ul style="list-style-type: none"> Sherman Street – Highest priority location as pedestrian crashes are documented at this location with severity rates higher than average  Center Street – Provides access to School/Wheeler Park  Cross Street – Provides access to Wheeler Park  Cornelia Street – If bump-outs are installed at the locations above, Cornelia Street should also be considered for corridor consistency 
	ULTIMATE RECOMMENDATION ESTIMATED COST	<ul style="list-style-type: none"> • \$40,000 per intersection
	TRIGGERS	<ul style="list-style-type: none"> • Support for bump-outs following a trial period, OR • Continued and/or increased pedestrian crossing safety concerns

D. Focus Area 4: 200 Block (Range Street to TH 169 Southbound Ramp)

<p>INITIAL RECOMMENDATION</p>	<ul style="list-style-type: none"> • Allow left turns onto Nicollet Avenue during events • Test bump-outs with temporary materials to determine community/business support • If community/business support exists after testing bump-outs, implement a 4-lane improvement as shown below. This improvement includes the closure of two driveways, construction of a mid-block crossing with bump-out and Range Street crossing with bump-out 
<p>INITIAL ESTIMATED COST</p>	<ul style="list-style-type: none"> • \$2,000 for bump-out test • \$25,000 for permanent installation of both bump-outs • \$50,000 - \$75,000 Overhead rectangular rapid flashing beacon (if desired) • Total Cost \$75,000 - \$100,000
<p>ULTIMATE RECOMMENDATION</p>	<p>When pavement conditions dictate the need for a more extensive reconstruction project in the 200 Block, re-evaluate whether or not the 4-lane improvements identified above have adequately addressed the community and business needs of the downtown and vision of the Belgrade Avenue Master Plan.</p> <p>If additional traffic calming measures, pedestrian environment improvements and streetscape space is desired, implement a 3-lane configuration with an all-way stop at Range Street, left turn at Nicollet Avenue, and streetscape improvements. This option is strongly supported by the Steering Committee as it most closely aligns with the future vision of the Central Business District as outlined in the Belgrade Master Plan.</p>

		
	ULTIMATE ESTIMATED COST	<ul style="list-style-type: none"> • \$600,000 to \$750,000 – 3-lane • \$10,000 to \$15,000 – Ground mounted rectangular rapid flashing beacon (if desired) • \$150,000 to \$250,000 – Streetscape • \$750,000 to \$1,000,000 – Total Cost
	TRIGGERS	<ul style="list-style-type: none"> • Infrastructure Need • Community/Business Support

E. Focus Area 5: TH 169 Southbound Ramp Intersection

	INITIAL RECOMMENDATIONS	<ul style="list-style-type: none"> • Leave as traffic signal
	RECOMMENDATION ESTIMATED COST	<ul style="list-style-type: none"> • No Cost
	POTENTIAL FUTURE IMPROVEMENT	<ul style="list-style-type: none"> • Construct roundabout for traffic calming 
	FUTURE IMPROVEMENT ESTIMATED COST	<ul style="list-style-type: none"> • \$1.5 to \$2.0 M
	TRIGGERS	<ul style="list-style-type: none"> • Bridge Project and Adequate Funding

XI. NEXT STEPS

The recommendations and implementation section of this report outline an implementation sequence for the City's consideration. The intent of the implementation sequence is to allow the City of North Mankato to incrementally test and implement projects over time. This will allow gradual change to occur while testing community/business support along the way, ultimately working towards the city's downtown vision. It also allows flexibility in timing major improvements with future infrastructure needs to ensure financial responsibility.

Additional design, studies and public input will be needed for each of the recommended improvement options to move forward. The purpose of the Belgrade Avenue Corridor Study was to develop a plan for improvements to Belgrade Avenue that are consistent with the goals and objectives of both the City's Comprehensive Plan and the Belgrade Avenue Master Plan. The concepts developed as part of this study are high-level and will need additional refinement through preliminary and final design. Environmental review and permitting will also be required with exact requirements based on the scope of the project and the funding source.

The improvement options identified within this study and sequenced in the implementation plan will help the City of North Mankato continue to maintain a functioning yet safe minor arterial roadway supporting the City's downtown vision.

Study partners must continue to work together to further plan, obtain funding, design, and implement the recommended improvement projects. All partners have an active role in implementing these improvements. All competitive funding sources should be considered. Agencies should also update their comprehensive and transportation plans to include these findings to better leverage funding sources.

Appendix A: Figures



Figure A.1

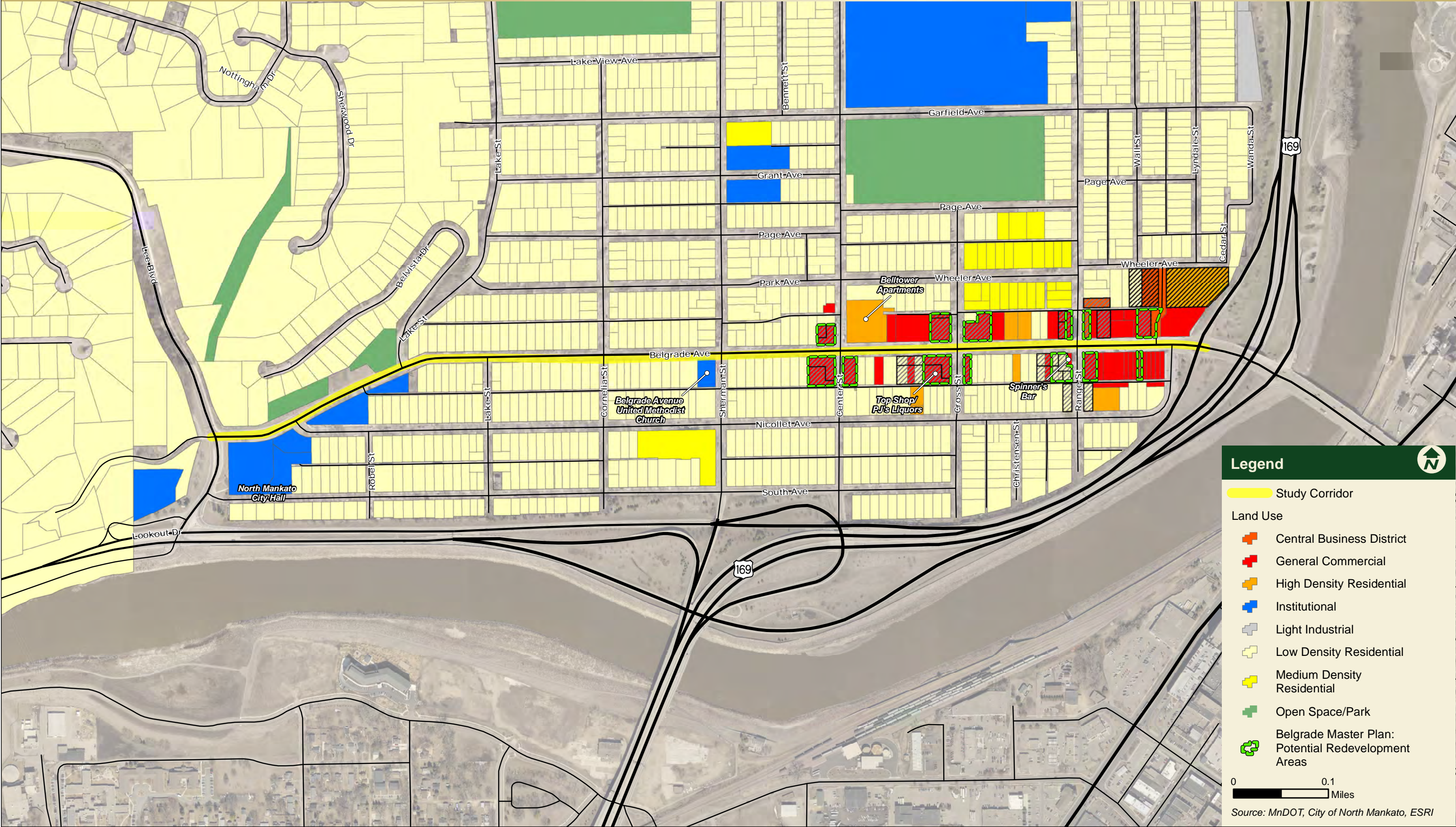




Figure A.2

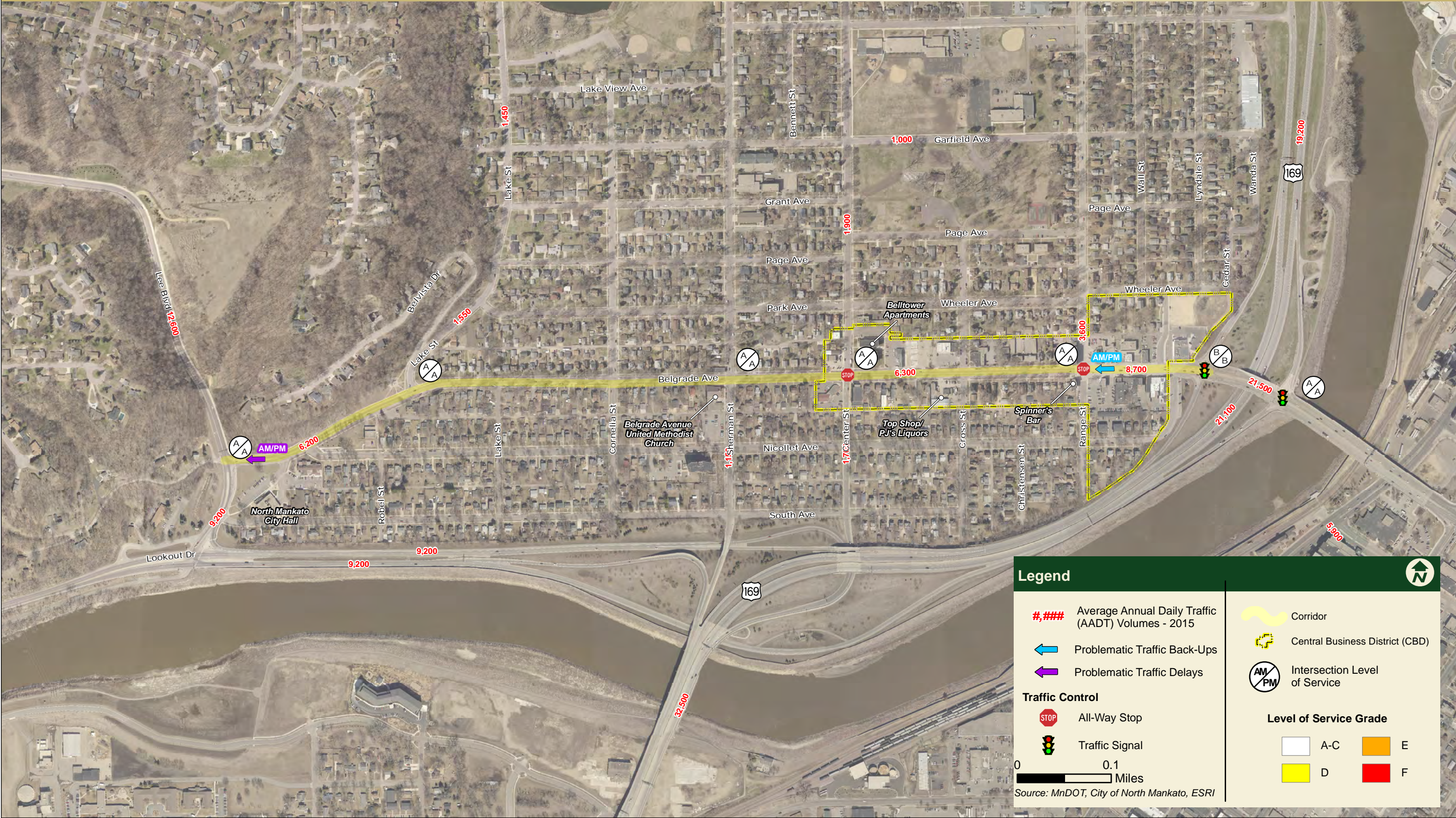




Figure A.3





Figure A.4

Access	
Length of Corridor (ft)	5,596
# of Primary Access	6
Primary Access Per Mile	6
# of Secondary Access	7
Secondary Access Per Mile	7
# of Private Access	42
# of Private Access Per Mile	40

Legend

Study Corridor

Parcels with Side Street Access

Parcels

Access Type

Primary Intersection

Secondary Intersection

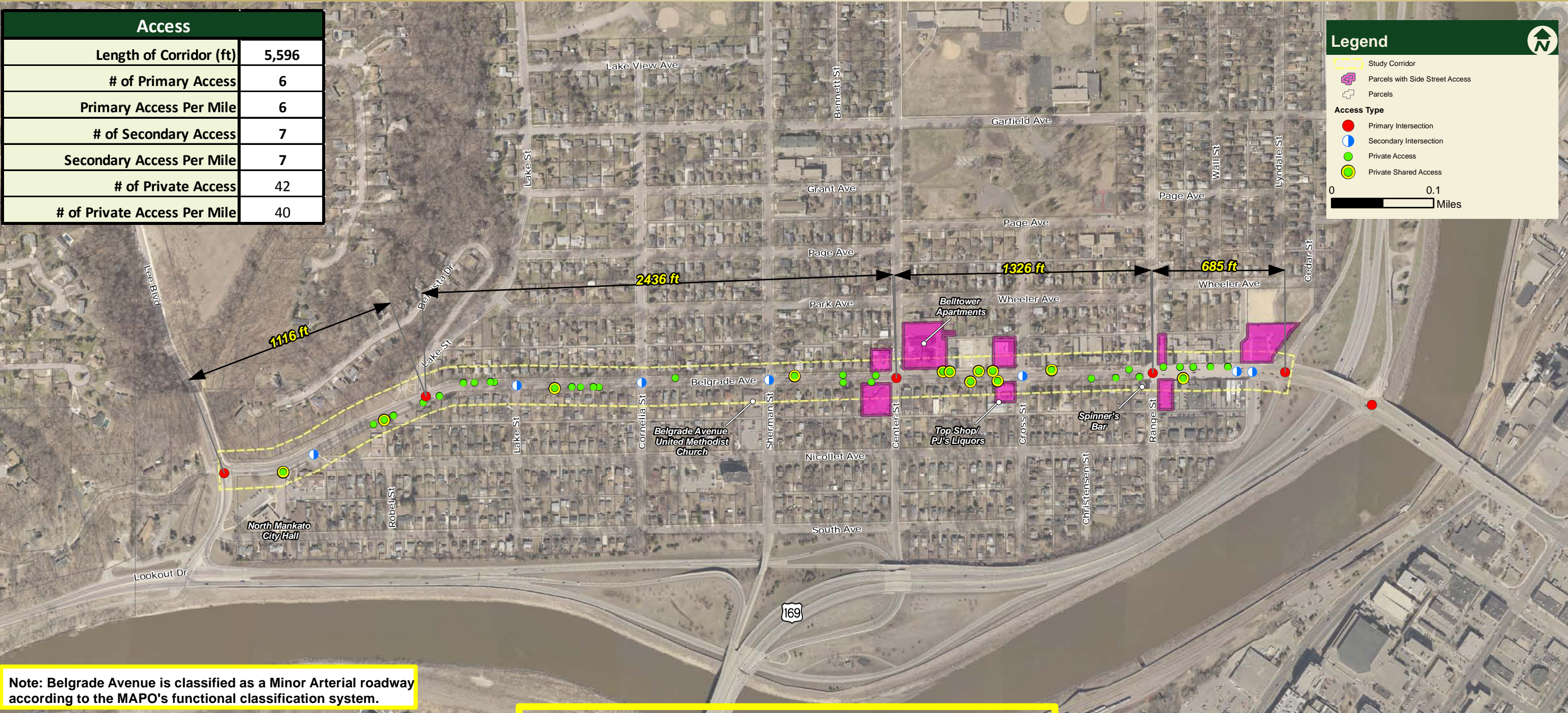
Private Access

Private Shared Access

0

0.1

Miles



PRINCIPAL ARTERIALS	Primary (Full - Movement) Intersection Spacing		
	Rural	1 mile	2 access / mile
	Urban/Urbanizing	1/2 mile	3 access / mile
	Urban Core	300-660 feet	9-19 access / mile
	Secondary Intersection Spacing		
	Rural	1/2 mile	3 access / mile
MINOR ARTERIAL	Urban/Urbanizing	1/4 mile	5 access / mile
	Urban Core	300-660 feet	9-19 access / mile
	Secondary Intersection Spacing		
	Rural	1/4 mile	5 access / mile
	Urban/Urbanizing	N/A	N/A
	Urban Core	300-660 feet	9-19 access / mile

PRINCIPAL ARTERIALS	Primary (Full - Movement) Intersection Spacing Guidelines		
	Rural	1/2 mile	3 access / mile
	Urban/Urbanizing	1/4 mile	5 access / mile
	Urban Core	300-660 feet	9-19 access / mile
	Secondary Intersection Spacing		
	Rural	1/4 mile	5 access / mile
MINOR ARTERIAL	Urban/Urbanizing	1/8 mile	9 access / mile
	Urban Core	300-660 feet	9-19 access / mile
	Secondary Intersection Spacing		
	Rural	1/4 mile	5 access / mile
	Urban/Urbanizing	N/A	N/A
	Urban Core	300-660 feet	9-19 access / mile

PRINCIPAL ARTERIALS	Primary (Full - Movement) Intersection Spacing Guidelines		
	Rural	1/2 mile	3 access / mile
	Urban/Urbanizing	1/8 mile	9 access / mile
	Urban Core	300-660 feet	9-19 access / mile
	Secondary Intersection Spacing		
	Rural	1/4 mile	5 access / mile
MINOR ARTERIAL	Urban/Urbanizing	N/A	N/A
	Urban Core	300-660 feet	9-19 access / mile
	Secondary Intersection Spacing		
	Rural	1/4 mile	5 access / mile
	Urban/Urbanizing	N/A	N/A
	Urban Core	300-660 feet	9-19 access / mile



