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

Approval of Agenda

Council Member Norland moved, seconded by Council Member Steiner, to approve the agenda with the addition of allowing a resident to speak on an item in the Consent Agenda. Vote on the motion: Oachs, Whitlock, Steiner, Norland, and Dehen aye; no nays. Motion carried.

Approval Council Minutes from the September 21, 2020, Council Meeting.

Council Member Steiner moved, seconded by Council Member Norland, to approve the minutes of the Council meeting of September 21, 2020. Vote on the motion: Oachs, Whitlock, Steiner, Norland, and Dehen aye; no nays. Motion carried.

Approval Council Work Session Minutes from September 28, 2020, Council Work Session Meeting.

Council Member Norland moved, seconded by Council Member Steiner, to approve the minutes of the Council Work Session Meeting of September 28, 2020. Vote on the motion: Oachs, Whitlock, Steiner, Norland, and Dehen aye; no nays. Motion carried.

Public Hearing, 7 p.m. Amending City Code Chapter 155 Allowing Administrative Lot Splits

Community Development Director Fischer reported the proposed City Code language creates a process for staff to approve administrative lot splits. The process would be used in cases where minor lot line adjustments are made. An example would be when someone buys two residential lots and combines them into one lot. Currently, if this were to occur, the property owner would need to hire a surveyor, replat the existing subdivision, have it reviewed by the Planning Commission and City Council and then record the plat with the County. This process is timely and expensive, based on the surveyor's cost to prepare the recording documents. Under the administrative lot split process, an applicant would need to hire a surveyor to create a Certificate of Survey reviewed by staff and then recorded at the County. Additionally, the applicant would need to have a surveyor install new property monuments (property pins) as part of the process. Since City Code requires all new lots to have utility easements platted around the perimeter of all lots, any lot line adjustment would likely need a utility easement vacation. It would be the applicant's responsibility to petition the City to vacate any easement and assume any cost to relocate any existing above-ground or below-ground utility. Community Development Director Fischer reported that the Planning Commission recommended the City Code revisions, but requested that language be added that any relocation of lot lines would not affect more than three lots.

With no one appearing before Council, the Mayor closed the Public Hearing.

Request for the use of Golf Carts on City Streets

Mayor Dehen recognized resident Bill Young, 717 Nicollet Avenue, who appeared before Council and stated he was interested in Council considering allowing golf carts on City streets. He reported golf carts could be beneficial for those who have difficulty with mobility to travel around town. Mr. Young stated he had found reports that say that golf carts are safer than bicycles. He stated the City should license and regulate golf carts to increase mobility and independence for North Mankato residents.

Council Member Oachs moved, seconded by Council Member Norland, to remove the September Traffic & Safety Committee Meeting from the Consent Agenda to allow discussion on allowing Golf Carts on the Streets. Vote on the motion: Oachs, Steiner, Norland, and Dehen aye; Whitlock nay. Motion Carried.

Consent Agenda

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

- A. Bills and Appropriations.
- B. Res. No. 79-20 Approving Donations/Contributions/Grants.
- C. Res. No. 80-20 Appointing Election Judges.
- D. Res. No. 81-20 Authorizing Application for MnDOT Landscape Partnership Application.

Vote on the motion: Oachs, Whitlock, Steiner, Norland, and Dehen aye; no nays. Motion carried.

Receive and Approve the Recommendations from the September Traffic & Safety Committee Meeting.

Community Development Director Fischer reported the Traffic and Safety Committee reviewed the request to allow the use of golf carts on City streets and recommended denial based on public safety concerns, enforcement issues, and the lack of demonstrated need to use golf carts as a form of transportation. Attorney Kennedy commented that the issue had been reviewed in by previous Councils. A few of the concerns that have prevented the use of golf carts are the lack of seatbelts, lights, and if limitations are placed on golf cart travel, enforcement of those restrictions. Council Member Norland reported she was interested in additional information, especially in light of seeing a three-wheeled recumbent bike with a motor driving down the street. Council Members Steiner and Oachs also expressed interest in additional information. City Administrator Harrenstein commented that staff would prepare additional information for review in early spring.