Figure A.5

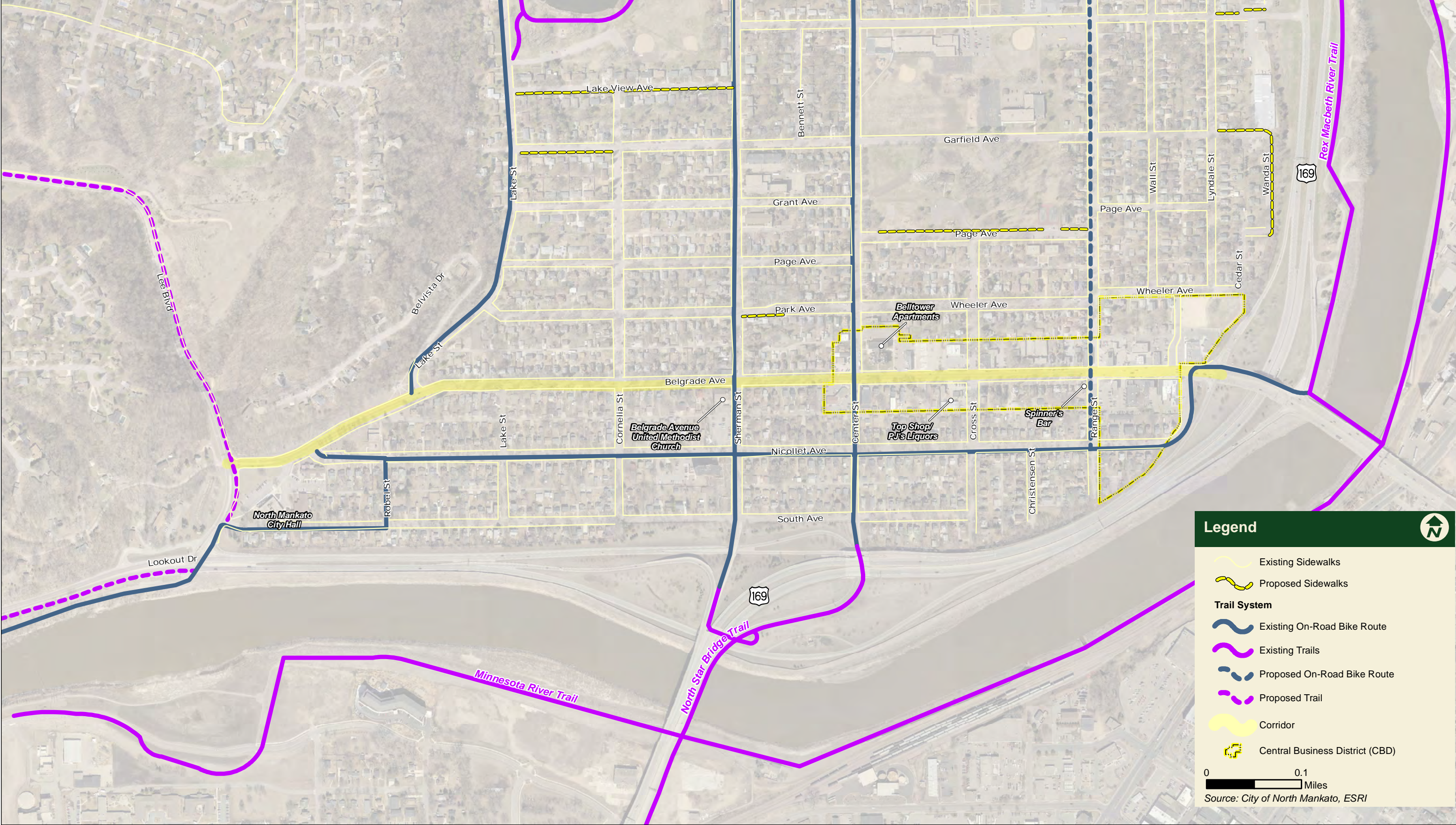




Figure A.6

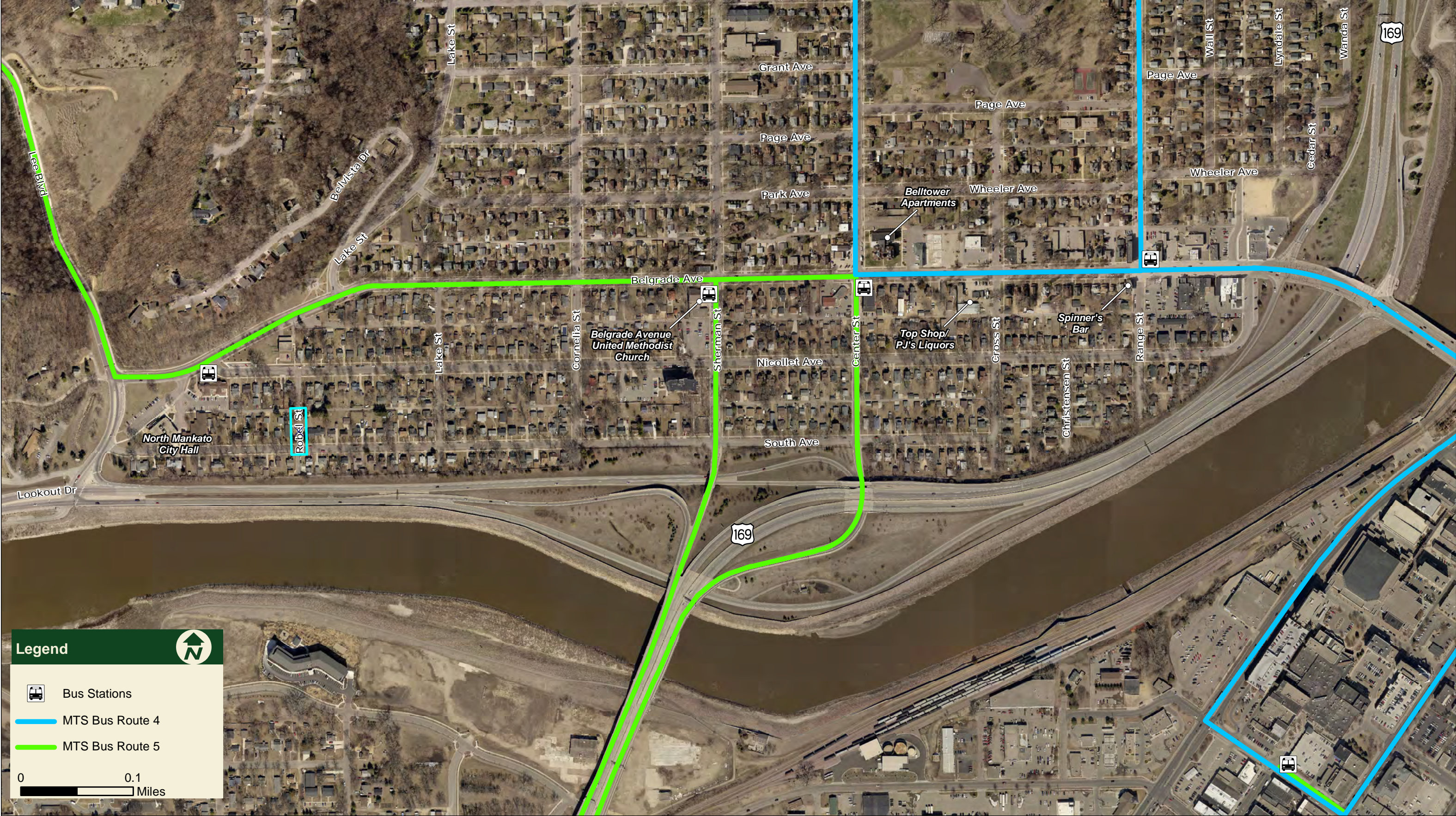
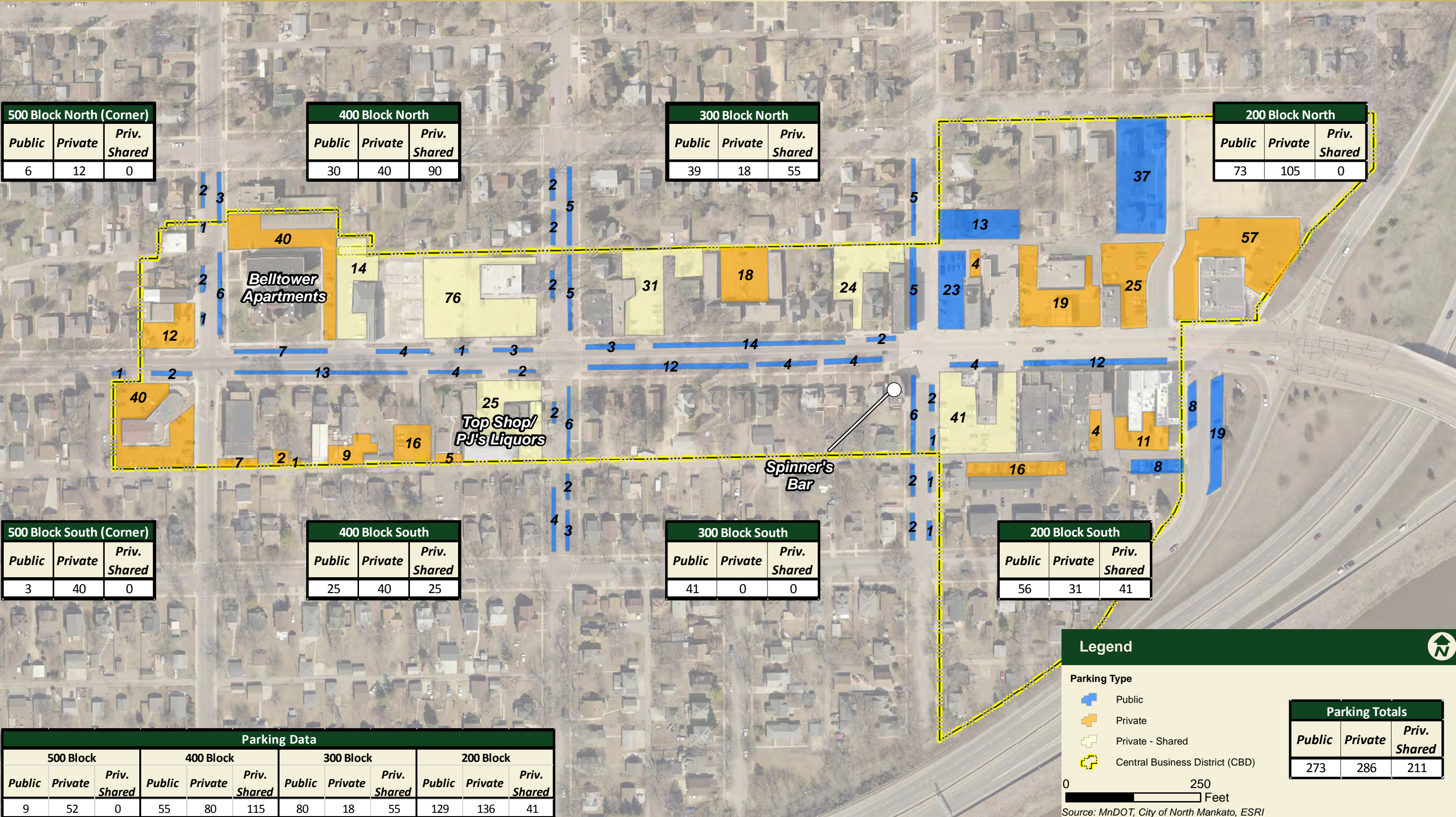




Figure A.7



Appendix B: Open House Summaries



**Belgrade Avenue Corridor Study
&
Belgrade Master Plan
Open House 1 Summary
January 26, 2017
&
January 28, 2017
5:30 to 7:30 PM
St. Paul's Evangelical Church, North Mankato**

Purpose:

The purpose of the Belgrade Avenue Corridor Study Public Information Meeting was to introduce the study and to solicit input on issues, needs and opportunities along the corridor.

Attendees:

There were a combined 55 people that signed into the open house events including members of City Staff, Elected Officials, stake holders along the corridor, and the general public.

Materials Presented:

The meeting was set up in an open house format giving attendees the opportunity to view materials and visit with project staff at their leisure. A brief presentation began at 6:00 PM. The following information was available for public review and input:

Belgrade Avenue Corridor Study:

- Study Purpose
- Study Schedule
- Parking Assessment
- Traffic Operations
- Crash History
- Pedestrian/Bicycle Connections
- Typical Sections/Streetscaping

Belgrade Master Plan:

- Plan Purpose
- Plan Goals
- Community Input
- Implementation Plan
- Design Guidelines

Comments Received:

Public Input was collected throughout the duration of the open house through discussions with staff and written comments. Questions were also asked through Audience Polling during the presentation. The following summarizes public comments collected:

Written Comments:

- One participant questioned the importance of a pedestrian friendly atmosphere stating that funds that would be used to accomplish that would be best spent on general road repairs. This participant also stated that the bumpouts in the downtown are acceptable but further down the corridor they are not.

- One participant expressed support for the 3-Lane option as opposed to the other layouts mentioning that if parking would be located south of the 200-Block, the six-plexes should be removed as Nakato and Spinners lots tend to overflow and fill other businesses spots. The participant suggested that locating parking there may assist with solving drainage issues.
- One participant is concerned about the cost, who pays. "I think we have a solution in search of a problem."

Verbal Comments:

- Some participants expressed concern regarding proposed bumpouts. After discussion and a better understanding potential benefits were acknowledged by the group.
- Some expressed concerns for heavy trucks turning at the proposed mini roundabout. There was general lack of understanding as to the function of the mini-roundabouts. The mini roundabout at Range didn't receive a lot of support.
- Participants generally had concerns with a roundabout added at the Lee/Belgrade intersection. There were concerns with the downward slope traveling south into the roundabout. Concerns were that cars wouldn't be able to yield and would slide into the roundabout in the winter months. Project and City Staff explained that the roundabout would need more engineering if implemented and that there is potential to shift it south and flatten some of the area of concern if necessary.
- Several supported a mid-block crossing over the 200 Block of Belgrade.
- One participant didn't support change along the corridor suggesting that our proposed changes would work toward the detriment of the area.
- Some liked the idea of wider sidewalks in the 200 block and generally supported the proposed changes presented.
- Some were concerned about the identifying of homes as future parking areas in the southern part of the CBD. Staff explained that those identified are not marked for destruction but that if the need arises for the City to add parking and there are willing sellers, negotiations could take place to convert properties. Staff also explained that this would only be necessary if redevelopment occurs in the district and parking becomes scarce.
- One participant was concerned about drainage issues in front of Sharon's Craft and wondered if the street reconstruction would alleviate that issue.

Audience Polling Questions and Results:

Q1. How would you best describe your interest in the Belgrade Avenue corridor? (Multiple Choice)

	Percent
Business Owner/Operator	10%
Property Owner	10%
Resident	36%
Interested Citizen	28%
Elected Official	3%
Other	13%
Totals	100%

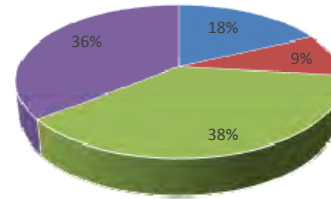


- Based on the results from question 1, the majority of attendees were residents and interested citizens.

Q2. How do you view parking availability in the Central Business District? (Multiple Choice)

	Percent
There is a lack of parking in the district.	18%
Parking is isolated/too far from businesses.	9%
Parking is adequate.	38%
Parking is adequate however, more wayfinding signage is needed.	36%
Totals	100%

2. Q2. How do you view parking availability in the Central Business District?



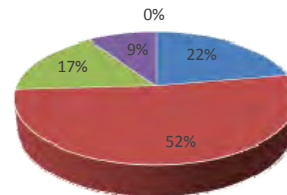
- There is a lack of parking in the district.
- Parking is isolated/too far from businesses.
- Parking is adequate.
- Parking is adequate however, more wayfinding signage is needed.

•Based on results from Question 2, most participants view parking as adequate and suggest that wayfinding signage is needed.

Q3. Based on the needs presented, are we accurately reflecting the issues you encounter traveling through the corridor on foot, bike, bus & automobile? (Multiple Choice)

	Percent
Strongly Agree	22%
Agree	52%
Neutral	17%
Disagree	9%
Strongly Disagree	0%
Totals	100%

3. Q3. Based on the needs presented, are we accurately reflecting the issues you encounter traveling through the corridor on foot, bike, bus & automobile?



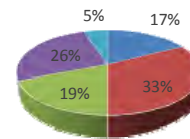
- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

•Based on results from Question 3, 74% of participants agree that project teams are accurately reflecting the issues encountered when traveling through the corridor.

Q4. In your opinion, how important is it to improve pedestrian facilities (i.e., wider sidewalks, increased buffer area between sidewalks and traffic lanes, etc.) in the downtown? (Multiple Choice)

	Percent
Absolutely Essential	17%
Very Important	33%
Of Average Importance	19%
Of Little Importance	26%
Not important at all	5%
Totals	100%

4. Q4. In your opinion, how important is it to improve pedestrian facilities (i.e., wider sidewalks, increased buffer area between sidewalks and traffic lanes, etc.) in the downtown?



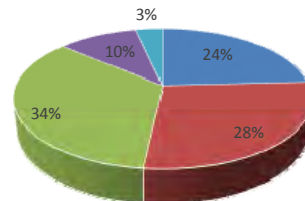
■ Absolutely Essential ■ Very Important ■ Of Average Importance
■ Of Little Importance ■ Not important at all

•Based on results from Question 4, 50% of those responding think it is of greater than average importance to improve pedestrian facilities in the downtown. 19% think it is of average importance.

Q5. In your opinion, how important is it to improve pedestrian crossings of Belgrade Avenue in the downtown? (Multiple Choice)

	Percent
Absolutely Essential	24%
Very Important	28%
Of Average Importance	34%
Of Little Importance	10%
Not important at all	3%
Totals	100%

5. Q5. In your opinion, how important is it to improve pedestrian crossings of Belgrade Avenue in the downtown?

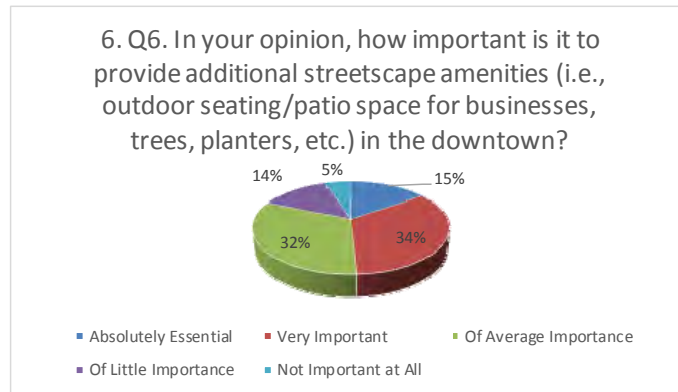


■ Absolutely Essential ■ Very Important ■ Of Average Importance
■ Of Little Importance ■ Not important at all

•Based on Question 5, 52% of those responding stated that it is important to improve pedestrian crossings in the downtown. 34% suggested it was of average importance.

Q6. In your opinion, how important is it to provide additional streetscape amenities (i.e., outdoor seating/patio space for businesses, trees, planters, etc.) in the downtown? (Multiple Choice)

	Percent
Absolutely Essential	15%
Very Important	34%
Of Average Importance	32%
Of Little Importance	14%
Not Important at All	5%
Totals	100%



•Based on results from Question 6, 49% suggested that it was more than of average importance to provide additional streetscape amenities in the district. 32% suggested it was of average importance.

Appendix C: Property/Business Owner Meeting Summaries

Belgrade Avenue Corridor Study

North Mankato, Minnesota

Business Owner Meetings

October 2016



1. Brunton Architects – 1:00 PM – 10/18/16

Attendees:

- Cory Brunton – Owner
- Jake Huebsch – Transportation Planner, Mankato/North Mankato Area Planning Organization (MAPO)
- Matt Lassonde – Transportation Planner, Bolton & Menk, Inc.

Discussion:

- Cory provided the following information about his business operations and functionality of Belgrade overall:
 - Cory recognized his business as destination business that doesn't attract pedestrians but has noticed an influx of pedestrians in the area that he attributed to the various events in the downtown that bring people and create recognition for the area.
 - Greater Corridor Comments:
 - Cory commented that the grate at the bottom of Lee Boulevard is problematic in the winter; it is really slick with ice and can cause vehicles to spin out/lose control.
 - 200 Block Comments:
 - Inability to take a left turn onto Nicollet Avenue when traveling west is problematic acting as a catalyst for other circulation issues throughout the 200 Block that include:
 - Forces vehicles wanting to access parking on Nicollet Avenue near Belgrade Avenue to go to the Range Street intersection and take a left to circle back.
 - Vehicles will often turn left into Frandsen Bank and access alley from Range and pass through behind businesses.
 - During events, this creates enhanced traffic flows onto Wall Street to Wheeler Avenue for those passing through the downtown to the west. Cory suggested a left turn would allow for vehicles to be routed onto Nicollet which may be better suited to accommodate temporary traffic during these times.
 - Traffic coming over the bridge makes crossing difficult in the 200 Block. Would like to see pedestrian crossing at mid-block.

- The Frandsen lot has no directional signage and this causes confusing vehicle conflicts. Parking is angled for vehicles to enter from Belgrade but vehicles also exit at the same location where space is limited causing conflicts. Semi-trucks delivering to Nakato pull into this entrance and park along the Nakato building as well causing increase friction in circulation here. Cory suggested that signage may assist with this.
- Traffic in the alley is awkward in general with semi-truck deliveries blocking throughways. Cory suggested that this is problematic from many perspectives, especially from an emergency access perspective as fire trucks would have trouble getting through.
- Semi-trucks delivering to Spinner's park on Range Street and take up the southbound lane in front of the establishment right next to the intersection. This is problematic to those that have committed to turning left or right onto Range (traveling south) as they are forced into oncoming traffic. There was suggestion of the potential for a loading zone instead of parking at this location to accommodate deliveries.
- Cory mentioned that sandwich boards on the corner outside of Spinner's are distracting to drivers at the intersection suggesting that they pull them back from the intersection to reduce distraction.

2. Nakato – 3:00 PM – 10/18/16

Attendees:

- Jim and Jan Downs – Owners
- Jake Huebsch – Transportation Planner, Mankato/North Mankato Area Planning Organization (MAPO)
- Matt Lassonde – Transportation Planner, Bolton & Menk, Inc.

Discussion:

- Jim and Jan provided the following information about business operations for Nakato and functionality of Belgrade overall:
 - They value their parking lot and the access they have to the property.
 - One issue that they have experienced is that trucks have to deal with the overhead power lines and these are problematic when attempting to traverse through the alley and behind properties.
 - Matt and Jake mentioned that sidewalk expansion is a common topic in meetings. They suggested that they are not interested in expanding the patio but would welcome any beautification efforts to the sidewalks. As owners of Pagliai's Pizza in Mankato as well, they talked about how that area has benefited largely due to the recent enhancements to the sidewalks and traffic calming that has taken place surrounding that location. They mentioned that has only increased patronage to the

restaurant.

- They have noticed an increase in pedestrians with the art sculpture walk and area events.
- Their parking lot is shared with Spinner's and is key to area events where the community gathers at the Range Street/Belgrade Avenue Intersection.

3. Dino's – 3:30 PM – 10/24/16

Attendees:

- Natasha O'Hara – Owner
- Jake Huebsch – Transportation Planner, Mankato/North Mankato Area Planning Organization (MAPO)
- Matt Lassonde – Transportation Planner, Bolton & Menk, Inc.

Discussion:

- Natasha provided the following information about business operations for Dino's Pizzeria and functionality of Belgrade overall:
 - Natasha reiterated others' concerns with high traffic speeds on Belgrade within the 200 Block.
 - She is generally concerned with peoples' ability to get across at mid-block. As Dino's is a busy establishment, they will often send patrons over to the Circle Inn to have drinks while they wait for a table at the pizzeria. She is concerned that this is a dangerous crossing in current conditions.
 - Natasha asked if increased parking was in the plans; she believes that current parking resources are scarce in the downtown. Mentioned possibly having saw-tooth parking on the south side of Belgrade in the 200 Block.
 - She mentioned that the restaurant could use wider sidewalks and would expand patio space as this is the only type of expansion that would be feasible. She agreed that the transformation on Front Street works well and brings in a lot more pedestrians in Mankato's downtown.
 - There are issues at the Range Street intersection with vehicles and pedestrians not knowing who has the right-of-way; there is confusion.
 - She has also experienced issues with food vendors parking in the alley.

4. Expressway Gas Station/CENEX – 1:00 PM – 10/25/16

Attendees:

- Daric Zimmerman – Business Rep
- Jake Huebsch – Transportation Planner, Mankato/North Mankato Area Planning Organization (MAPO)
- Matt Lassonde – Transportation Planner, Bolton & Menk, Inc.

Discussion:

- Daric provided the following information about business operations for the

Expressway/Cenex Station and functionality of Belgrade overall:

- Daric mentioned that access for deliveries on the property is tight. Would like to be able to send trucks through the property to the back alley and out to Range Street intersection to exit.
- Left turns into the parking lot and out are problematic and a center turn lane might help with this. Currently crossing two lanes of traffic to get out.
- This property gets completely blocked off during events and they lose business. Perhaps signage to direct vehicles to the alley to access the property would be beneficial as they remain open and can accommodate patrons.
- They would like to raise the store sign.
- Parking added to the north side of Belgrade in the 200 Block may be problematic with traffic entering and exiting the property.

5. Frandsen Bank – 2:00 PM – 10/25/16

Attendees:

- Shane Van Engen/ Pam Habinger – Business Reps
- Jake Huebsch – Transportation Planner, Mankato/North Mankato Area Planning Organization (MAPO)
- Matt Lassonde – Transportation Planner, Bolton & Menk, Inc.

Discussion:

- Shane and Pam provided the following information about business operations for the Frandsen Bank and functionality of Belgrade overall:
 - Parking with Nakato is an issue. People are parking in front of the Bank and leaving vehicles while the Bank is open and patrons can't find a place to park. Employees have been forced to park over on Nicollet Public Parking areas at these times.
 - Matt asked Shane if there are plans to move the drive through. Shane and Pam suggested that they don't have current plans to move the drive through but would consider this in the future if the Central Business District expands to the south and opportunity opens up. Shane and Pam mentioned that the bank drive through was moved there due to heavy traffic in previous years. Currently, the traffic isn't as heavy as it used to be through the drive through.
 - Pam and other employees often cross Range several times a day between the bank and the drive through.
 - There is a post office box in the Frandsen Bank lot that causes issues with traffic passing through.
 - Delivery food trucks will block in employees for long amounts of time in the alleys.
 - They said they would consider signage or directional arrows for the

parking lot.

- They mentioned that there are drainage issues in front of the building that cause water to come up to the front doors.
- Pam mentioned that traffic is heavy in the back alley.

Appendix D: Business on Belgrade Group Meeting Summary



Belgrade Avenue Corridor Study

North Mankato, Minnesota

Business On Belgrade Meetings

Tuesday, February 28, 2017

&

Thursday, March 2, 2017

Bolton & Menk, Inc

Summary

Attendees:

<i>Name</i>	<i>Title</i>
<i>John Harrenstein</i>	<i>City Administrator, City of North Mankato</i>
<i>Mark Dehen</i>	<i>Mayor, City of North Mankato</i>
<i>Courtney Kietzer</i>	<i>Intern, City of North Mankato</i>
<i>Jim Whitlock</i>	<i>President, Business on Belgrade Association; Owner, Brickhouse Graphics</i>
<i>Jim Downs</i>	<i>Owner, Nakato</i>
<i>Jan Downs</i>	<i>Owner, Nakato</i>
<i>Derric Zimmerman</i>	<i>Development Director, Cenex Gas Station</i>
<i>Angie Bersaw</i>	<i>Senior Transportation Planner, Bolton & Menk, Inc.</i>
<i>Matt Lassonde</i>	<i>Transportation Planner, Bolton & Menk, Inc.</i>
<i>Katie Heintz</i>	<i>North Mankato Taylor Library</i>
<i>Ellen Keonigs</i>	<i>Y Barbers/Onatah</i>
<i>Brenda Wilcox</i>	<i>Y Barbers/Onatah</i>
<i>Raymond Gong</i>	<i>Like Nu Dry Cleaners</i>
<i>Scott Kamps</i>	<i>DeMars Construction</i>
<i>Max DeMars</i>	<i>DeMars Construction</i>
<i>Jeni Bobholz</i>	<i>Circle Inn</i>

Two meetings were held at Bolton & Menk, Inc. between Project and City Staff and the Business on Belgrade (BoB) Group on February 28th and March 2nd of 2017. The meetings were held to solicit feedback from the BoB group as most were absent from the open houses held in January. Eleven members total from the group were present at the meetings.

The following is summary of the discussions that took place during both meetings:

- *Both meetings were set up to facilitate informal discussion. The 200 Block concepts dominated the conversation among participants.*
- *Midblock Crossing at Wall Street:*
 - *There was ample discussion of the midblock crossing near Wall Street. Impacts to parking are an issue in front of businesses that depend on vehicles stopping briefly in front of the store for a haircut or to drop items at the cleaners. The bumpout shown with the midblock crossing would remove at least two parallel parking spots from the front of those businesses.*

- Mayor Dehen and Administrator Harrenstein inquired about possibly moving the crossing to better align with a path located along the eastern edge of the Cenex parking lot, adjacent to the Circle Inn Bar. This would move the crossing west approximately 80-feet placing a potential bumpout in front of the White Orchid clothing store and the vacant lot on the south side of Belgrade. The Mayor mentioned that he would like to see the crossing develop in phases beginning with striping the facility first, adding the bumpouts if needed in the future, and potentially adding a pedestrian flasher to the crossing if needed later on. Project Staff agreed that phased implementation seemed reasonable and will work to validate whether this is possible or not.*
- *Like Nu Cleaners and Y Barbers representatives were not supportive of removing parking stalls from the south side of Belgrade at all. They raised concerns about potential loss of business. Raymond G. argued that his customers are carrying heavy loads of clothing into the building and need close access. Also, insurance reasons prevent him from having customers enter from the rear of the building. Ellen K also said that Y Barbers depends on customers stopping briefly for a haircut stressing the need for parking stalls.*
 - *3-lane option with mini-roundabout:*
 - *The mini-roundabout, a concern of participants at previous meetings, continued to be an issue among participants. Mayor Dehen and Administrator Harrenstein were wondering if there was an option to remove the mini-roundabout and still maintain a three lane option. It was discussed that the roundabout would be problematic during events such as the Fun Days parade where floats move through the intersection and Blues on Belgrade where a stage occupies the area during the event. Angie suggested that she has discussed the 3-lane option without the mini-roundabout with the project traffic engineer who has confirmed that as a viable option. Project Staff will move forward with development of that as an option.*
 - *Derric from Cenex mentioned that the 3-lane option works well for his business as it is currently difficult for vehicles turning left into the gas station, specifically delivery trucks. The center turn-lane option would facilitate left hand turns, removing one westbound thru-lane of conflict traffic to compete with.*
 - *BoB representatives at the meeting generally supported wider sidewalks in the area and improvements to the streetscape.*
 - *Some were concerned that it would be impossible to parallel park with the 3-lane option.*
 - *4-lane option with bumpouts at Range and midblock:*
 - *Administrator Harrenstein expressed preference for the existing 4-lane scenario that exists today and mentioned that he has received calls from people who also support non-action.*
 - *Participants supported closing accesses on Belgrade to the public parking lot adjacent to the American legion as well as the Circle Inn Bar. Mayor Dehen suggested he would like to see the mid-block crossings and access closure implemented in one phase as a short-term project.*
 - *Wall Street, Nicollet Avenue, and USTH 169 intersections:*
 - *Angie and Matt explained the various options for access to Wall Street, Nicollet Avenue, and the USTH 169 intersection. The first option identifying a dedicated turn-lane onto Nicollet Avenue was generally supported by the group. Matt reminded the group that the turn onto Nicollet wasn't wholly supported by the Project Engineer but remained a viable option. Matt explained that previous concerns have been raised by vehicles detoured onto Wall Street as a*

- result of events downtown. Traffic entering the downtown have a long way to travel to access businesses on the south side of Belgrade during events due to detours and heavy traffic is routed onto Wall and Wheeler which are not well suited to accommodate that traffic. One solution discussed is to provide a removable barrier to allow left-turning traffic onto Nicollet during events. This may alleviate most of the aforementioned issues.*
- *Max DeMars questioned if Nicollet Avenue could somehow be hooked up to a roundabout at the USTH 169 intersection. Participants also wondered if a mini-roundabout could work at Nicollet/USTH 169. Matt mentioned he would discuss with the project team.*
 - *In General:*
 - *Some didn't support less traffic or slowed traffic through the area. They believe it is good for business. Those participants also believe that narrower and less lanes will deter customers from accessing businesses and they will stop passing through there.*
 - *Some would like Staff to consider an option with keeping four lanes and only widening sidewalks on the south side of the road.*
 - *Discussion occurred regarding a path through the vacant lot on the south side of Belgrade accessing a new parking lot placed in the rear of the buildings. Max DeMars owns the vacant lot and parking area on the south side and said he'd be open to discussions of selling the property for those purposes. This would increase parking in the area in the direct vicinity of businesses.*
 - *Lee Boulevard:*
 - *Participants were generally supportive of a roundabout at the Lee Boulevard/Belgrade Avenue Intersection. Mayor Dehen mentioned that he would like to see an oblong roundabout that facilitates southbound thru-traffic more than other directions. Angie and Matt mentioned they would speak with other Project Staff.*
 - *City and Project Staff agreed that it was feasible to move the proposed crosswalk from Nicollet Avenue to the path adjacent to the North Mankato Water Treatment Facility just west of Lake Street. Project Staff will work to insert this connection into concepts.*

Appendix E: Steering Committee Meeting Summaries



Belgrade Avenue Corridor Study

North Mankato, Minnesota

Steering Committee Meeting

Wednesday, September 8, 2016

North Mankato Police Annex

5:30 – 6:30 pm

Summary

Attendees:

Name	Title/Agency
Jake Huebsch	Transportation Planner; Mankato Area Planning Organization (MAPO)
Angie Bersaw	Senior Transportation Planner; Bolton & Menk, Inc.
Michael Fischer	City Planner; City of North Mankato
Matt Lassonde	Transportation Planner; Bolton & Menk, Inc.
Tom Hagen	Steering Committee Member
Barb Church	Steering Committee Member
Matthias Leyrer	Steering Committee Member
Jon Hamel	Steering Committee Member
Sheila Skilling	Steering Committee Member

1. Introduction and Roles

- *Agency and Consulting Staff introduced themselves and their affiliation to Steering Committee members and discussed roles in the project.*
- *Staff discussed the role of the Steering Committee in the Project*

2. Presentation

A presentation was given to introduce project goals, relationship to the Belgrade Master Plan efforts, status of the corridor study, existing conditions on Belgrade Avenue, schedule, and next steps.

The following materials were provided to Steering Committee members for discussion of existing conditions:

- *Maps:*
 - *Access Inventory*
 - *Parking Assessment*
 - *Traffic Operations*
 - *Crash History*
 - *Pedestrian and Bicycle Connections*
 - *Land Use*
 - *Transit*
- *Project Schedule*

- *Project Handout (This included: general project information, contact information, website location)*

3. Steering Committee Discussion with Staff

Staff led a discussion with committee members to identify answers to the following overarching questions:

- *What are your primary transportation concerns with Belgrade Avenue?*
- *What do you want to achieve with improvements to Belgrade Avenue?*

The following is a summary of the discussion between staff and committee participants:

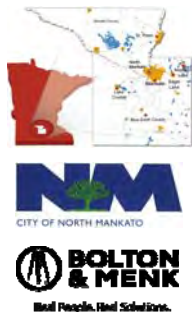
- *One member discussed the significance of ambience along the corridor that has been a part of several discussions in many previous planning efforts. He suggested that changes to the corridor will need to keep this in mind in regards to roadway design. Angie mentioned that streetscaping will be a consideration in our roadway design alternatives.*
- *One participant would like to see commercial development spread further west along Belgrade rather than clustering it at the eastern edge of the corridor near the Veteran's Memorial Bridge.*
- *Several participants suggested that they would like to see slower traffic along Belgrade, specifically within the Central Business District (CBD). Staff suggested there are measures that can be implemented in streetscape design that can cause drivers to slow down. Measures include sidewalk bumpouts, narrower lanes, parking configurations, etc. Staff confirmed that several methods could be explored in concept alternative development. One participant suggested that the Veteran's Memorial Bridge is designed like a highway and that encourages drivers to exceed the speed limit through the CBD.*
- *There was some discussion regarding lane configuration downtown. Matt suggested that the removal of one lane in the four lane section at the 200 Block has been a discussion topic in many previous Belgrade Master Plan meetings. Angie asked whether participants would like to see wider sidewalks, increased on-street parking, or other infrastructure if more space becomes available at the road sides. Some suggested they would like to see wider sidewalks along the 200 Block of Belgrade to accommodate patio dining at restaurants and increased pedestrian movement. Alternative parking measures were also discussed such as angled parking in front of the south side businesses or parking on both sides of the street. Staff confirmed that several options would be considered during concept alternative development.*
- *A participant suggested that cameras located at key locations in Mankato have been quite beneficial for traffic accident and other purposes and recommended that consulting staff consider integrating this into design.*
- *Participants began discussing the adequacy of parking resources along the corridor. One participant mentioned that previous studies suggested that there is a perceived shortage of parking resources along the corridor. Matt confirmed that several studies do state that the shortage is perceived. One participant recommended additional lighting on side streets to make on-street parking there seem more inviting and safe. This would perhaps encourage patrons to park there and remove some of the strain on other parking resources and assist with ending the perception of a parking shortage. Wayfinding signage to parking was also discussed as a tool to solve parking perceptions.*
- *The general opinion of the group was that pedestrian/bicycle crossings are unsafe in most locations as vehicles speed and ignore stop signs. Matt asked the group if pedestrians could be accountable for also not following the rules of the road.*

Participants suggested that bicyclists are often seen failing to exercise appropriate roadway conduct while riding, also running stop signs and getting into traffic which was seen as problematic along the corridor. Matt and Angie described Nicollet Avenue as a designated bike route per the City's complete streets policy along with Sherman Street and Center Street. One participant asked how these were marked and suggested that "sharrows" are not good means of marking a designated on-road bike path. Participants suggested a stop sign at Sherman to accommodate the existing on-road path.

- Another concern with pedestrian access was identified in the 200 Block. Participants identified the block as very long and not easy to cross. The crossing at Range Street is a far distance from most public parking.*
- Participants inquired about transit routes and the general future of transit in North Mankato. Jake mentioned that the MAPO already has a planning effort in the works to study the transit system and identify any potential changes.*
- Traffic control measures were discussed for various intersections. The southbound ramp on 169 was discussed and participants inquired to the feasibility of a roundabout option in that location. Matt mentioned that the City requested a high level design to assess the potential geometric fit for a roundabout but discussions have not moved forward from there. Angie and Matt discussed that a future Intersection Control Evaluation (ICE) study will be taking place and will explore multiple possibilities. Some inquired about the potential for a mini-roundabout at the Range/Belgrade intersection to improve potential delays and pedestrian movements. Angie suggested that participants view an informational video prepared for the City of Shakopee to see how mini-roundabouts operate. Angie suggested that many possibilities would be explored through concept development.*
- One participant suggested that the gas station and the bank drive through are vehicle focused businesses and cause a lot of traffic in the area. Angie said access modifications will be looked at closely in the CBD but noted that discussions with individual businesses would also need to occur to make sure proposed changes, if any, would work with their business operations.*

4. Next Steps

- a. Development & Evaluation of Alternatives—October 2016 to January 2017**
- b. Future Traffic Analysis—November to December 2016**
- c. Downtown Plan Steering Committee Meeting #2—November 2016**
- d. Public Open House #1—December 2016**



Belgrade Avenue Corridor Study & Belgrade Avenue Master Plan North Mankato, Minnesota Steering Committee Meeting

**January 19th, 2017
North Mankato Police Annex
6:00 to 7:30 pm**

Summary

Attendees:

Name	Title/Agency
Jake Huebsch	Transportation Planner; Mankato Area Planning Organization (MAPO)
Angie Bersaw	Senior Transportation Planner; Bolton & Menk, Inc.
Michael Fischer	City Planner; City of North Mankato
Matt Lassonde	Transportation Planner; Bolton & Menk, Inc.
Courtney Kietzer	Planning Analyst, City of North Mankato
Randy Zellmer	Committee Chair
Megan Flanagan	City Center Partnership
Linda Myron	Committee Member
Lynn Schreiner	Committee Member
Barb Church	Committee Member
Jon Hammel	Committee Member
Matthias Leyrer	Committee Member
Sheila Skilling	Committee Member
Tom Hagen	Committee Member
Tom Bohrer	Committee Member

1. Welcome and Introductions

2. Belgrade Master Plan Updates

- *Matt opened discussion with the proposed revisions to the Belgrade Master Plan - Section 4.6 Historic Preservation and Design Guidelines. Tom H. raised concerns he had with the language in the section referring to the City using the Planning Commission as the authority on historic preservation instead of a historic preservation commission.*
- *Courtney gave a brief rundown of the Design Guideline Document Updates. All agreed that the guidelines were done well and conveyed the right message. However, Jon H. questioned the*

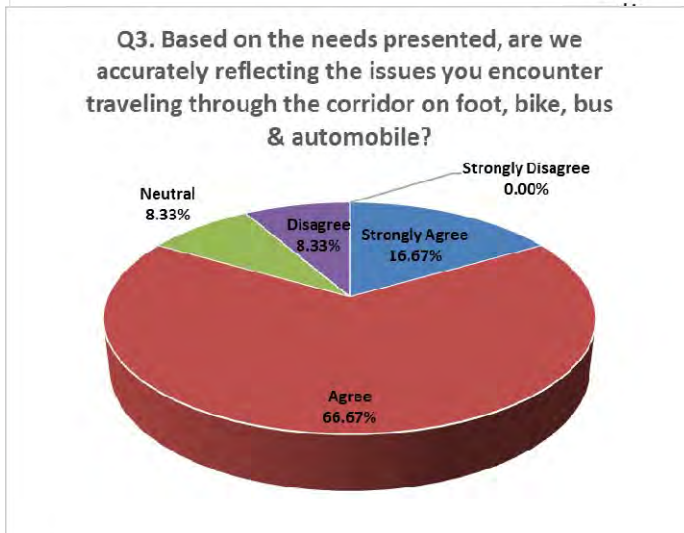
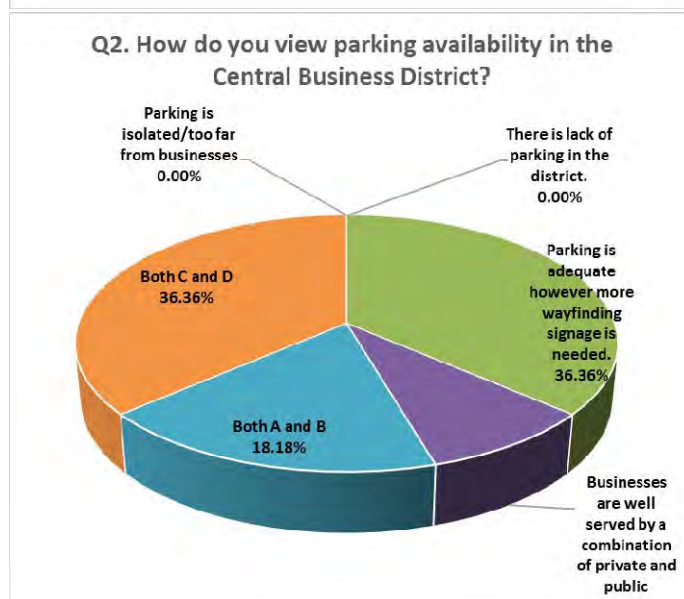
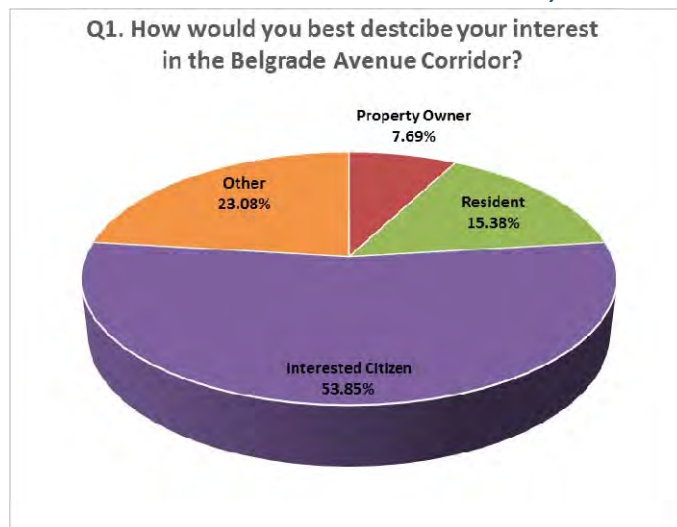
City's ability to enforce the guidelines as policy. Tom H. and others encouraged Project Staff to work with the City to change the language.

- *Matt said that he would work with City Staff and Project Partners to find a suitable solutions to the concerns. Several potential courses of action were discussed including moving forward with finalizing an inventory of historic resources begun by Courtney K. and involving the State Historic Preservation Office in the process for guidance on action to take. Matt reassured the group that this would be resolved.*

3. Belgrade Corridor Study Updates Presentation

- *The following materials were presented to Steering Committee members for discussion:*
 - *Study Progress*
 - *Brief review of existing conditions:*
 - *Access Inventory*
 - *Parking Assessment*
 - *Traffic Operations*
 - *Crash History*
 - *Pedestrian and Bicycle Connections*
 - *Land Use*
 - *Transit*
 - *Study Goals*
 - *Range of Concept Alternatives including:*
 - *Improvements from Lee Boulevard to Lake Street*
 - *The addition of bumpouts to the following intersections:*
 - *Cornelia Street*
 - *Sherman Street*
 - *Center Street*
 - *Cross Street*
 - *200 Block Concepts including:*
 - *4-lane option with added bumpouts*
 - *3-lane options with mini roundabout at the Range/Belgrade intersection and access closures at Circle Inn (adjacent to Wall St) and public parking lot (adjacent to Range St). The 3-lane option would provide extended sidewalk widths and space for streetscape amenities and potential patio opportunities for businesses. This option would also include one of the following variations of the Wall Street, Nicollet Avenue, USTH 169 SB Ramp intersections:*
 - *Dedicated WB turn-lane onto Nicollet from Belgrade.*
 - *Extended median past Wall Street to provide pedestrian refuge for mid-block crossing. This would prevent traffic from turning left onto Nicollet and Wall Street.*
 - *Maintained existing median preventing left hand turns onto Nicollet Avenue.*
 - *Roundabout at USTH 169 providing traffic calming conditions for traffic entering the downtown from the Veteran's Memorial Bridge. This option would maintain a similar median preventing left turns onto Nicollet as exists*

today.



the Downtown. All participants found this important.