Council Member Oachs moved, seconded by Council Member Norland, to Approve all Recommendations Except the Golf Cart's Denial from the September Traffic & Safety Committee Meeting. Vote on the motion: Oachs, Whitlock, Steiner, Norland, and Dehen aye; no nays. Motion carried.

Public Comments Concerning Business Items on the Agenda None.

Business Items

Ordinance No. 133, Fourth Series Amending Chapter 155: Subdivision Regulations-Administrative Lot Splits.

Mayor Dehen requested clarification if an administrative lot split could have been used last year when a resident wanted to purchase a small portion of land from their neighbor to allow them to install a pool. Community Development Director Fischer reported that would be one example. City Administrator Harrenstein reported the process is standard procedure in other cities, including Mankato, New Ulm, and St. Peter. The process would not only save money for the property owner but time. Council Member Steiner moved, seconded by Council Member Norland, to adopt Ordinance No. 133, Fourth Series Amending Chapter 155: Subdivision Regulations-Administrative Lot Splits. Vote on the motion: Oachs, Whitlock, Steiner, Norland, and Dehen aye; no nays. Motion carried.

Open Forum

Bill Young, 717 Nicollet Avenue, appeared before Council and commented that Rochester does not allow turn signals on their golf carts because they did not want side by sides on their roads.

City Administrator and Staff Comments

City Administrator Harrenstein reported staff has communicated with the City Council that the Spring Lake Park Report, Caswell Park, and the TIF Districts that were scheduled for the October 12, 2020, Council Work Session will be taken up along with the CIP at the October 26, 2020, Council Work Session. Staff would be speaking one-on-one with Council Members concerning the tax levy and additional budget information.

City Administrator Harrenstein reported leaf-pick-up has begun and will continue until all leaves are picked up or prevents collection.

Public Works Director Host reported leaf pick up has started. Countryside Drive reconstruction is moving forward with the construction of the base of the road. Junk drop-off will occur on October 8-11, 2020.

Mayor and Council Comments

Council Member Norland encouraged residents to get out and vote and thanked City Clerk Van Genderen for her work and dedication to providing a safe and secure election.

Council Member Norland encouraged residents to mulch their leaves for natural fertilizer.

Council Member Oachs encouraged residents to get out to the Farmer's Market as the season is coming to an end.

Council Member Oachs encouraged residents to visit the Library and attend some of the Library's activities.

Council Member Whitlock commented that the powerline at the corner of Range Street and Belgrade Avenue had been moved, which improves the line of sight at the intersection.

Mayor Dehen commented that Night to Unite is October 6th, and the Library would be hosting an event at Storybook Park.

At 7:30 p.m. on a motion by	Council Member Norl	land, seconded by Coun	cil Member Oachs,
the Council Meeting was adjourned.			

	Mayor	
City Clerk		



Proclamation

WHEREAS, North Mankato, Minnesota celebrates local small businesses and the contributions they make to our economy and community; and

WHEREAS, small businesses employ more than 49 percent of all businesses with employees in the United States; and

WHEREAS, 93 percent of consumers in the United States agree it is important for people to support small businesses they value in the community; and

WHEREAS, North Mankato, Minnesota supports our local businesses that create jobs, boost our local economy and preserve neighborhoods; and

WHEREAS, many small businesses have faced financial hardship due to the pandemiccontending with closures, decreased revenues, and difficulty accessing capital; and

WHEREAS, North Mankato businesses continue to fight to survive and thrive and are adapting to the new marketplace, integrating technology, developing creative ways to connect with customers, and repurposing to serve their communities innovatively; and

WHEREAS, North Mankato are proud to support our local small businesses, their employees, and the neighborhoods they serve. Together we can help our local small businesses succeed by shopping locally.