○ Throughout the presentation, several questions were presented to the committee through polling software. The following represents the questions presented and the responses received:

○ Question 1 assessed the interests of those

attending the meeting. Most members of the Steering Committee are Interested Citizens.

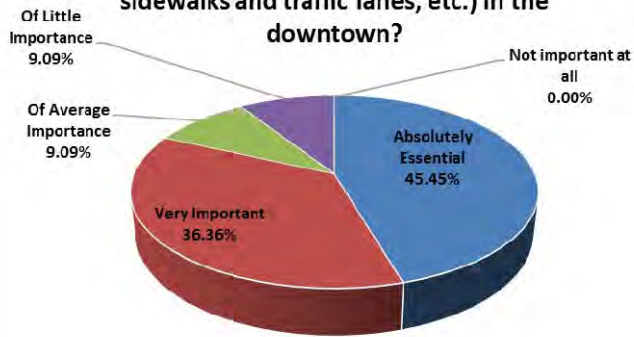
○ Question 2 assessed the groups views on parking availability in the district. Most believed that the district is well served by parking but would benefit from wayfinding signage.

○ Question 3 asked if the group thought the study accurately reflects the issues on the corridor. The vast majority agreed that it did.

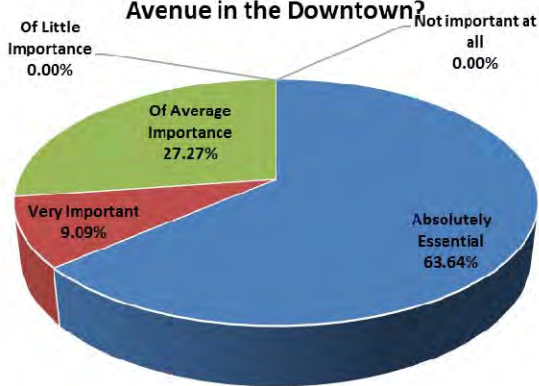
○ Question 4 asked the importance of improved pedestrian facilities. Most (90%) favored improved pedestrian facilities.

○ Question 5 asked about the importance of crossings of Belgrade in

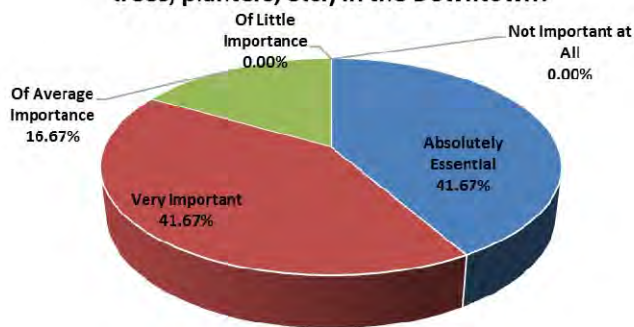
Q4. In your opinion, how important is it to improve pedestrian facilities (i.e. wider sidewalks, increased buffer area between sidewalks and traffic lanes, etc.) in the downtown?



Q5. In your opinion, how important is it to improve pedestrian crossings of Belgrade Avenue in the Downtown?



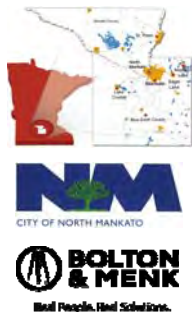
Q6. In your opinion, how important is it to provide additional streetscape amenities (i.e. outdoor seating/patio space for businesses, trees, planters, etc.) in the Downtown?



- Question 6 asked about the importance of streetscape amenities. Most placed high importance on additional streetscape amenities.

4. Next Steps

- Project Staff explained next steps and upcoming meetings asking the commission to attend and assist with asking questions to the general public.
 - a. Next Steering Committee Meeting – February/March
 - b. Upcoming Open Houses:
 - i. January 26, 5:30pm to 7:30pm
 - ii. January 28, 10:00am to 11:30am



Belgrade Avenue Corridor Study & Belgrade Avenue Master Plan North Mankato, Minnesota Steering Committee Meeting

**April 25th, 2017
North Mankato City Hall
6:00 to 7:30 pm**

Summary

Attendees:

Name	Title/Agency
Angie Bersaw	Senior Transportation Planner; Bolton & Menk, Inc.
Michael Fischer	City Planner; City of North Mankato
Matt Lassonde	Transportation Planner; Bolton & Menk, Inc.
Randy Zellmer	Committee Chair
Linda Myron	Committee Member
Barb Church	Committee Member
Matthias Leyrer	Committee Member
Tom Hagen	Committee Member
Chris Person	Committee Member

1. Matt and Angie presented the results of the Open House Meetings and the Business on Belgrade Meetings as well as the draft study recommendations to the Steering Committee Group.
2. The group then discussed the status of the Corridor Study and Next Steps. The following outlines the ensuing discussion:
 - a. All in attendance were asked to review the proposed Belgrade Avenue Master Plan before completing the Belgrade Avenue Corridor Study.
 - b. All participants agreed that the two efforts need a stronger link with language incorporated in both plans linking them. It was discussed that, when drafting the Corridor Study for 200 – 500 blocks of Belgrade, the study would incorporate proposals that align with the Belgrade Master Plan.
 - c. Angie and Matt initially identified timeframes from implementation and the group didn't feel that this fit with the project recommendations. The committee suggested we do away with Priority identification in years. Concern being, a bulk of what is proposed is in the 6 – 20 year category, with likelihood little will actually be implemented.
 - d. The Steering Committee Chair, Randy Zellmer, suggested, and the group agreed, that the Belgrade Avenue Corridor Study should represent the views of those who participated while avoiding allowing those with negative thoughts to control the plan. Those present

at the open houses agreed that they didn't experienced the same negative views at the open houses for the Master Plan.

- e. The group was in approval of proposing some temporary trials as has been done in the Riverfront Drive Corridor Study in the Mankato Old Town area thinking that maybe people will have a different view after a trial run.
- f. A preference from the group was to request the presentation to the City Council be at a Work Session to allow more time to present and discuss both studies.
- g. The group would like to wrap up the planning efforts before summer stating "It has been over a year for the Master Plan. It would be nice to bring to an end before summer, when folk's priorities shift to summer activities."

Appendix F: Public Comment Web Application Results Summary

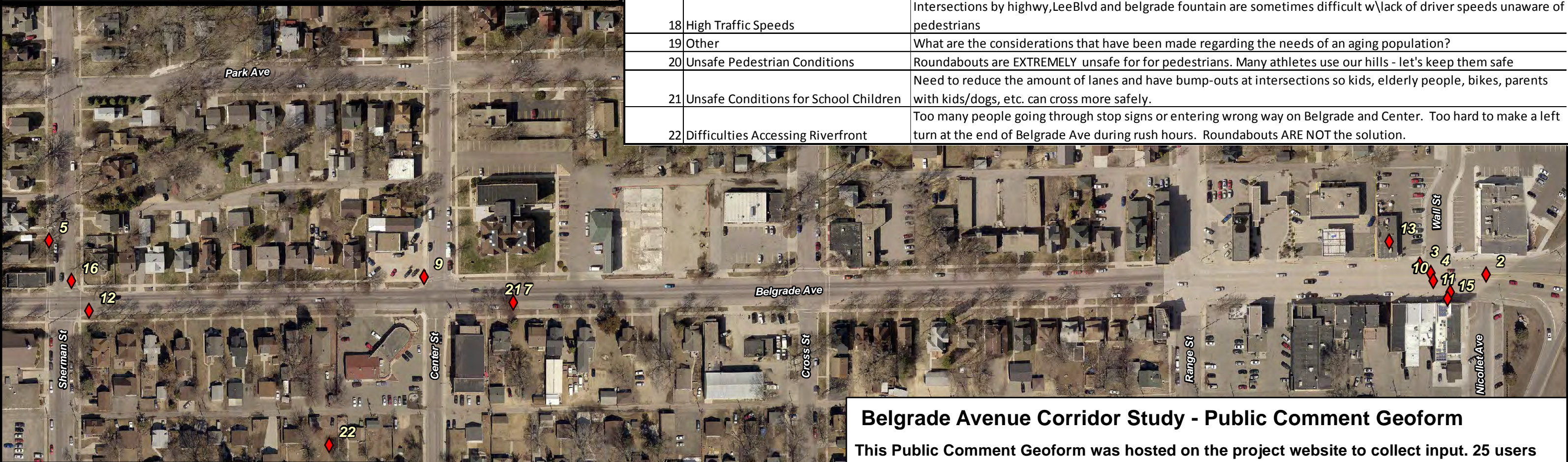


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Real People. Real Solutions.





Lee Boulevard Intersection Area



Sherman Street to Nicollet Avenue

ID	Problem Areas	Comments
1	Unsafe Driving Conditions	Left turns onto Lee Boulevard from Belgrade are unsafe at peak traffic times. This will cause delays and force drivers to drive into heavy oncoming traffic.
2	Other	The inability to take a left turn here is problematic and has repercussions extending throughout the CBD. This causes unwanted traffic flow through the alley and Frandsen/Nakato Parking Lots.
3	Lack of Pedestrian Crossings	
4	Difficulties Accessing Riverfront	Hard to get onto Belgrade from Wall street
5	Other	There needs to be a bike lane, or no cars parked on the side of the road
6	Unsafe Driving Conditions	bicycles should NOT be on the streets, thry DO NOT obey street signs (ie: running stop signs) riding 2 to 6 wide taking up the whole lane and holding up traffic, this is the worst idea ever. then forcing the tax payer to pay for unused hike/bike trails
7	Difficulties Accessing Riverfront	Cars at the four way stop sign on Belgrade either don't come to a complete stop or don't take their turn at the intersection- creating problems and an unsafe intersection.
8	Unsafe Pedestrian Conditions	Crossing Lee Blvd at the bottom of the hill is extremely dangerous. It's also dangerous crossing Belgrade Ave. at the intersection of Lee Blvd and Belgrade Ave. Drivers speed and do not give pedestrians or bicyclists the opportunity to cross.
9	High Traffic Speeds	The entire Belgrade should be pedistrian-centric- currently car-centric.
10	Lack of Pedestrian Crossings	As a pedestrian, I generally feel unsafe crossing Belgrade in morning and evening rush hours. Also, there is not a good place to cross Belgrade at the Circle Inn/Marigold Building corner.
11	Inadequate Parking	I seldom shop there because I don't see safe places to park. Parallel parking is just too risky with the traffice.
12	Lighting	When walking alone Belgrade much of the block is dark except for the corner
13	Inadequate Parking	Need more
14	Lack of Pedestrian Crossings	and some street intersections in lower north have no stop or yield signs.
15	Inadequate Parking	
16	Traffic Delay	
17	Trail and Sidewalk Gaps	Having a painted cycling lane from veteran's memorial bridge to lookout drive would be great for connecting existing cycling routes. The lanes on broad street in Mankato are a fantastic example.
18	High Traffic Speeds	Intersections by highway, Lee Blvd and belgrade fountain are sometimes difficult w\lack of driver speeds unaware of pedestrians
19	Other	What are the considerations that have been made regarding the needs of an aging population?
20	Unsafe Pedestrian Conditions	Roundabouts are EXTREMELY unsafe for for pedestrians. Many athletes use our hills - let's keep them safe
21	Unsafe Conditions for School Children	Need to reduce the amount of lanes and have bump-outs at intersections so kids, elderly people, bikes, parents with kids/dogs, etc. can cross more safely.
22	Difficulties Accessing Riverfront	Too many people going through stop signs or entering wrong way on Belgrade and Center. Too hard to make a left turn at the end of Belgrade Ave during rush hours. Roundabouts ARE NOT the solution.

Belgrade Avenue Corridor Study - Public Comment Geoform

This Public Comment Geoform was hosted on the project website to collect input. 25 users responded throughout the study process. Each location corresponds with a concern identified in the table above.

Appendix G: Existing Traffic Conditions Technical Memorandum



MEMORANDUM

Date: September 19, 2016
To: Paul Vogel
From: Ross B. Tillman, P.E.
Kelsey E. Retherford, E.I.T.
Subject: Existing Traffic Conditions
Belgrade Avenue Corridor Study
City of Northern Mankato, MN
Project No.: T42.111862

Introduction

The Mankato/North Mankato Area Planning Organization in cooperation with the City of North Mankato have requested a corridor study along Belgrade Avenue from Lee Boulevard to TH 169 North Ramp. Belgrade Avenue is located along the southern edge of the City of Northern Mankato. This memorandum provides a summary of the existing conditions as a baseline to understand the needs and potential solutions.

Data Collection

13-hour turning movement counts were completed at the intersections analyzed in May of 2016. The AM peak hour was found to be from 7:15-8:15am and the PM peak hour was found to be from 5:00-6:00pm. The existing traffic volumes are shown in **Figure 1** of **Appendix A**.

Existing Conditions

Belgrade Avenue is a two lane undivided roadway from Lee Boulevard to Range Street, four lane undivided roadway from Range Street to Nicollet Avenue and a four lane divided roadway from Nicollet Avenue to east of the TH 169 North Ramps. The intersections of Belgrade Avenue at the TH 169 North and South Ramps are signalized. The intersections of Belgrade at Range Street and Center Street are all way stop controlled. Belgrade Avenue at Sherman Street and Belgrade Avenue at Lake Street are side street stop controlled with Belgrade Avenue having the right of way. The intersection of Belgrade Ave at Lee Boulevard is side street stop controlled with Lee Boulevard having the right of way.

The speed limit on roadways throughout the project area is 30 MPH. TH 169 is classified as a Principal Arterial. Belgrade Avenue and Lee Boulevard are classified as Minor Arterials. North of Belgrade Avenue Range Street is classified as a Major Collector. Center Street and Lake Street north of Belgrade Avenue are classified as a Minor Collector. All other roadways are classified as Local roadways.

Safety Analysis

A crash review was completed using the Minnesota Crash Mapping Analysis Tool (MnCMAT) for the previous five years (2010-2014). MnDOT uses a comparison of the crash rate and the critical rate when

determining whether or not there is a safety issue at an intersection. The 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 of the expected, normal range. The critical index reports the magnitude of this difference and a critical index of less than one shows that the intersection is operating within the normal range.

Table 1 shows the critical index comparing the total number of crashes and the critical index for the amount of fatal and serious injury crashes at each intersection analyzed.

Table 1. Intersection Crash Indices

Intersection	Total Crash Critical Index	Fatal & Serious Injury Crash Critical Index
Belgrade Avenue at TH 169 North Ramp	0.32	-
Belgrade Avenue at TH 169 South Ramp	0.53	0.86
Belgrade Avenue at Range Street	0.6	-
Belgrade Avenue at Center Street	0.35	-
Belgrade Avenue at Sherman Street	0.88	1.26
Belgrade Avenue at Lake Street	0.47	-
Belgrade Avenue at Lee Boulevard	0.68	-

All intersections have a total crash critical index less than one showing that the number of crashes reported at each of the intersections between 2010 and 2014 is within the normal range. However when analyzing the number of fatal and serious injury crashes reported at each intersection it was found the intersection of Belgrade Avenue at Sherman Street is experiencing a higher than usual number compared to similar intersections statewide.

Table 2 below summarizes the crashes reported at the intersection of Belgrade Avenue at Sherman Street from 2010 to 2014. There were a total of 6 reported crashes.

Table 2. Crash Type and Severity at Belgrade Avenue at Sherman Street

Crash Type	Incapacitating Injury	Possible Injury	Property Damage
Right Angle	-	1	2
Rear End	-	-	1
Pedestrian	1	-	-
Head On	-	-	1

Due to the low volume at this intersection having an incapacitating injury crash is what caused this intersection to operate outside the normal range compared to similar intersection for fatal and serious injury crashes. Additionally with a total crash critical index of 0.88, if there had been one more crash reported over the five year period analyzed this intersection would also be operating outside the normal range for total crashes.

At the intersection of Belgrade Avenue at TH 169 North Ramps there were 13 crashes reported. **Table 3** below summarizes the crashes.

Table 3. Crash Type and Severity at Belgrade Avenue at TH 169 North Ramps

Crash Type	Possible Injury	Property Damage
Rear End	1	3
Right Angle	3	1
Sideswipe Passing	-	3
Left Turn	-	1
Ran off Road	-	1

At the intersection of Belgrade Avenue at TH 169 North Ramps rear end and right angle crashes were the most common types of crashes. One of the rear end crashes and three of the right angle crashes resulted in possible injury crashes. All other crashes at the intersection were property damage only crashes.

At the intersection of Belgrade Avenue at TH 169 South Ramps there were 14 crashes reported. **Table 4** below summarizes the crashes.

Table 4. Crash Type and Severity at Belgrade Avenue at TH 169 South Ramps

Crash Type	Incapacitating Injury	Possible Injury	Property Damage
Rear End	1	1	5
Right Angle	-	-	3
Sideswipe Passing	-	-	1
Left Turn	-	-	2
Ran off Road	-	-	1

At the intersection of Belgrade Avenue at TH 169 South Ramps rear end crashes were the most common types of crash. One of the rear end crashes resulted in an incapacitating injury, one was a possible injury crash and the other five were property damage only crashes. All other crashes at the intersection were property damage only crashes.

At the intersection of Belgrade Avenue at Range Street there were 8 crashes reported. **Table 5** below summarizes the crashes.

Table 5. Crash Type and Severity at Belgrade Avenue at Range Street

Crash Type	Non-Incapacitating Injury	Possible Injury	Property Damage
Rear End	-	1	3
Right Angle	-	1	1
Sideswipe Passing	-	-	1
Pedestrian	1	-	-

Rear end crashes were the most common at the intersection of Belgrade Avenue at Range Street. Three of the rear end crashes were property damage only crashes and one was a possible injury crash. There were two right angle crashes, one sideswipe crash and a pedestrian crash that resulted in a non-incapacitating injury.

At the intersections of Belgrade Avenue with Center Street, Lake Street, and Lee Boulevard there were seven or less reported crashes between 2010 and 2014. At Center Street there were two rear end crashes, one sideswipe passing, and one left turn crash. One of the rear end crashes was a possible injury crash. The other three crashes reported at Center Street were property damage only crashes. At Lake Street there were two pedestrian crashes with one resulting in a non-incapacitating injury and the other was a possible injury crash. There was a property damage only crash from a vehicle who ran off the road at Lake Street. At the intersection of Belgrade Avenue at Lee Boulevard there were four right angle crashes with two resulting in possible injury crashes and two were property damage only crashes. There was also a head on, sideswipe opposing, and a sideswipe passing crash that were all property damage only crashes. The intersection crash rate worksheets are included in **Appendix B**.

Segment Crashes

A crash analysis was also completed along Belgrade Avenue to analyze non-intersection related crashes along the corridor from 2010 to 2014. All of the segment crashes were property damage only crashes.

Table 6 below shows the types of crashes reported along Belgrade Avenue.

Table 6. Belgrade Avenue Segment Crashes

Location	Crash Type
Lee Blvd to S Lake St	2-Sideswipe Passing, 3-Ran Off Road
S Lake St to Center St	1-Rear End
Center St to Nicollet Ave	1-Parking Related Crash
Nicollet Ave to TH 14	No Reported Crashes

There were two sideswipe passing crashes and three crashes from vehicles driving off the roadway between Lee Boulevard and South Lake Street. There was one rear end crash reported between South Lake Street and Center Street and one crash between Center Street and Nicollet Avenue from a car backing up into a parked car.

Existing Operational Analysis

A level of service (LOS) analysis of the peak hours was completed using the existing turning movement counts in SimTraffic. The LOS results are based on average delay per vehicle as calculated by the 2010 Highway Capacity Manual (HCM), which defines the level of service, based on control delay. Control delay is the delay experienced by vehicles slowing down as they are approaching the intersection, the wait time at the intersection, and the time for the vehicle to speed up through the intersection and enter into the traffic stream. The average intersection control delay is a volume weighted average of delay experienced by all motorists entering the intersection on all intersection approaches. Intersections and each intersection approach are given a ranking from LOS A through LOS F. LOS A indicates the best traffic operation, with vehicles experiencing minimal delays. LOS A through D is generally perceived to be acceptable to drivers. LOS E indicates that an intersection is operating at, or very near, its capacity and that drivers experience considerable delays. LOS F indicates an intersection where demand exceeds capacity and drivers experience substantial delays. **Table 7** includes the results of the existing traffic analysis.

Table 7 - Existing (2016) Traffic Operations Analysis

Traffic Control Scenario	Peak Hour	Intersection Delay*- LOS		Maximum Delay- LOS**		Limiting Movement ***	Max Approach Queue		
							Direction	Average Queue (ft)	Max Queue (ft) ****
NB TH 169 Ramp at Belgrade Ave <i>Signalized Intersection</i>	AM	4	A	14	B	NBL	WBT	44	109
	PM	5	A	16	B	NBL	WBT	99	190
SB TH 169 Ramp at Belgrade Ave <i>Signalized Intersection</i>	AM	11	B	21	C	SBL	WBL	72	129
	PM	11	B	25	C	SBL	WBL	123	225
Range St at Belgrade Ave <i>All-Way Stop Controlled</i>	AM	7	A	9	A	EBT	EBL/T	45	71
	PM	8	A	10	B	WBL/EBT	WBL	83	145
Center St at Belgrade Ave <i>All-Way Stop Controlled</i>	AM	7	A	9	A	WBT	EBL/T	41	74
	PM	8	A	10	A	WBT	WBT	54	86
Sherman St at Belgrade Ave <i>Side-Street Stop Controlled</i>	AM	3	A	8	A	SBT	SBL/T/R	38	62
	PM	3	A	9	A	SBL	SBL/T/R	35	60
Lake St at Belgrade Ave <i>Side-Street Stop Controlled</i>	AM	2	A	6	A	SBL	SBL/R	23	43
	PM	2	A	8	A	SBL	EBL/T	17	50
Lee Blvd at Belgrade Ave <i>Side-Street Stop Controlled</i>	AM	4	A	40	E	WBL	SBL	38	93
	PM	4	A	25	D	WBL	SBL	45	97

*Delay in seconds per vehicle

**Maximum delay and LOS on any approach and/or movement

***Limiting Movement is the highest delay approach.

****Max Queue refers to the 95% Queue (Passenger car stored length = 25 ft, Heavy vehicle stored length = 45 ft)

- Intersection delay is acceptable with LOS B or better at all of the intersections during both peak hours.
- The limiting movement operates with LOS E during the AM peak hour at the intersections of Lee Boulevard at Belgrade Avenue and LOS D during the PM peak hour.
- Queue Lengths
 - Belgrade Avenue at Range Street
 - The westbound left average queue extends beyond the American Legion and Frandsen Bank driveway

Tables C1 and C2 in Appendix C show the existing delay and queue lengths for each movement at all of the intersections analyzed.

Appendix A: Turning Movement Counts

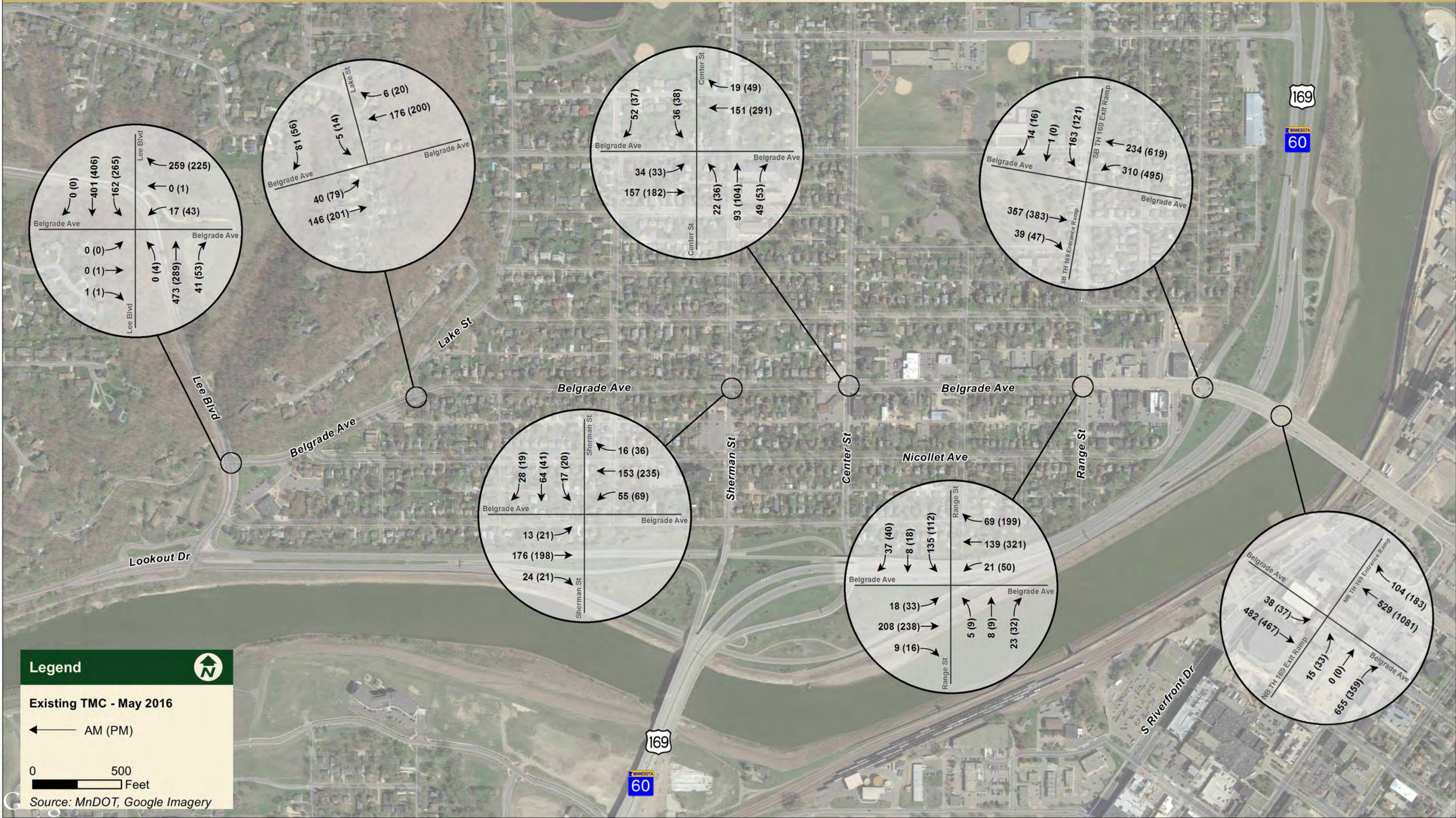


Belgrade Avenue Corridor Study

Mankato/North Mankato Area Planning Organization

Existing (May 2016) Turning Movement Counts

July 2016



Appendix B: Intersection Crash Rates

Intersection Safety Screening

Intersection: Belgrade Avenue at NB TH 169 Ramps



Crash Data, 2010-2014

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	0
Possible Injury	4
Property Damage	9
Total Crashes	13

Intersection Characteristics	
Entering Volume	21,400
Traffic Control	Signals
Environment	Suburban
Speed Limit	30 mph

Annual crash cost = \$78,120

Statewide Comparison

Signals: high volume, low speed

Total Crash Rate	
Observed	0.33
Critical Rate	1.04
Critical Index	0.32

Fatal & Serious Injury Crash Rate	
Observed	0.00
Critical Rate	3.72
Critical Index	0.00

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 0.33 per MEV; this is 68% below the critical rate. Based on similar statewide intersections, an additional 28 crashes over the five years would indicate this intersection operates outside the 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 Safety Screening

Intersection: Belgrade Avenue at SB TH 169 Ramps



Crash Data, 2010-2014

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	1
Non-incapacitating Injury	0
Possible Injury	1
Property Damage	12
Total Crashes	14

Intersection Characteristics	
Entering Volume	15,600
Traffic Control	Signals
Environment	Suburban
Speed Limit	30 mph

Annual crash cost = \$143,960

Statewide Comparison

Signals: low volume, low speed

Total Crash Rate	
Observed	0.49
Critical Rate	0.92
Critical Index	0.53

Fatal & Serious Injury Crash Rate	
Observed	3.51
Critical Rate	4.06
Critical Index	0.86

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 0.49 per MEV; this is 47% below the critical rate. Based on similar statewide intersections, an additional 13 crashes over the five years would indicate this intersection operates outside the normal range.

The observed fatal and serious injury crash rate for this period is 3.51 per 100 MEV; this is 14% below the critical rate. The intersection operates within the normal range.

Intersection Safety Screening

Intersection: Belgrade Avenue at Range Street



Crash Data, 2010-2014

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	1
Possible Injury	2
Property Damage	5
Total Crashes	8

Intersection Characteristics	
Entering Volume	10,300
Traffic Control	All stop
Environment	Suburban
Speed Limit	30 mph

Annual crash cost = \$71,800

Statewide Comparison

All Way Stop

Total Crash Rate	
Observed	0.43
Critical Rate	0.71
Critical Index	0.60

Fatal & Serious Injury Crash Rate	
Observed	0.00
Critical Rate	5.02
Critical Index	0.00

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 0.43 per MEV; this is 40% below the critical rate. Based on similar statewide intersections, an additional 6 crashes over the five years would indicate this intersection operates outside the 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 Safety Screening

Intersection: Belgrade Avenue at Center Street



Crash Data, 2010-2014

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	0
Possible Injury	1
Property Damage	3
Total Crashes	4

Intersection Characteristics	
Entering Volume	8,200
Traffic Control	All stop
Environment	Suburban
Speed Limit	30 mph

Annual crash cost = \$20,640

Statewide Comparison

All Way Stop

Total Crash Rate	
Observed	0.27
Critical Rate	0.76
Critical Index	0.35

Fatal & Serious Injury Crash Rate	
Observed	0.00
Critical Rate	5.93
Critical Index	0.00

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 0.27 per MEV; this is 65% below the critical rate. Based on similar statewide intersections, an additional 8 crashes over the five years would indicate this intersection operates outside the 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 Safety Screening

Intersection: Belgrade Avenue at Sherman Street



Crash Data, 2010-2014

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	1
Non-incapacitating Injury	0
Possible Injury	1
Property Damage	4
Total Crashes	6

Intersection Characteristics	
Entering Volume	7,000
Traffic Control	Thru / stop
Environment	Suburban
Speed Limit	30 mph

Annual crash cost = \$132,120

Statewide Comparison

Urban Thru / Stop

Total Crash Rate	
Observed	0.47
Critical Rate	0.53
Critical Index	0.88

Fatal & Serious Injury Crash Rate	
Observed	7.82
Critical Rate	6.21
Critical Index	1.26

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 0.47 per MEV; this is 12% below the critical rate. Based on similar statewide intersections, an additional 1 crashes over the five years would indicate this intersection operates outside the normal range.

The observed fatal and serious injury crash rate for this period is 7.82 per 100 MEV; this is 1.3 times the critical rate.

Intersection Safety Screening

Intersection: Belgrade Avenue at Lake Street



Crash Data, 2010-2014

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	1
Possible Injury	1
Property Damage	1
Total Crashes	3

Intersection Characteristics	
Entering Volume	6,250
Traffic Control	Thru / stop
Environment	Suburban
Speed Limit	30 mph

Annual crash cost = \$49,680

Statewide Comparison

Urban Thru / Stop

Total Crash Rate	
Observed	0.26
Critical Rate	0.56
Critical Index	0.47

Fatal & Serious Injury Crash Rate	
Observed	0.00
Critical Rate	6.80
Critical Index	0.00

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 0.26 per MEV; this is 53% below the critical rate. Based on similar statewide intersections, an additional 4 crashes over the five years would indicate this intersection operates outside the 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 Safety Screening

Intersection: Belgrade Avenue at Lee Street



Crash Data, 2010-2014

Crashes by Crash Severity	
Fatal	0
Incapacitating Injury	0
Non-incapacitating Injury	0
Possible Injury	2
Property Damage	5
Total Crashes	7

Intersection Characteristics	
Entering Volume	13,450
Traffic Control	Thru / stop
Environment	Suburban
Speed Limit	30 mph

Annual crash cost = \$39,800

Statewide Comparison

Urban Thru / Stop

Total Crash Rate	
Observed	0.29
Critical Rate	0.43
Critical Index	0.68

Fatal & Serious Injury Crash Rate	
Observed	0.00
Critical Rate	3.78
Critical Index	0.00

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 0.29 per MEV; this is 32% below the critical rate. Based on similar statewide intersections, an additional 4 crashes over the five years would indicate this intersection operates outside the 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.

Appendix C: Existing Traffic Operations

Table C1. 2016 Traffic Operational Analysis - Existing Geometry

Traffic Control Scenario	Peak Hour	Intersection Delay*- LOS		Movement Delay (sec/veh)																							
				EBL		EBT		EBR		WBL		WBT		WBR		NBL		NBT		NBR		SBL		SBT		SBR	
NB TH 169 Ramp at Belgrade Ave Signalized Intersection	AM	4	A	5	A	2	A	-		-		3	A	3	A	14	B	0	A	5	A	-		-		-	
	PM	5	A	7	A	3	A	-		-		6	A	4	A	16	B	3	A	5	A	-		-		-	
SB TH 169 Ramp at Belgrade Ave Signalized Intersection	AM	11	B	-		14	B	3	A	9	A	4	A	-		-		-		-		21	C	16	B	2	A
	PM	11	B	-		17	B	4	A	12	B	4	A	-		-		-		-		25	C	0	A	2	A
Range St at Belgrade Ave All-Way Stop Controlled	AM	7	A	7	A	9	A	5	A	6	A	7	A	4	A	5	A	7	A	3	A	6	A	9	A	4	A
	PM	8	A	9	A	10	A	7	A	10	B	10	A	6	A	5	A	7	A	4	A	7	A	9	A	5	A
Center St at Belgrade Ave All-Way Stop Controlled	AM	7	A	7	A	7	A	-		-		9	A	6	A	5	A	8	A	5	A	6	A	-		4	A
	PM	8	A	6	A	8	A	-		-		10	A	6	A	5	A	9	A	5	A	6	A	-		4	A
Sherman St at Belgrade Ave Side-Street Stop Controlled	AM	3	A	3	A	1	A	1	A	4	A	2	A	2	A	-		-		-		7	A	8	A	4	A
	PM	3	A	4	A	2	A	1	A	5	A	3	A	3	A	-		-		-		8	A	9	A	4	A
Lake St at Belgrade Ave Side-Street Stop Controlled	AM	2	A	3	A	1	A	-		-		1	A	1	A	-		-		-		6	A	-		3	A
	PM	2	A	4	A	1	A	-		-		1	A	1	A	-		-		-		8	A	-		3	A
Lee Blvd at Belgrade Ave Side-Street Stop Controlled	AM	4	A	0	A	0	A	18	C	40	E	0	A	2	A	0	A	6	A	7	A	9	A	1	A	0	A
	PM	4	A	0	A	13	B	4	A	25	D	2	A	2	A	7	A	6	A	6	A	6	A	1	A	0	A

*Delay in seconds per vehicle

Table C2. 2016 Peak Hour Queues by Movement - Existing Geometry

Traffic Control Scenario	Peak Hour	Queue Lengths																							
		EBL		EBT		EBR		WBL		WBT		WBR		NBL		NBT		NBR		SBL		SBT		SBR	
		Avg	Max*	Avg	Max*	Avg	Max*	Avg	Max*	Avg	Max*	Avg	Max*	Avg	Max*	Avg	Max*	Avg	Max*	Avg	Max*	Avg	Max*	Avg	Max*
NB TH 169 Ramp at Belgrade Ave <i>Signalized Intersection</i>	AM	9	32	11	52	-		-		44	109	0	0	9	32	9	32	0	0	-		-		-	
	PM	12	42	20	72	-		-		99	190	0	0	21	48	21	48	0	0	-		-		-	
SB TH 169 Ramp at Belgrade Ave <i>Signalized Intersection</i>	AM	-		56	98	0	0	72	129	26	64	-		-		-		-		59	113	59	113	0	0
	PM	-		67	111	1	13	123	225	53	108	-		-		-		-		45	85	45	85	0	0
Range St at Belgrade Ave <i>All-Way Stop Controlled</i>	AM	45	71	45	71	8	30	45	68	45	68	30	57	-		18	46	-		-		36	66	-	
	PM	55	87	55	87	14	41	83	145	83	145	49	83	-		28	51	-		-		35	63	-	
Center St at Belgrade Ave <i>All-Way Stop Controlled</i>	AM	41	74	41	74	-		-		42	67	14	41	17	43	40	67	40	67	23	45	-		23	45
	PM	47	77	47	77	-		-		54	86	26	51	21	45	43	70	43	70	23	44	-		23	44
Sherman St at Belgrade Ave <i>Side-Street Stop Controlled</i>	AM	-		4	25	-		-		9	32	-		-		-		-		-		38	62	-	
	PM	-		8	43	-		-		13	43	-		-		-		-		-		35	60	-	
Lake St at Belgrade Ave <i>Side-Street Stop Controlled</i>	AM	7	33	7	33	-		-		0	0	0	0	-		-		-		23	43	-		23	43
	PM	17	50	17	50	-		-		0	0	0	0	-		-		-		25	46	-		25	46
Lee Blvd at Belgrade Ave <i>Side-Street Stop Controlled</i>	AM	-		0	5	-		10	32	10	32	14	38	0	0	0	4	1	10	38	93	4	50	4	50
	PM	-		2	10	-		19	47	19	47	12	34	2	16	2	16	2	13	45	97	2	26	2	26

*Max Queue refers to the 95% Queue (Passenger car stored length = 25 ft, Heavy vehicle stored length = 45 ft)

Appendix H: Environmental Screening

Environmental Screening Belgrade Ave Corridor Study

SEE Topics	Considerations	Existing Conditions
Water Resources	Effects to water resources. Wetlands that may be impacted by partial or complete filling, excavation or drainage, or severance of water supply	Known Water Resources Locations (Figure 1) <ul style="list-style-type: none"> • The Minnesota River traverses to the east and south of the study area. • The Minnesota River is listed as an Impaired Stream. • No wetlands were located near the study area.
Floodplains	Development encroachments on the 100-year floodplain	Known Floodplains Locations (Figure 1) <ul style="list-style-type: none"> • Flood Hazard Areas are associated with the Minnesota River to the east and south of TH 169. • Study area protected from the 100-year flood by levee or other structure which may be subject to possible failure or overtopping during prolonged floods or high riverstages.
Surface Water Drainage/Water Quality	Effects of drainage modifications. Run-off effects to protected lakes and watercourses	Drainage infrastructure alterations and impervious surface additions may affect the bodies of water.
Wildlife, Threatened and Endangered Species	<ul style="list-style-type: none"> • Unique habitats • Widened section • Federal and state listed threatened and endangered species 	There are no known wildlife, threatened and endangered species in the study area.
Fisheries	<ul style="list-style-type: none"> • Trout streams • Fish migrations • Spawning runs • Unique habitats 	There are no designated trout streams within the study area.
Vegetation	<ul style="list-style-type: none"> • Native plant communities • Landscape vegetation • Functional vegetation • High value vegetation • Hazard trees 	The study area is dominated by developed residential and commercial uses with altered vegetation.

Environmental Screening Belgrade Ave Corridor Study

SEE Topics	Considerations	Existing Conditions
Contaminated Properties	Disturbance of contaminated properties may increase project cost	<p>Known history of contamination in the study area (Figure 2).</p> <ul style="list-style-type: none"> • 1 activity in southwest quadrant of Belgrade Ave. and Nicollet Ave. • 1 activity on north side of Belgrade Ave. at Nicollet Ave. intersection • 1 activity on the north side of Belgrade Ave. between Range St. and Nicollet Ave. mid-block • 2 activities in northeast quadrant of Belgrade Ave. and Range St. intersection • 1 activity in southwest quadrant of Belgrade Ave. and Cross St. intersection • 1 activity in northwest quadrant of Belgrade Ave. and Cross St. intersection • 1 activity on north side of Belgrade Ave. between Center St. and Cross St. mid-block • 1 activity in southeast quadrant of Belgrade Ave. and Center St. intersection • 2 activities in northwest quadrant of Belgrade Ave. and Center St. intersection • 1 activity on west side of Center St. between Belgrade Ave. and Wheeler Ave. mid-block • 1 activity on south side of Belgrade Ave. between Lake St. and South Lake St. mid-block • 1 activity at Belgrade Ave. and Lake St. intersection south side • 1 activity on south side of Belgrade Ave. and Nicollet Ave. intersection <p>More detailed investigations may be recommended for properties with existing/past land uses that may have used hazardous/chemical waste.</p>
Parks and Recreation Areas (Section 4f/6f Resources)	<ul style="list-style-type: none"> • Parks and recreation areas • Land and Water Conservation (LAWCON) funds • Wildlife & waterfowl refuges • Historic sites • Landscapes • Highways • Bridges • Buildings & districts • Wildlife management areas • School playgrounds • Fairgrounds • Public multiple-use land holdings • Public golf courses • Archaeological sites • Wild & scenic rivers 	<p>Known Parks and Recreational Areas (Figure 3)</p> <ul style="list-style-type: none"> • Centennial Park at the northwest corner of Belgrade Ave. and Lake St. and meets the Section 4(f) criteria. • BellTower Apartments at 442 Belgrade Avenue is listed on the National Register of Historic Places and meets the Section 4(f) criteria. • No LAWCON parks identified in the study area. • No Schools identified in the study area.