NOW, THEREFORE, BE IT RESOLVED, that I, Mark Dehen, Mayor of the City of North Mankato, in the State of Minnesota hereby proclaim November 2020 as:

Mark I	Dehen,	Mayor	of Nor	th Mank	ato. Mii	nesota

"Small Business Month"





NOTICE OF HEARING ON PROPOSED ASSESSMENT FOR PROJECT No. 19-07 DEF DAKOTA MEADOWS SAFE ROUTES TO SCHOOL/HOWARD DRIVE IMPROVEMENT

NOTICE IS HEREBY GIVEN that the City Council of the City of North Mankato, Minnesota, will meet in the Council Chambers of the Municipal Building, 1001 Belgrade Avenue, North Mankato, Minnesota, at 7 p.m. on the 19TH day of October 2020 to consider the proposed assessment for Project No. 19-07 DEF Dakota Meadows Safe Routes to School/Howard Drive Improvement. The properties being assessed are those adjacent to the project.

Complete copies of the assessment roll are available for public inspection upon request in the Office of the City Clerk. The area proposed to be assessed is the property abutting said improvements. Written or oral objections to these assessments will be considered at the hearing. The total cost of the improvement is estimated to be \$827,600.

An owner may appeal an assessment to District Court pursuant to Minnesota Statutes Section 429.081 by serving notice of the appeal upon the Mayor or Clerk of the City within thirty (30) days after the adoption of the assessment and by filing such notice with the District Court within ten (10) days after service upon the Mayor or Clerk. No appeal may be taken as to the amount of any assessment unless a signed, written objection is filed with the Clerk prior to the hearing or presented to the presiding officer at the hearing.

The City Council may defer the payment of special assessments pursuant to Minnesota Statutes 435.193 through 435.195 for homestead property owned by a person 65 years of age or older or permanently and totally disabled for whom it would be a hardship to make the payments. In order to qualify, such a person must have limited income. If you feel you may qualify, contact the City Clerk for more specific information.

Due to the COVID-19 outbreak, the hearing location will be closed to the public. However, the City has modified the hearing process to ensure that the public can monitor the hearing and submit public comments.

The public hearing will be broadcast live on Charter Channel 180, or Consolidated Communications Channel 8.

Public comment may be submitted to the city council via the following methods:

- 1) Written comments/questions may be submitted in writing prior to the public hearing by any following methods.
 - a) By email. Submit your comments/questions to aprilv@northmankato.com no later than 5:00 pm on Monday, October 19, 2020.
 - b) By mail. Submit your comments/questions by mailing to 1001 Belgrade Avenue, North Mankato, MN 56003. Questions/Comments must be received no later than 5:00 pm on Monday, October 19, 2020.

- c) By physical delivery. Deliver your comments/questions by delivering them to the DropBox at City Hall at 1001 Belgrade Avenue, North Mankato, MN, no later than 3:00 pm on Monday, October 19, 2020.
- 2) Live comments during the public hearing via telephone. Residents desiring to make public comments by telephone during the public hearing must request to be placed on the public hearing agenda. You may do so by calling City Hall (507) 625-4141, emailing aprilv@northmankato.com. Please call 507-214-0517 and enter participant code 965994. Each resident will be given 3 minutes to make his/her comment.

Written questions submitted prior to the public hearing will be read during the meeting.

/s/April Van Genderen City Clerk

Published in the Free Press on September 23, and October 14, 2020.