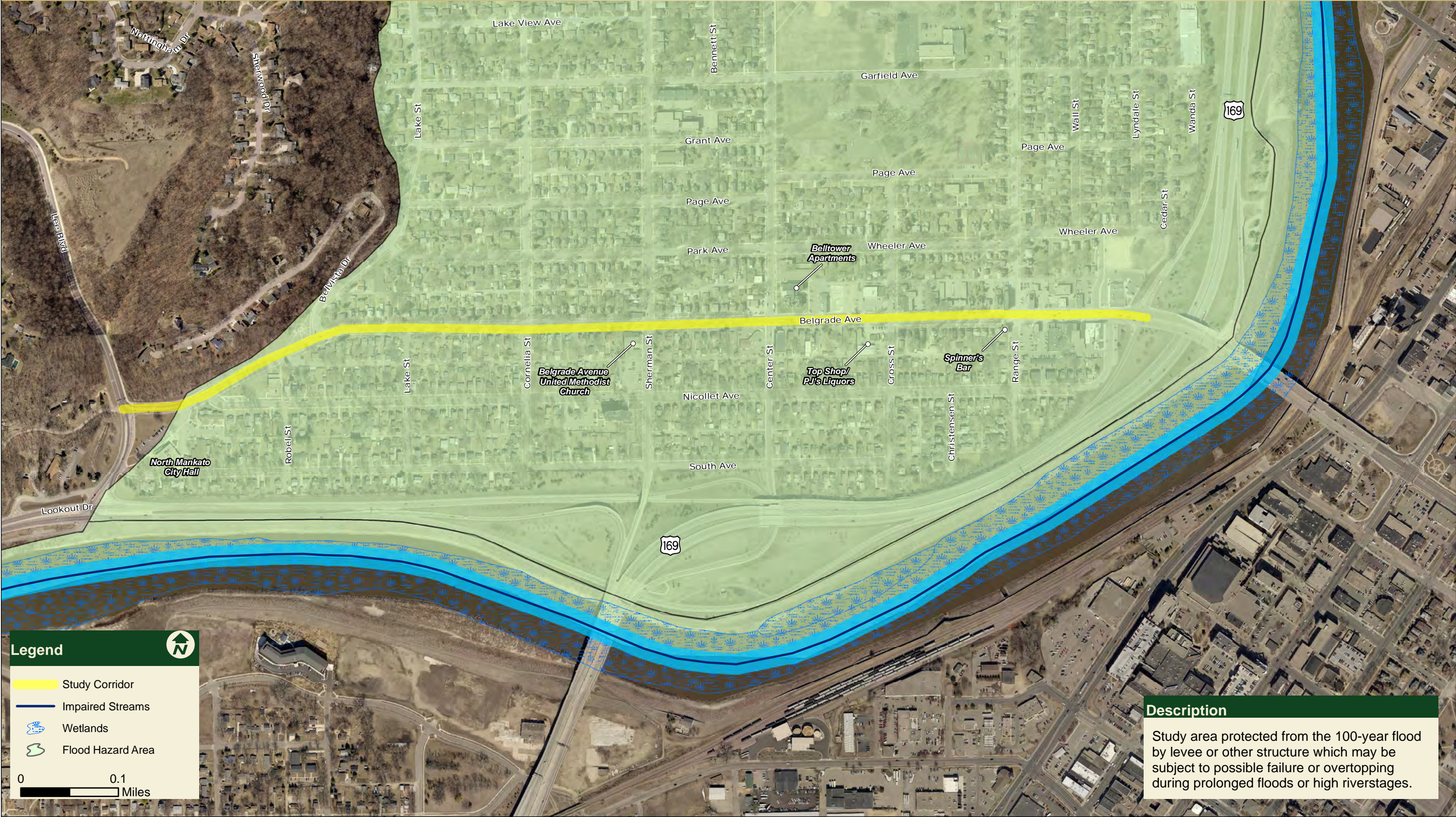
Environmental Screening Belgrade Ave Corridor Study

SEE Topics	Considerations	Existing Conditions
Environmental Justice	Disproportionate effects to low-income or minority populations	<p>Known current Zoning (Figure 4)</p> <ul style="list-style-type: none"> The study area predominately includes the CBD and R-1 (One Family Dwelling) housing. Smaller concentrations of R-3 (Limited Multiple Dwelling) and R-4 (Multiple Dwelling) housing are in the vicinity of the study area. Improvements to the study area are not expected to cause disproportionately high or adverse effects.
Social and Community	<ul style="list-style-type: none"> Hospitals Schools Libraries Churches Government buildings Post offices 	<p>Known Social and Community Locations (Figure 3)</p> <ul style="list-style-type: none"> U.S. Post Office located between Nicollet Ave. and Range St. on the south side mid-block Belgrade Avenue United Methodist Church located in the southwest quadrant of the intersection of Belgrade Ave. and Sherman St. City of North Mankato Water Plant No. 1 located between Lake St. and Nicollet Ave. on the south side mid-block North Mankato Taylor Library located on the south corner of Belgrade Ave. and Nicollet St. North Mankato Police Annex located in the southeast quadrant of Belgrade Ave. and Lee Blvd. North Mankato Municipal Building located in the southeast quadrant of Belgrade Ave. and Lee Blvd.
Cultural Resources	Buildings that exceed 50 years in age, archaeological sites, and Traditional Cultural Properties.	<p>Known Cultural Resources Locations (Figure 3)</p> <ul style="list-style-type: none"> BellTower Apartments; the former North Mankato Public School at 442 Belgrade Ave. Additional buildings along Belgrade Ave. exceed 50 years of age and may be eligible for designation
Pedestrian & Bicycle Facilities	Bicycle and pedestrian safety	<p>Known Pedestrian and Bicycle Facilities (Figure 3)</p> <ul style="list-style-type: none"> A Regional Trail exists along east side of TH 169 and crosses the Minnesota River on Veterans' Memorial Bridge into the City of Mankato. On-Road Bicycle Routes exist on Nicollet Ave, Center St, Sherman St, Lake St & Robel St. to South Ave.
Transit & Intermodal Issues	All modes of transportation and existing facilities for alternatives.	<p>Known Transit & Intermodal Issues</p> <ul style="list-style-type: none"> The eastern terminus of Belgrade Avenue is serviced by TH 169. Greater Mankato Transit System Bus Routes 4 and 5 traverse through the study area.
Air Quality	<ul style="list-style-type: none"> Impacts to air quality Mobile source air toxins 	The need for an air quality analysis, conformity determination, or Mobile Source Air Toxics analysis will be determined once individual improvement projects are identified.*
Traffic Noise	<ul style="list-style-type: none"> Comply with federal noise criteria and Minnesota Noise Standards Identify of sensitive noise receptors 	The need for a noise analysis will be determined once individual improvement projects are identified.*

Environmental Screening Belgrade Ave Corridor Study

SEE Topics	Considerations	Existing Conditions
Costruction Noise	<ul style="list-style-type: none"> • Comply with federal noise criteria and Minnesota Noise Standards • Identify of sensitive noise receptors 	Construction noise will be further considered in a future environmental review.* City ordinances can regulate the daytime hours of construction activities in order to minimize potential impacts to adjacent areas.
Utilities	Impacts to utilities may incur additional project costs.	To be considered in future environmental review.*
Farmland and Soils	<ul style="list-style-type: none"> • Minimization of effects to agricultural land • Properties of soils • Suitability for roadway construction 	There are no designated farmland and soils in the project area.
Erosion	<ul style="list-style-type: none"> • Erosional effects • Water pollution 	To be considered in a future environmental review.*
Right of Way and Relocation	Effects of right of way acquisition	Additional right-of-way may need to be acquired for future improvement projects. Temporary easements and changes to local roadway and property access points are also likely. Any impacts resulting from right-of-way acquisition, relocation or access changes will be identified in a future environmental review.
Visual Quality	<ul style="list-style-type: none"> • Scenic intrusion • Grading, Trails • Vegetation modifications • Bridges • Walls • Lighting • Fencing • Railings 	The proposed project is not anticipated to result in adverse visual impacts.

*Additional study considerations will be pursued when improvements are identified.



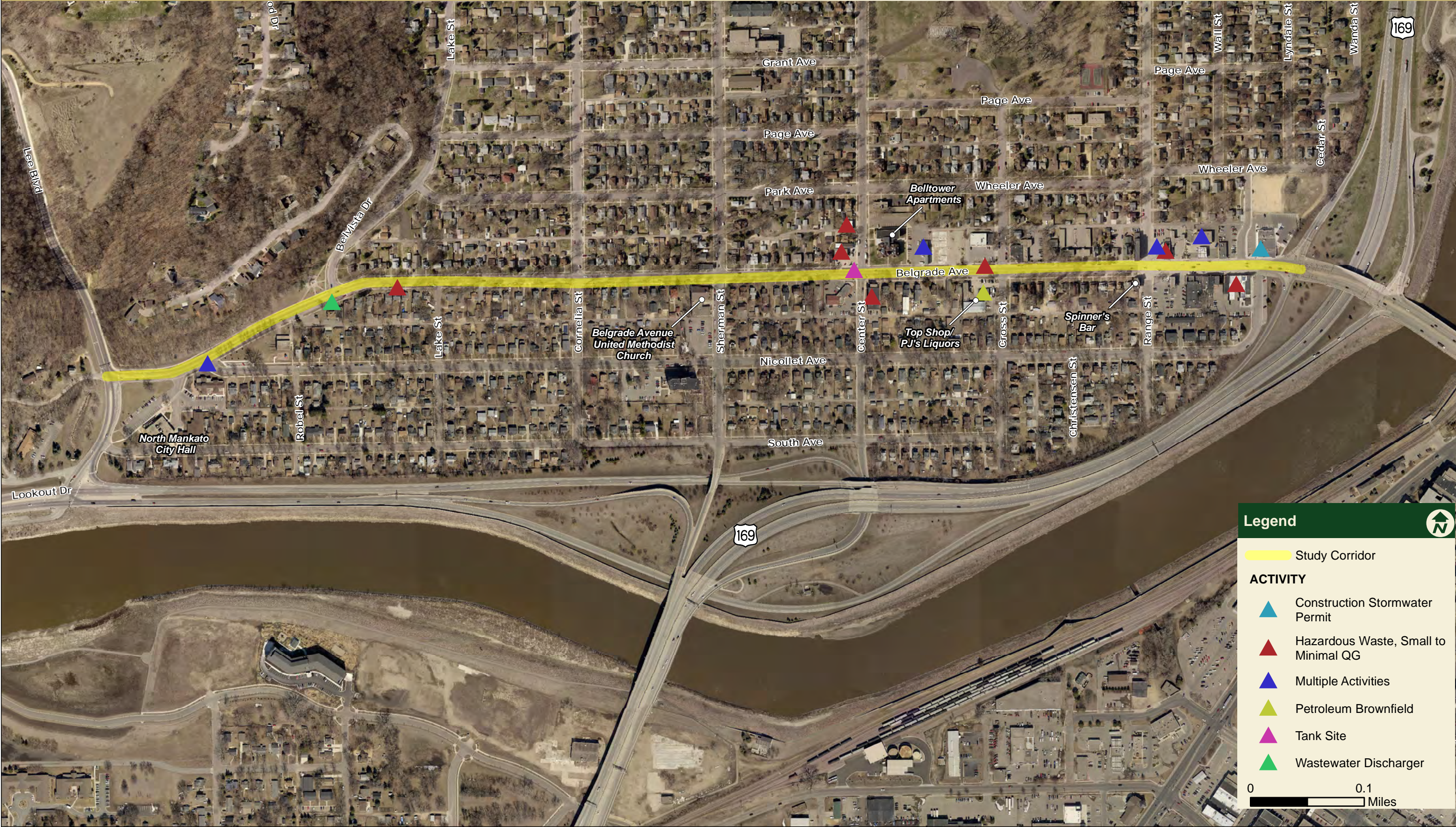
Legend

- Study Corridor
- Impaired Streams
- Wetlands
- Flood Hazard Area

0 0.1 Miles

Description

Study area protected from the 100-year flood by levee or other structure which may be subject to possible failure or overtopping during prolonged floods or high riverstages.



Legend

Study Corridor

ACTIVITY

Construction Stormwater Permit

Hazardous Waste, Small to Minimal QG

Multiple Activities

Petroleum Brownfield

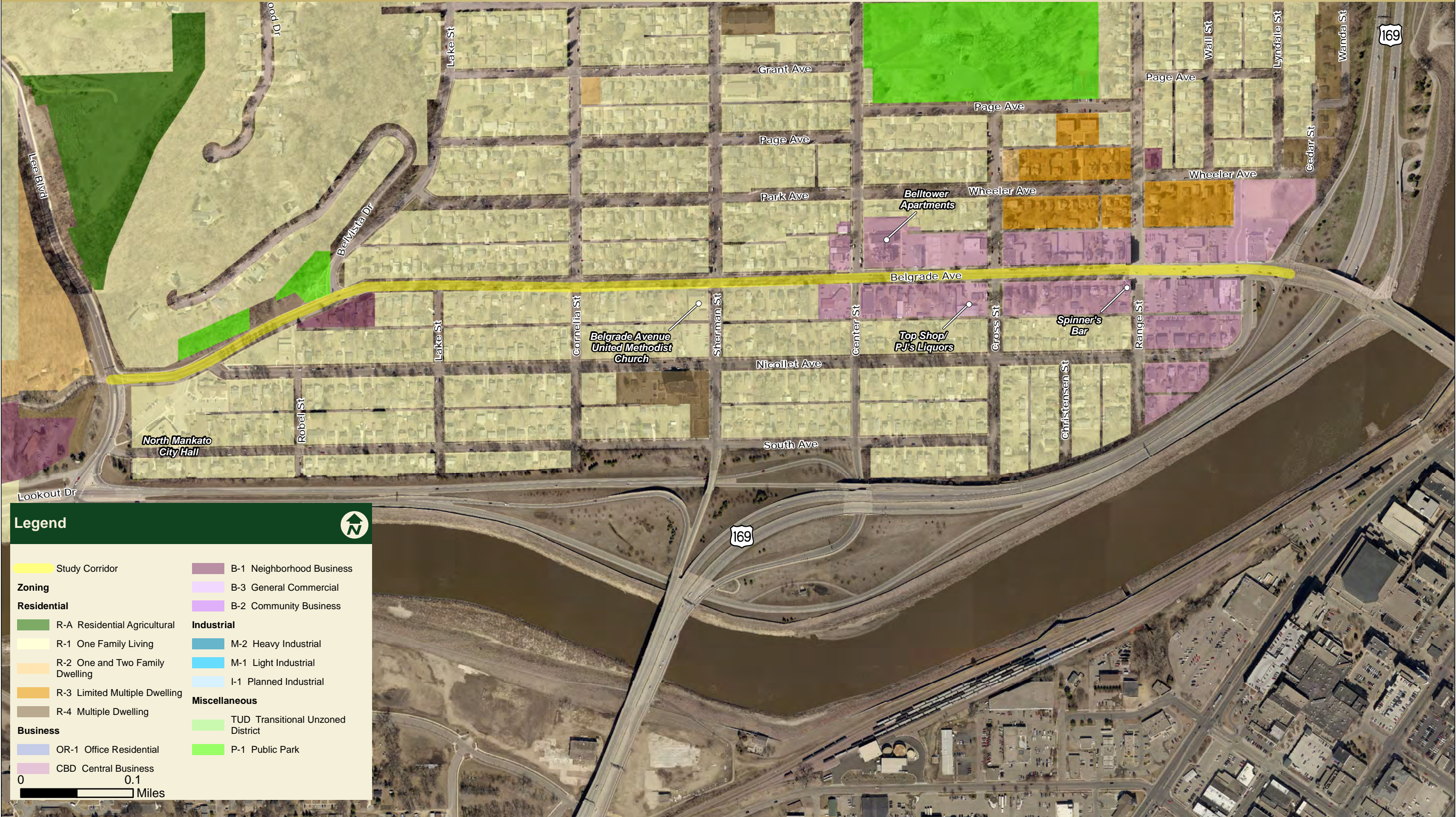
Tank Site

Wastewater Discharger

00.1

Miles





Appendix I: Future Traffic Conditions Technical Memorandum



Real People. Real Solutions.

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MEMORANDUM

Date: May 3, 2017
To: Paul Vogel
From: Ross B. Tillman, P.E.
Kelsey E. Retherford, E.I.T.
Subject: Future Traffic Analysis
Belgrade Avenue Corridor Study
Mankato/North Mankato Area Planning Organization
Project No.: T42.111862

Introduction

The Mankato/North Mankato Area Planning Organization in cooperation with the City of North Mankato have requested a corridor study along Belgrade Avenue from Lee Boulevard to TH 169 North Ramp. Riverfront Drive is located along the western edge of the City of Mankato. Belgrade Avenue is located along the southern edge of the City of Northern Mankato. This memorandum provides a summary of the future conditions and potential solutions.

Traffic Forecasting

Future traffic volumes for 2041 (25-yr forecast) were developed using historical data and the Mankato/North Mankato Area Planning Organization (MAPO) 2045 Long Range Transportation Plan while recognizing population growth trends in the area, which are likely to affect traffic volumes.

The historical growth rates (1997-2013) along Belgrade Avenue were all found to be negative based on historical data except east of the TH 169 North Ramp which was found to have a growth rate of 2.4%. Historical growth rates on the side streets were found to be between -3.9% and 0.5%. The historical growth rate on Lee Boulevard north of Belgrade Avenue was found to be 0.5% and south of Belgrade Avenue it was found to be 1.3%. The MAPO 2045 Long Range Transportation Plan indicated future growth rates to be between 0.9% and 1% on Belgrade Avenue. For Lee Boulevard north of Belgrade Avenue the MAPO 2045 Long Range Transportation Plan showed growth of 1.5% north of Belgrade Avenue and 0.5% south of Belgrade Avenue.

Taking all sources into account a 0.5% growth rate was used along Belgrade Avenue between Lee Boulevard and the TH 169 South Ramp as the historical data shows a decrease in traffic, but the Transportation Plan shows a 1% growth rate. A 0.5% growth rate was assumed for all side streets off of Belgrade Avenue as well between Lake Street and Range Street. A 1% growth rate was used on Belgrade Avenue east of the TH 169 North Ramp as the historical growth rate of 2.4% was assumed to be too high and the Transportation Plan had a growth rate of 0.9%. A 1% growth rate was used on Lee Boulevard both north and south of Belgrade Avenue.

Figure 1 in the **Appendix** shows the most recent AADT, the 2041 forecasted AADT based on historical growth, the 2045 forecasted AADT from the MAPO 2045 Long Range Transportation Plan and a 2041 forecasted AADT based on the recommended growth rate. **Figure 2** in the **Appendix** shows the 2041 forecasted turning movement counts.

Future Operations Analysis

A level of service (LOS) analysis of the peak hours was completed using the forecasted turning movement counts in SimTraffic. **Table 1** shows the results of the 2041 no build traffic analysis.

Table 1 - 2041 Existing Geometry (No Build) Traffic Operations Analysis

Intersection	Peak Hour	Intersection Delay*		Maximum Delay-LOS**		Limiting Movement***	Max Approach Queue		
							Direction	Average Queue (ft)	Max Queue (ft)
NB TH 169 Exit Ramp & Belgrade Ave <i>Signalized Intersection</i>	AM	5	A	15	B	NBL	WBT	75	200
	PM	7	A	20	C	NBL	WBT	100	500
SB TH 169 Exit Ramp & Belgrade Ave <i>Signalized Intersection</i>	AM	14	B	24	C	SBL	WBL	125	250
	PM	16	B	30	C	SBL	WBT	75	350
Range St & Belgrade Ave <i>Stop Controlled</i>	AM	7	A	9	A	EBT	SBL/T/R	50	125
	PM	9	A	12	B	WBL	WBL/T	100	225
Center St & Belgrade Ave <i>Stop Controlled</i>	AM	8	A	9	A	WBT	EBL/T	75	125
	PM	9	A	11	B	WBT	WBT	75	150
Sherman St & Belgrade Ave <i>Stop Controlled</i>	AM	3	A	10	B	SBT	SBL/T/R	50	100
	PM	3	A	10	B	SBT	SBL/T/R	50	100
Belgrade Ave & Lake St <i>Stop Controlled</i>	AM	2	A	6	A	SBL	SBL/R	50	75
	PM	2	A	8	A	SBL	EBL/T	25	75
Lee Blvd & Belgrade Ave <i>Stop Controlled</i>	AM	9	A	245	F	WBL	SBT/R	25	275
	PM	7	A	86	F	WBL	SBL	75	200

*Delay in seconds per vehicle

**Maximum delay and LOS on any approach and/or movement

***Limiting Movement is the highest delay movement.

- Intersection delay is acceptable with LOS A or B at all of the intersections during both peak hours.
- The limiting movement operates with LOS F at the intersection of Lee Boulevard at Belgrade Avenue during both peak hours. All other intersection operate with LOS C or better during both peak hours.
- Queuing Issues:
 - Maximum westbound left at SB TH 169 Exit Ramp during both peak hours
 - Maximum westbound thru at SB TH 169 Exit Ramp during PM peak hour
 - Maximum westbound left and thru at Range St during AM peak hour
 - Average westbound left and thru at Range St during PM peak hour
 - Maximum westbound right at Range St during PM peak hour
 - Maximum westbound left and thru at Lee Boulevard during both peak hours
 - Maximum southbound left, thru and right at Lee Boulevard during AM peak hour
 - Maximum southbound left at Lee Boulevard during PM peak hour

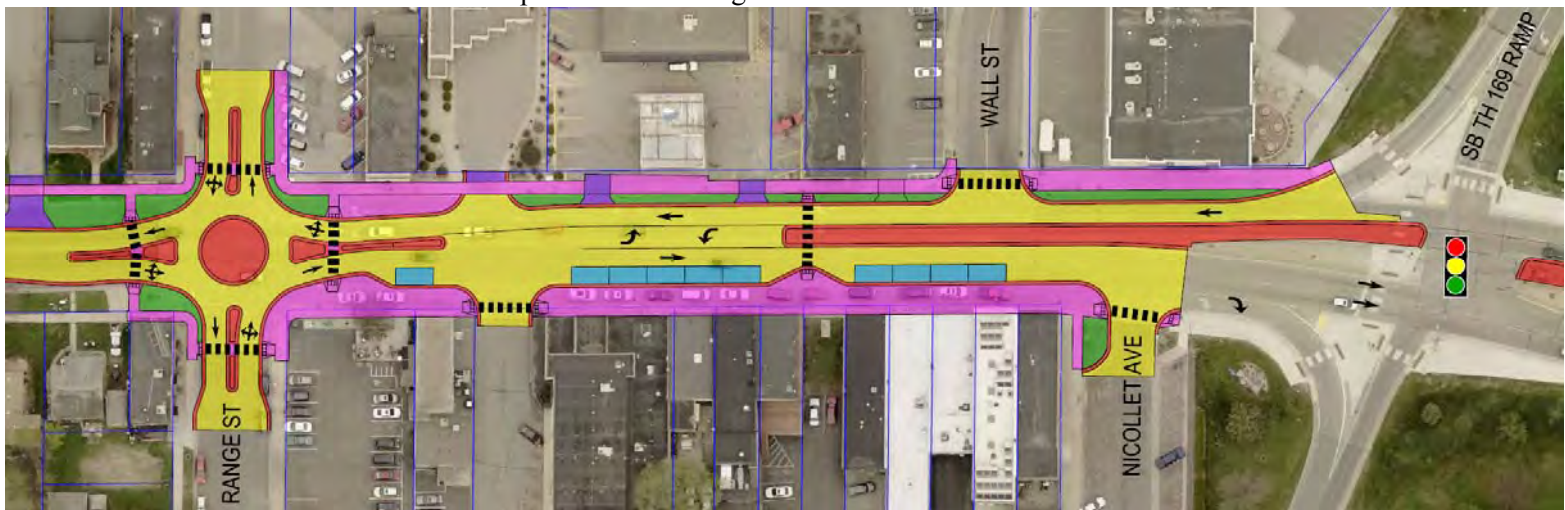
Tables A1 and **A2** in the **Appendix** show the delay and queue lengths for each movement at all of the intersections.

Alternative Concepts

Alternatives were identified and evaluated based on the existing and no build analysis. The alternatives studied for the Belgrade Avenue corridor are described below.

200 Block of Belgrade Avenue (Range Street to SB TH 169 Ramp):

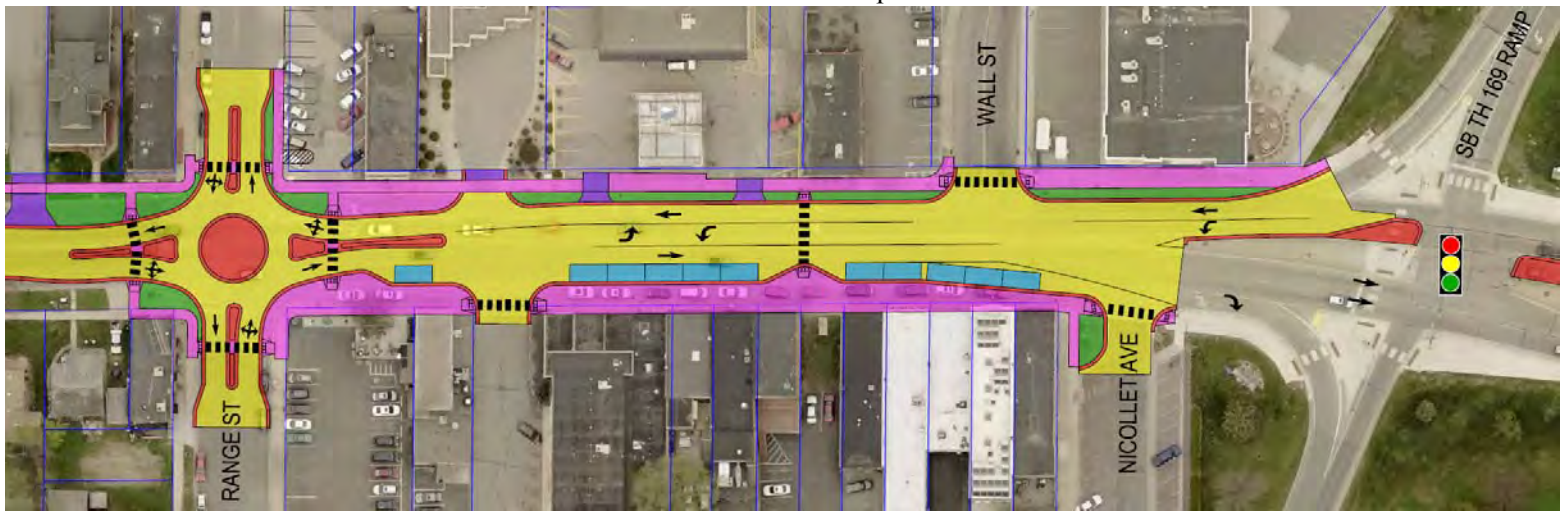
- A three lane was analyzed with a mini roundabout at Range Street, a mid-block pedestrian crossing with a bump-out west of Wall Street, and parking maintained along south side of the roadway. The westbound through lane is dropped along the bridge between the NB and SB TH 169 Ramps by eliminating the existing westbound left turn lane and changing the left most westbound through lane to a westbound left lane. This allows for a smooth transition of the roadway from a four lane to three lane. This alternative was analyzed with multiple sub-options:
 - Extend median along Belgrade Avenue from the SB TH 169 Ramp to the mid-block pedestrian crossing.



- Extend median along Belgrade Avenue from the SB TH 169 Ramp to Nicollet Avenue to eliminate left turn from Belgrade Avenue onto Nicollet Avenue.



- Install turn lane on Belgrade Avenue for vehicles turning left onto Nicollet Avenue west of the SB TH 169 Ramp.



- A three lane was analyzed along Belgrade Avenue from the SB TH 169 Ramp to Range Street with an all way stop at Range Street (which is the existing traffic control), a mid-block pedestrian crossing with a bump-out west of Wall Street, and parking is maintained along south side of the roadway.



- Keep existing four lane section, adding bump-outs for a mid-block crossing and on the east leg of the intersection of Range Street at Belgrade Avenue.



Lee Boulevard at Belgrade Avenue:

- A single lane roundabout was analyzed at this intersection to reduce the failing westbound left delay issue.



Alternative Operations Analysis

A traffic operational analysis was completed using the forecasted turning movement counts in SimTraffic for each option.

200 Block Alternative: Three Lane with Median along Belgrade Avenue, Mini-Roundabout at Range Street

The 200 block was analyzed as a three lane with a mini roundabout at Range Street. Counts were not taken at Nicollet Avenue or Wall Street so the operations of the two alternatives with a median along Belgrade Avenue was assumed to be the same. With the median extending from the TH 169 SB Ramp to the mid-block crossing, Wall Street and Nicollet Avenue would become right in right outs which would shift traffic normally making left turns at these intersections to Range Street and other intersections. With the median extending from the TH 169 SB Ramp to Nicollet Avenue, Nicollet Avenue would become a right in right out which would shift traffic normally making left turns at this intersections to Range Street or other locations. Nicollet Avenue is currently restricted with it signed for people not to make a westbound left turn, however so drivers were observed to currently make this movement. **Table 2** show the results of the 2041 traffic analysis.

Table 2 - 2041 Three Lane with Median and Mini Roundabout Traffic Operations Analysis

Intersection	Peak Hour	Intersection Delay*		Maximum Delay-LOS**		Limiting Movement***	Max Approach Queue		
							Direction	Average Queue (ft)	Max Queue (ft)
NB TH 169 Exit Ramp & Belgrade Ave <i>Signalized Intersection</i>	AM	5	A	20	C	NBL	EBT	25	150
	PM	6	A	18	B	NBL	WBT	125	275
SB TH 169 Exit Ramp & Belgrade Ave <i>Signalized Intersection</i>	AM	14	B	24	C	SBL	WBL	125	250
	PM	16	B	30	C	SBL	WBL	225	400
Range St & Belgrade Ave <i>Mini-Roundabout</i>	AM	5	A	8	A	EBL/T/R	EB/WB/SB	-	25
	PM	8	A	9	A	WBL/T/R	WB	-	75

*Delay in seconds per vehicle

**Maximum delay and LOS on any approach and/or movement

***Limiting Movement is the highest delay movement.

- The delay at the NB TH 159 Ramp is acceptable with LOS A for the intersection overall and LOS C or better for all movements for both peak hours.
- The delay at the SB TH 169 Ramp is acceptable and the same as 2041 no build operations with LOS B for the intersection overall and LOS C for the limiting movement during both peak hours.
- The SB TH 169 Ramp maximum queue extends the full length of the bridge during the PM peak hour.
- The delay at the Range Street is acceptable with LOS A for the intersection overall and all movements during both peak hours.
- The westbound maximum queue is decreased from 225 to 75 feet in the PM peak hour at Range Street.

Tables A3 and A4 in the **Appendix** show the delay and queue lengths for each movement at both of the intersections.

200 Block Alternative: Three Lane, Mini-Roundabout at Range Street, EBL Turn Lane for Nicollet Avenue

Since counts were not taken at Nicollet Avenue a sensitivity analysis was completed in order to determine if there were adequate gaps for a westbound left from Belgrade Avenue onto Nicollet Avenue as only an 85 feet turn lane would fit at this location. **Table 3** shows the operational analysis for Nicollet Avenue and the SB TH 169 Ramp.

Table 3 – 2041 Left Turn Lane for Nicollet Avenue Traffic Operations Analysis

Peak Hour	Number of Left Turning Vehicles	Belgrade Ave & Nicollet Ave - WBL				Belgrade Ave & SB TH 169 Ramp - WBT			
		Average Queue (ft)	Max Queue (ft)	Movement Delay (sec/veh)		Average Queue (ft)	Max Queue (ft)	Movement Delay (sec/veh)	
AM	25	10	40	10	B	50	135	5	A
PM	25	15	70	25	D	130	350	7	A
AM	50	20	50	9	A	50	105	4	A
PM	50	25	80	21	C	140	390	9	A
AM	75	25	70	7	A	45	100	4	A
PM	75	30	100	17	C	145	395	9	A
AM	100	35	80	13	B	55	190	7	A
PM	100	40	110	22	C	165	375	12	B

Table 3 shows that with 75 or more left turning vehicles in the PM peak hour at the intersection of Belgrade Avenue and Nicollet Avenue the westbound left queue extends beyond the channelized left turn lane. The westbound thru is blocked at most for 3 minutes in the PM peak hour with 100 left turning vehicles or just over one minute with 75 left turners. Since the westbound thru movement is not blocked for long operations at the SB TH 169 Ramp remain acceptable with LOS B or better for the WBT movement.

200 Block Alternative: Three Lane, All-Way Stop at Range Street

The 200 block was analyzed as a three lane roadway with the existing all way stop control at Range Street. The three lane configuration allows for a designated left turn lane in addition to a thru and right turn lane on the east leg of the intersection of Range Street at Belgrade Avenue. **Table 4** show the results of the 2041 traffic analysis

Table 4 - 2041 Three Lane with All Way Stop Traffic Operations Analysis

Intersection	Peak Hour	Intersection Delay*		Maximum Delay-LOS**		Limiting Movement***	Max Approach Queue		
							Direction	Average Queue (ft)	Max Queue (ft)
NB TH 169 Exit Ramp & Belgrade Ave <i>Signalized Intersection</i>	AM	5	A	16	B	NBL	WBT	50	150
	PM	10	B	20	C	NBL	WBT	175	500
SB TH 169 Exit Ramp & Belgrade Ave <i>Signalized Intersection</i>	AM	14	B	30	C	SBT	WBL	125	300
	PM	18	C	35	D	SBL	WBL	200	400
Range St & Belgrade Ave <i>Stop Controlled</i>	AM	9	A	12	B	EBT	EBL/T/R	75	150
	PM	10	B	12	B	EBT	WBT	100	200

*Delay in seconds per vehicle

**Maximum delay and LOS on any approach and/or movement

***Limiting Movement is the highest delay movement.

- The intersection delay remains acceptable with LOS C or better for all of the intersections during both peak hours.
- The limiting movement during the PM peak hour at the SB TH 169 Ramp is LOS D, but delay is only increased by 5 seconds from the 2041 no build condition. All other limiting movement delay operates with LOS C or better during both peak hours.
- The SB TH 169 Ramp maximum queue extends the full length of the bridge during the PM peak hour.
- The westbound maximum queue is decreased by one vehicle from 2041 no build analysis in the PM peak hour at Range Street.

Tables A5 and A6 in the **Appendix** show the delay and queue lengths for each movement at both of the intersections.

Lee Boulevard at Belgrade Avenue: Single Lane Roundabout

A single lane roundabout was analyzed at the intersection of Lee Boulevard at Belgrade Avenue. The results of the 2041 traffic analysis is shown in **Table 5** below.

Table 5 - 2041 Roundabout Traffic Operations Analysis

Intersection	Peak Hour	Intersection Delay*		Maximum Delay-LOS**		Limiting Movement***	Max Approach Queue	
							Direction	Max Queue (ft)
Lee Blvd & Belgrade Ave <i>Roundabout</i>	AM	12	B	14	B	WB	NB	150
	PM	12	B	13	B	SB	SB	175

*Delay in seconds per vehicle

**Maximum delay and LOS on any approach and/or movement

***Limiting Movement is the highest delay movement.

- The intersection delay and the delay of all movements during both peak hours is acceptable with LOS B or better.

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- The westbound left delay with the existing side street stop traffic control is anticipated to have 245 seconds of delay in 2041, but with a single lane roundabout this delay is reduced to 14 seconds.
- The southbound queue is reduced from 275 in the AM peak hour under existing conditions in 2041 to 100 feet with the single lane roundabout.

Tables A7 and A8 in the **Appendix** show the delay and queue lengths for each movement at both of the intersections.

Appendix



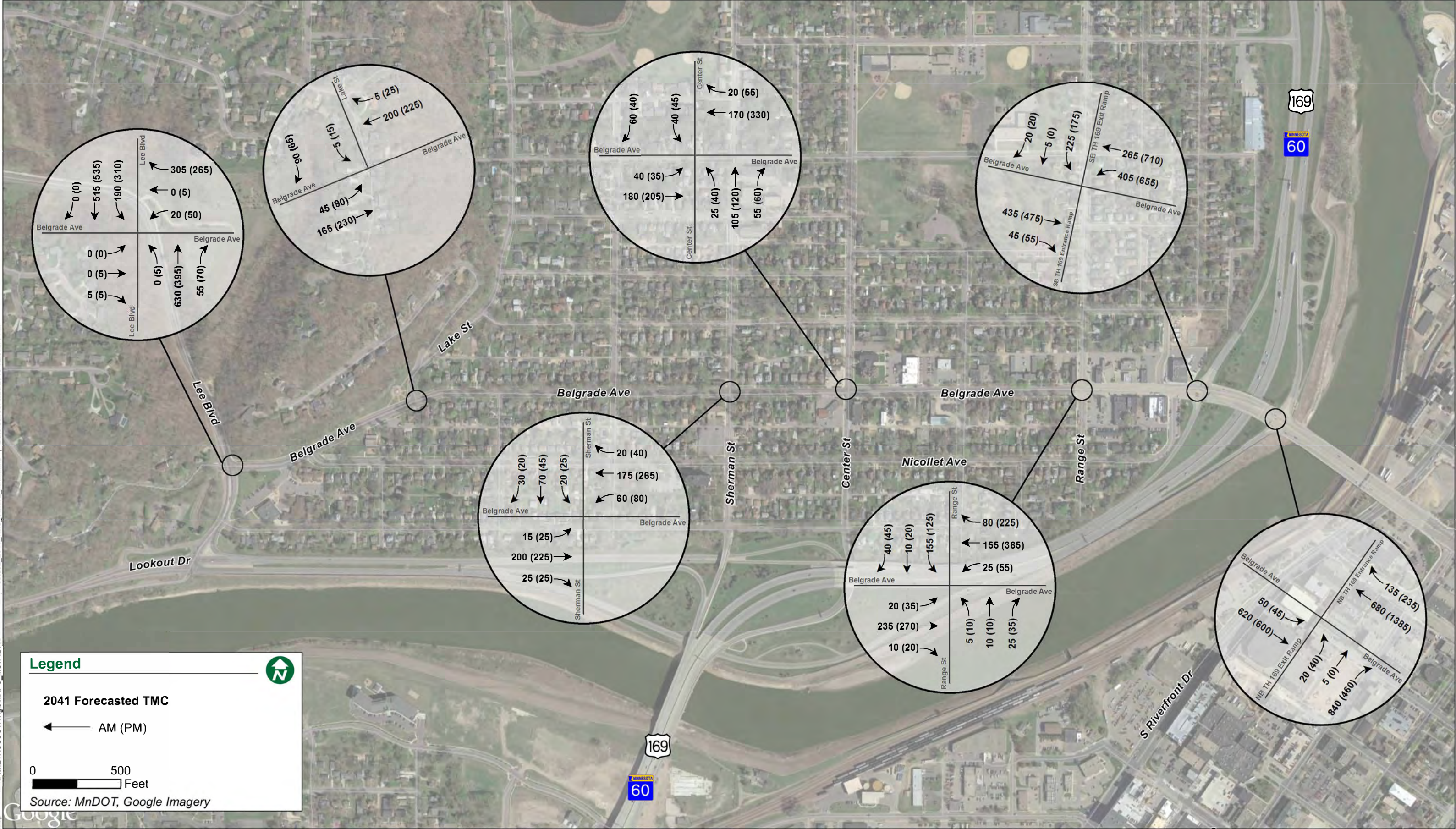


Table A1. 2041 Traffic Operational Analysis - Existing Geometry

Intersection	Peak Hour	Intersection Delay* - LOS		Movement Delay (sec/veh)																							
				EBL		EBT		EBR		WBL		WBT		WBR		NBL		NBT		NBR		SBL		SBT		SBR	
NB TH 169 Ramp at Belgrade Ave <i>Signalized Intersection</i>	AM	5	A	5	A	2	A	-	-	4	A	3	A	15	B	0	A	8	A	-	-	-	-	-	-		
	PM	7	A	10	B	3	A	-	-	9	A	4	A	20	C	4	A	4	A	-	-	-	-	-	-		
SB TH 169 Ramp at Belgrade Ave <i>Signalized Intersection</i>	AM	14	B	-	-	18	B	4	A	12	B	4	A	-	-	-	-	-	-	24	C	14	B	2	A		
	PM	16	B	-	-	29	C	4	A	17	B	5	A	-	-	-	-	-	-	30	C	0	A	2	A		
Range St at Belgrade Ave <i>All-Way Stop Controlled</i>	AM	7	A	9	A	9	A	6	A	7	A	8	A	4	A	6	A	7	A	3	A	7	A	8	A	5	A
	PM	9	A	9	A	10	B	7	A	12	B	11	B	6	A	6	A	8	A	4	A	7	A	9	A	5	A
Center St at Belgrade Ave <i>All-Way Stop Controlled</i>	AM	8	A	7	A	8	A	-	-	10	A	6	A	6	A	9	A	5	A	7	A	-	-	5	A		
	PM	9	A	9	A	9	A	-	-	11	B	7	A	7	A	10	A	5	A	7	A	-	-	5	A		
Sherman St at Belgrade Ave <i>Side-Street Stop Controlled</i>	AM	3	A	3	A	1	A	1	A	5	A	3	A	2	A	-	-	-	-	9	A	10	A	5	A		
	PM	3	A	4	A	2	A	2	A	5	A	3	A	2	A	-	-	-	-	9	A	10	A	5	A		
Lake St at Belgrade Ave <i>Side-Street Stop Controlled</i>	AM	2	A	3	A	1	A	-	-	1	A	1	A	-	-	-	-	-	6	A	-	-	4	A			
	PM	2	A	4	A	2	A	-	-	1	A	1	A	-	-	-	-	-	8	A	-	-	3	A			
Lee Blvd at Belgrade Ave <i>Side-Street Stop Controlled</i>	AM	9	A	0	A	0	A	5	A	240	F	0	A	3	A	0	A	6	A	7	A	22	C	2	A	0	A
	PM	7	A	0	A	16	C	6	A	86	F	10	A	2	A	13	B	6	A	7	A	8	A	1	A	0	A

*Delay in seconds per vehicle

Table A2. 2041 Peak Hour Queues by Movement - Existing Geometry

Intersection	Peak Hour	Queue Lengths																							
		EBL		EBT		EBR		WBL		WBT		WBR		NBL		NBT		NBR		SBL		SBT		SBR	
		Avg	Max	Avg	Max	Avg	Max	Avg	Max	Avg	Max	Avg	Max	Avg	Max	Avg	Max	Avg	Max	Avg	Max	Avg	Max	Avg	Max
NB TH 169 Exit Ramp & Belgrade Ave Signalized Intersection	AM	25	75	25	100	-	-	-	-	25	125	-	-	25	50	25	50	-	-	-	-	-	-	-	-
	PM	25	100	25	125	-	-	-	-	100	500	-	-	25	75	25	75	-	-	-	-	-	-	-	-
SB TH 169 Exit Ramp & Belgrade Ave Signalized Intersection	AM	-	-	75	200	25	100	125	250	50	100	-	-	-	-	-	-	-	-	100	175	100	175	-	-
	PM	-	-	125	225	25	100	200	325	75	350	-	-	-	-	-	-	-	-	75	175	75	175	-	-
Range St & Belgrade Ave Stop Controlled	AM	75	100	75	100	25	50	50	100	50	100	50	75	25	50	25	50	25	50	50	125	50	125	50	125
	PM	75	125	75	125	25	50	100	225	100	225	75	125	50	75	50	75	50	75	50	100	50	100	50	100
Center St & Belgrade Ave Stop Controlled	AM	75	125	75	125	-	-	-	-	50	100	25	50	25	50	50	100	50	100	50	100	50	100	50	100
	PM	75	125	75	125	-	-	-	-	75	150	25	50	25	75	50	100	50	100	25	75	25	75	25	75
Sherman St & Belgrade Ave Stop Controlled	AM	25	50	25	50	25	50	25	75	25	75	25	75	-	-	-	-	-	-	50	100	50	100	50	100
	PM	25	75	25	75	25	75	25	75	25	75	25	75	-	-	-	-	-	-	50	100	50	100	50	100
Belgrade Ave & Lake St Stop Controlled	AM	25	50	25	50	-	-	-	-	0	25	0	25	-	-	-	-	-	-	50	75	50	75	50	75
	PM	25	75	25	75	-	-	-	-	25	50	25	50	-	-	-	-	-	-	25	75	25	75	25	75
Lee Blvd & Belgrade Ave Stop Controlled	AM	25	25	25	25	25	25	50	150	50	150	25	75	-	-	25	50	25	50	75	250	25	275	25	275
	PM	25	25	25	25	25	25	50	150	50	150	25	100	25	75	25	75	25	50	75	200	25	75	25	75

Table A3: 2041 Three Lane with Median Traffic Operations Analysis - Belgrade Avenue Corridor Study

Intersection	Peak Hour	Intersection Delay*		Movement Delay (sec/veh)																															
				EBL		EBT		EBR		WBL		WBT		WBR		NBL		NBT		NBR		SBL		SBT		SBR									
NB TH 169 Exit Ramp & Belgrade Ave <i>Signalized Intersection</i>	AM	5	A	5	A	3	A	-	-	4	A	3	A	20	C	-	8	A	-	-	-	-	-	-	-										
	PM	6	A	9	A	4	A	-	-	8	A	4	A	18	B	-	4	A	-	-	-	-	-	-	-										
SB TH 169 Exit Ramp & Belgrade Ave <i>Signalized Intersection</i>	AM	14	B	-	-	18	B	4	A	12	B	5	A	-	-	-	-	-	-	24	C	19	B	1	A										
	PM	16	B	-	-	26	C	8	A	16	B	7	A	-	-	-	-	-	-	30	C	-	-	2	A										
				EBL/T/R								WBL/T/R								NBL/T/R								SBL/T/R							
Range St & Belgrade Ave <i>Mini-Roundabout</i>	AM	5	A	-	-	6	A	-	-	-	-	5	A	-	-	-	5	A	-	-	-	-	5	A	-	-									
	PM	8	A	-	-	7	A	-	-	-	-	9	A	-	-	-	5	A	-	-	-	-	7	A	-	-									

*Delay in seconds per vehicle

Table A4: 2041 Three Lane with Median Peak Hour Queues By Movement

Intersection	Peak Hour	Queue Lengths																							
		EBL		EBT		EBR		WBL		WBT		WBR		NBL		NBT		NBR		SBL		SBT		SBR	
		Avg	Max	Avg	Max	Avg	Max	Avg	Max	Avg	Max	Avg	Max	Avg	Max	Avg	Max	Avg	Max	Avg	Max	Avg	Max	Avg	Max
NB TH 169 Exit Ramp & Belgrade Ave <i>Signalized Intersection</i>	AM	25	75	25	150	-	-	-	-	50	150	-	-	25	75	25	75	-	-	-	-	-	-	-	-
	PM	25	75	50	175	-	-	-	-	125	275	-	-	50	75	50	75	-	-	-	-	-	-	-	-
SB TH 169 Exit Ramp & Belgrade Ave <i>Signalized Intersection</i>	AM	-	-	100	175	100	175	125	250	50	125	-	-	-	-	-	-	-	-	100	250	100	250	-	-
	PM	-	-	125	175	125	175	225	400	175	350	-	-	-	-	-	-	-	-	100	200	100	200	-	-
				EBL/T/R						WBL/T/R						NBL/T/R						SBL/T/R			
Range St & Belgrade Ave <i>Mini-Roundabout</i>	AM	-	-	-	25	-	-	-	-	-	25	-	-	-	-	0	-	-	-	-	-	25	-	-	
	PM	-	-	-	25	-	-	-	-	-	75	-	-	-	-	0	-	-	-	-	-	25	-	-	

Table A5: 2041 Three Lane with All-Way Stop - Traffic Operations Analysis - Belgrade Avenue Corridor Study

Intersection	Peak Hour	Intersection Delay*		Movement Delay (sec/veh)																							
				EBL		EBT		EBR		WBL		WBT		WBR		NBL		NBT		NBR		SBL		SBT		SBR	
NB TH 169 Exit Ramp & Belgrade Ave <i>Signalized Intersection</i>	AM	5	A	5	A	2	A	-	-	3	A	3	A	16	B	-	9	A	-	-	-	-	-	-	-		
	PM	10	B	9	A	4	A	-	-	16	B	5	A	20	C	-	4	A	-	-	-	-	-	-	-		
SB TH 169 Exit Ramp & Belgrade Ave <i>Signalized Intersection</i>	AM	14	B	-	-	18	B	5	A	13	B	5	A	-	-	-	-	-	24	C	30	C	2	A	A		
	PM	18	C	-	-	26	C	10	B	18	B	11	B	-	-	-	-	35	D	-	-	-	2	A	A		
Range St & Belgrade Ave <i>Stop Controlled</i>	AM	9	A	9	A	12	B	9	A	6	A	8	A	4	A	6	A	8	A	5	A	8	A	9	A	7	A
	PM	10	B	11	B	12	B	8	A	7	A	12	B	7	A	7	A	9	A	5	A	9	A	9	A	6	A

*Delay in seconds per vehicle

Table A6: 2041 Three Lane with All-Way Stop - Peak Hour Queues By Movement

Intersection	Peak Hour	Queue Lengths																							
		EBL		EBT		EBR		WBL		WBT		WBR		NBL		NBT		NBR		SBL		SBT		SBR	
		Avg	Max	Avg	Max	Avg	Max	Avg	Max	Avg	Max	Avg	Max	Avg	Max	Avg	Max	Avg	Max	Avg	Max	Avg	Max	Avg	Max
NB TH 169 Exit Ramp & Belgrade Ave <i>Signalized Intersection</i>	AM	25	75	25	125	-	-	-	-	50	150	-	-	25	75	25	75	-	-	-	-	-	-	-	-
	PM	25	100	50	150	-	-	-	-	175	500	25	225	25	75	25	75	-	-	-	-	-	-	-	-
SB TH 169 Exit Ramp & Belgrade Ave <i>Signalized Intersection</i>	AM	-	-	100	175	100	175	125	300	50	150	-	-	-	-	-	-	-	-	100	200	100	200	-	-
	PM	-	-	125	175	125	175	200	400	150	375	-	-	-	-	-	-	-	-	100	175	100	175	0	25
Range St & Belgrade Ave <i>Stop Controlled</i>	AM	75	150	75	150	75	150	25	50	50	100	50	100	25	75	25	75	25	75	50	125	50	125	50	125
	PM	75	150	75	150	75	150	50	100	100	200	75	175	50	75	50	75	50	75	50	150	50	150	50	150

Table A7: 2041 Roundabout Traffic Operations Analysis - Belgrade Avenue Corridor Study

Intersection	Peak Hour	Intersection Delay*									
				EBL/T/R		WBL/T/R		NBL/T/R		SBL/T/R	
Lee Blvd & Belgrade Ave <i>Roundabout</i>	AM	12	B	6	A	14	B	14	B	9	A
	PM	12	B	7	A	9	A	11	B	13	B

*Delay in seconds per vehicle

Table A8: 2041 Roundabout Peak Hour Queues By Movement

Intersection	Peak Hour	Maximum Queue Lengths (ft)			
		EBL/T/R	WBL/T/R	NBL/T/R	SBL/T/R
Lee Blvd & Belgrade Ave <i>Roundabout</i>	AM	0	75	150	100
	PM	0	50	75	175



July 12, 2017

Councilor Karen Foreman, President, U.S. Highway 14 Partnership
City of Mankato
Intergovernmental Center
10 Civic Center Plaza
Mankato, Minn., 56001

Dear Councilor Foreman:

This letter serves as the final report to the U.S. Highway 14 Partnership on the Partnership's legislative and lobbying efforts for the 2017 Legislative Session. All relevant legislation and lobbying materials produced or advocated by Flaherty & Hood, P.A., on behalf of the Partnership, are included with this report.

Before the Election

Despite an extensive effort by transportation advocates, the Legislature failed to pass a transportation funding bill in 2015 and 2016. The debate centered on two issues: whether or not to raise revenues to pay for highway funding and whether to approve funding for metro mass transit.

The U.S. Highway 14 Partnership membership expressed their frustration at the legislative wrap up meeting. In response, the Partnership board of directors agreed to survey our members about our position on these two issues and share those findings with candidates for the Legislature.

Working with Greater Mankato Growth, the Partnership designed a survey and sent it out to our members. We also shared it on social media. We held the survey open for two weeks and received over 700 responses. The full survey and findings are included in this report.

In short, our members and social media followers expressed support for a gas tax increase *if it would be used to complete the expansion of U.S. Highway 14*. Members also expressed concern about long term dedicated use of general fund money for funding highways. Finally, members supported measures to fund metro mass transit with metro-sourced funds.

We then took these results and interviewed legislative candidates of both parties in Owatonna, Mankato and New Ulm. After sharing the results, we asked candidates to support a gas tax increase. The responses fell along party lines: Democrats in favor and Republicans opposed. We also held a press conference in Mankato sharing the results of the survey.

Project Update and Pre-Session Communication with MN Department of Transportation

Before the session began, MnDOT confirmed that the estimated costs of the remaining sections of Highway 14 remain the same:

- New Ulm to Nicollet: 12 miles
 - \$15 million right of way acquisition costs
 - \$9-17 million engineering costs
 - \$45-85 million construction costs
- Owatonna to Dodge Center: 12.5 miles
 - \$25-28 million right of way acquisition costs
 - \$12-15 million engineering costs
 - \$115-150 million construction costs

Carolyn Jackson and Timothy Flaherty met with Commissioner Zelle in the fall of 2016 to share the results of the Highway 14 survey and discuss Corridors of Commerce policy. Commissioner Zelle reiterated his support for completion of Highway 14 from Nicollet to New Ulm. He explained that MnDOT intended to publish its criteria for project selection for Corridors of Commerce to make the process more transparent.

Annual Meeting

At the 2017 Annual Meeting, the Partnership discussed the political changes after the 2016 election. In response, the Partnership decided not to lobby on a comprehensive transportation bill, and agreed on two strategies: Introducing a bill describing the remaining portion of the Highway 14 expansion, and securing funding, both cash and bonding, for the Corridors of Commerce program.

The Partnership also changed the date of the annual meeting from January to July. This will give the U.S. Highway 14 Partnership the ability to set dues before local governments set their budgets in the fall, and flexibility for setting the legislative agenda earlier in years when the Legislature begins in January.

Highway 14 Bills Introduced

At the beginning of the session, Highway 14 legislators introduced bills describing the remaining sections of Highway 14. HF265/SF142 covered Owatonna to Dodge Center. HF588/SF439 and HF765/SF392 were identical and covered Nicollet to New Ulm.

Rep. Petersburg (R-Waseca) and Senator Jasinski (R-Faribault) also introduced a bill funding Corridors of Commerce with budget surplus cash and trunk highway bonding, HF677/SF904.

Rep. Lucero (R-Dayton) and Sen. Jasinski introduced HF231/SF313, which was the Highway 14 Partnership bill from 2015, funding \$200 million for Corridors of Commerce for two years.

Lobbying

Carolyn Jackson met with all of the U.S. Highway 14 legislators between New Ulm and Rochester, as well as other members of the Transportation finance committees. The Partnership had three handouts: The first described the project, its costs, and the economic, safety and community needs for a four-lane expansion. The second explained that New Ulm to Rochester is the most populous 100 miles in greater Minnesota without a four-lane highway. The third gives the history of the U.S. Highway 14 Partnership and a project description. This handout was prepared for the March 8 Rochester Chamber presentation at the Capitol.

We joined in the Transportation Alliance's Lobby Day on February 15 and the Rochester Chamber of Commerce lobby day on March 8. As part of the March 8 event, Carolyn Jackson presented to various Southern Minnesota Chamber advocates a description of the Highway 14 project, and the case for its completion. The presentation was in the form of a question and answer with Rochester KTTC television personality Matt Benz. Over 100 people attended the two sessions.

The Highway 14 Partnership also participated in the Transportation Alliance's safety event on April 19. Member Beth Hodgeman spoke on behalf of the safety needs from Owatonna to Dodge Center and Nicollet Mayor Fred Froehlich spoke about the safety needs from Nicollet to New Ulm.

The Highway 14 Partnership Chair Karen Foreman and Vice Chair Kevin Raney testified in the Senate on behalf of the bonding bill which contained earmark appropriations for Highway 14 and board member Patrick Baker testified for the Senate transportation bill. In the House, James Wendorff from Viracon in Owatonna testified about the Dodge Center to Owatonna section of Highway 14 and Nicollet County Sheriff David Lange testified about the Nicollet to New Ulm section. Patrick Baker testified on the comprehensive bill both in the House Transportation committee and before the conference committee in May.

In April, the economic development members of the Partnership sent letters to Governor Dayton, Senate Transportation Chair Scott Newman (R-Hutchinson) and House Transportation Finance Chair Paul Torkelson (R-Hanska) describing the economic benefits of expanding Highway 14. The Rochester Chamber of Commerce, Journey 2 Growth, the Owatonna Chamber of Commerce, the Waseca Chamber of Commerce, Greater Mankato Growth, Region 9 and the New Ulm Chamber of Commerce participated.

Corridors of Commerce Policy Changes

In the course of lobbying, it became apparent that the Republican majority wanted to address a 2015 Legislative Auditor report on MnDOT project selection. This report raised questions about transparency in the Corridors of Commerce project selection process. In particular, it showed that three Highway 14 projects which had received Corridors funding, both in 2013 and 2015, and for both the Mankato to New Ulm sections and Owatonna to Dodge Center sections, scored "low" on return on investment.

The Corridors of Commerce statute, Mn. Stat. sec. 161.088, subd. 5 (c) lays out 7 criteria for project selection. The first four criteria are interconnected: return on investment, impacts on commerce and economic competitiveness, efficiency of freight movement and traffic safety. Projects within densely populated areas score higher on these four factors, as they are all related to congestion. As such, any rural project would by definition score lower than most metro highways. The population in the Twin Cities cores is significantly denser than along Highway 14, especially the unfinished sections. Highway 14 scores very highly on the seventh criteria, community support for the project. The other two criteria are connection to regional trade centers and connection to multimodal systems.

According to the Legislative Auditor, Highway 14 scored low on both return on investment and efficient freight movement. In 2016, Senator Vicki Jensen (D-Owatonna) and Rep. Clark Johnson (D-North Mankato) introduced a bill, SF3211/HF3689 in response to the Legislative Auditor's report. This bill focused on the concept of "best practices."

In 2017, Rep. Johnson approached us with the idea of introducing a reform bill. We spoke with House Transportation Finance Chair Paul Torkelson (R-Hanska), MnDOT Commissioner Charlie Zelle and Senate transportation staff. No clear consensus of a policy direction came out of those discussions. Commissioner Zelle assured us, as he had for the past three years, that regional balance was an important part of their project selection consideration. He also assured us that MnDOT was preparing transparency policies that would satisfy the Legislative Auditor.

Senator John Jasinski (R-Faribault) introduced a Corridors of Commerce policy bill, SF1525. The companion was carried by Rep. Torkelson, HF2148. There were two other bills on Corridors of Commerce project selection. Neither of those two received hearings. The Jasinski bill removed MnDOT's discretion in Corridors of Commerce project selection and mandated that projects be selected only using the statutory criteria. We explained to Sen. Jasinski the problem with that: If MnDOT could not use its discretion, it could not ensure regional balance for Greater Minnesota highway projects, especially Highway 14. Because of the return-on-investment calculations, it would be very difficult to secure funding for Highway 14 through the Corridors program with the proposed changes. As a result, Sen. Jasinski agreed to amend the bill to include an eighth criterion, regional balance.

Omnibus Transportation Bills

In March, the House and Senate introduced their omnibus transportation bills. Chair Torkelson amended HF861 into the omnibus transportation bill on March 21. The House Finance Committee took testimony on March 23. Patrick Baker testified for Highway 14. The House passed HF861 on March 31. This bill relied solely on general fund revenues for new transportation funding. It contained Corridors of Commerce project selection language which limited but did not eliminate MnDOT discretion on project selection. The bill contained bonding for Corridors of Commerce. Rep. John Petersburg, whom we have lobbied for three years on the importance of cash for the program, put in a standing \$25 million/year trunk highway cash appropriation. The Partnership sent out an action alert to thank him for doing this.

In the Senate, Transportation Chair Senator Scott Newman (R-Hutchinson) introduced his omnibus bill, SF1060, on March 21. The Committee adopted the bill on March 23, and the Senate passed the bill on March 30. The bill contained Senator Jasinski's language on Corridors of Commerce project selection, \$200 million bonding for Corridors of Commerce (\$50 million/year for 4 years), and an earmark for Owatonna to Dodge Center for \$90 million.

On April 18, the Senate amended HF861 to contain the SF1060 language. The bill went to conference committee. Before the conference committee, Patrick Baker testified about the need to fund Corridors of Commerce, thanked the House for the cash appropriation, and he thanked the Senate for including the earmark for the Owatonna to Dodge Center section. However, neither bill contained enough money to complete Highway 14 in the next ten years.

The conference committee deliberations on the policy language and all of the funding occurred behind closed doors. The House chair, the Senate chair and MnDOT representatives worked on the bill. On May 10, the conference committee introduced its compromise bill and voted to send it to the House and Senate. This final version of HF861 contained no earmarks, it had the \$25 million cash appropriation for Corridors of Commerce and \$300 million trunk highway bonding. It also contained the Senate language on project selection policy.

The House passed the bill on May 10, the Senate passed the bill on May 15, and the Governor vetoed the bill on May 15.

In special session, the Transportation bill, HF3, was introduced with the HF861 language on May 23. The chairs and MnDOT went into closed door negotiations. The House passed an amended version on May 24, the Senate passed it on May 25, and the Governor signed the bill on May 30. At no time was the public invited to testify, and the bill was not available for public review until it came before the full House.

The Bonding Bill

Senator David Senjem (R-Rochester) introduced a bonding bill in 2017 nearly identical to the bonding bill which failed in 2016, including funding for Corridors of Commerce with earmarks for Highway 14. This bill, however, relied on trunk highway bonding whereas the 2016 bonding bill had contained cash from the budget surplus for Corridors of Commerce. The Highway 14 Partnership testified in favor of this bill when it came before the Senate Transportation committee.

In the end, the bill which passed the House and Senate had the trunk highway bonding and cash stripped out. The transportation funding in the final bonding bill was all for local roads and multi-modal projects that qualify for general fund financing but not for trunk highway money.

Outcomes

In the end, we were successful in securing a standing appropriation of trunk highway cash for the Corridors of Commerce program of \$25 million/year. The transportation bill also contained \$300 million of trunk highway bonds for Corridors of Commerce distributed over four years: \$50 million for two years, and \$100 million for two years. We also successfully added "regional distribution" to the scoring criteria for Corridors of Commerce project selection. This had been an unwritten policy at MnDOT, but it is now statutory.

Federal Legislation

While Candidate and then President Trump campaigned for the need for new infrastructure investment, federal highway appropriations did not change from 2016 to 2017.

Press Releases and Media

The Highway 14 Partnership received press coverage throughout the year. The Partnership held a press conference in October, 2016 announcing the results of our member survey. In addition to local press, the Minneapolis Star Tribune addressed the survey in an editorial. The Transportation Alliance safety event drew press focused especially on Beth Hodgeman's speech. This report contains clippings of various news reports over the last year.

Membership

Membership in the U.S. Highway 14 Partnership stands at 18 local government members and 41 affiliate members. A full list of members is included in this report.

It has been a pleasure to represent the U.S. Highway 14 Partnership and its members. Thank you again for choosing Flaherty & Hood, P.A. to provide your government relations services. Should you have any questions, please do not hesitate to contact me at ccjackson@flaherty-hood.com or 651-259-1928.

Sincerely,

FLAHERTY & HOOD, P.A.

Carolyn Jackson
Senior Lobbyist

Enclosures

Cc: U.S. Highway 14 Partnership Board of Directors
Bradley Peterson, Flaherty & Hood



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July 14, 2017

John Harrenstein, City Administrator
City of North Mankato
1001 Belgrade Avenue
North Mankato, MN 56003

John,

Thank you for your 2017 annual donation of \$500 to the Greater Mankato Diversity Council. Your commitment to diversity in the greater Mankato community enables us to reach thousands of community members to share our message of creating an inclusive and welcoming environment for all.

We currently serve over 9,000 students in the greater Mankato area – teaching respect for all – in grades K-12. We have just completed our second year with our new curriculum, specific to our region. Our work in this community and outlying areas continues to grow and change as needs arise. We also began a two-year community journaling initiative this past fall called *Write on Race to be Right on Race*, where participants are given periodic "Prompt Topics" to write about and then get together once per quarter for discussion.

Thank you for supporting the work of the Council, and through that support, affirming that respect is the foundation for productive working relationships. With this donation, you allow us to share the vision of an inclusive community.

Please accept our sincerest gratitude for your contribution and for your support.

Thank you again,

Bukata Hayes, Executive Director

Diversity . . . It's Respect ' Period