City of North Mankato, MN

Claims List - Regular

By Vendor Name

Date Range: 10-19-20

Vendor Number Bank Code: APBNK-Al	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
00009	A-1 KEY CITY LOCKSMITHS, INC	10/19/2020	Regular	i Ö	94.00	93432
00029	AG SPRAY EQUIPMENT	10/19/2020	Regular	0	18.78	93433
02959	ARTIFACT	10/19/2020	Regular	0	675.00	93434
02434	AUSTIN'S AUTO REPAIR CENTER, INC.	10/19/2020	Regular	0	43.20	93435
00136	BENCHS	10/19/2020	Regular	0	252.00	93436
03270	BERRONES, MARIA	10/07/2020	Regular	0	100.00	93429
02169	BLUE LINE SHARPENING & SALES	10/19/2020	Regular	0	80.00	93437
02757	CINTAS	10/19/2020	Regular	0	184.18	93438
00255	CITY OF MANKATO	10/19/2020	Regular	0	142,290.89	93439
03431	DEPUYDT, GREG	10/19/2020	Regular	0	650.00	93441
00344	DIAMOND VOGEL PAINT CENTER	10/19/2020	Regular	0	14.97	93442
00353 00401	DITTRICH MECHANICAL & FABRICATION	10/19/2020	Regular	0	297.05	93443
00401	EXPRESS SERVICES, INC. FERGUSON ENTERPRISES, INC	10/19/2020 10/19/2020	Regular Regular	0	1,099.63	93444 93445
00496	GOVERNMENT FINANCE OFFICERS ASSOCIATION		Regular	0	6,983.82 190.00	93445
00511	GREENCARE	10/19/2020	Regular	0	380.79	93446
00534	HART'S AUTO SUPPLY	10/19/2020	Regular	0	512.00	93447
00555	HEYN BROTHERS ROOFING	10/19/2020	Regular	0	299.38	93448
00560	HILDI, INC.	10/19/2020	Regular	0	1,050.00	93449
03432	HOUTSMA, SUE	10/19/2020	Regular	0	100.00	93450
02429	J D TRUFFLES CATERING	10/19/2020	Regular	0	408.50	93451
00637	JETTER CLEAN, INC.	10/19/2020	Regular	0	375.00	93452
00639	KIBBLE EQUIPMENT LLC	10/19/2020	Regular	0	174.21	93453
00724	LEAGUE OF MINNESOTA CITIES INSURANCE TR	10/19/2020	Regular	0	3,885.57	93454
00800	MADDEN, GALANTER, HANSEN, LLP	10/19/2020	Regular	0	1,139.00	93455
00847	MATHESON TRI-GAS, INC.	10/19/2020	Regular	0	169.85	93456
00929	MINNESOTA FIRE SERVICE CERTIFICATION BOA		Regular	0	350.00	93457
00985	MOSS & BARNETT	10/19/2020	Regular	0	10,752.00	93458
03433 03160	MUELLER, JEFF	10/19/2020	Regular	0	650.00	93459
02057	NOVEL SOLAR THREE LLC (DBA GREEN STREET OFFICE OF ADMINISTRATIVE HEARINGS	10/19/2020 10/05/2020	Regular Regular	0	8,428.69	93460
01106	PETTY CASH	10/19/2020	Regular	0	100.00 82.17	93425 93461
02677	PIZZA RANCH	10/19/2020	Regular	0	200.57	93462
01133	POWERPLAN/RDO EQUIPMENT	10/19/2020	Regular	0	1,764.18	93463
02734	QUICK LANE OF MANKATO	10/19/2020	Regular	0	113.96	93464
03149	RADEMAKER, CHAD	10/19/2020	Regular	0	372.00	93465
01179	RED FEATHER PAPER CO.	10/19/2020	Regular	0	160.00	93466
01409	TOPPERS & TRAILERS PLUS	10/19/2020	Regular	0	207.37	93467
02150	U.S. BANK	10/19/2020	Regular	0	450.00	93468
01443	UNITED STATES POSTAL SERVICE	10/19/2020	Regular	0	2,000.00	93469
02672	USA SOFTBALL, INC.	10/19/2020	Regular	0	6,625.00	93470
02261	VENMILL INDUSTRIES	10/19/2020	Regular	0	59.00	93471
03435	WELLER, ALBERT	10/19/2020	Regular	0	100.00	93472
01523	WENZEL AUTO ELECTRIC CO	10/19/2020	Regular	0	159.00	93473
01525	WEST CENTRAL SANITATION, INC.	10/19/2020	Regular	0	28,695.88	93474
01562	ZAHL EQUIPMENT SERVICE, INC.	10/19/2020	Regular	0	209.00	93475
00062 00101	AMERICAN SECURITY CABINETS GROUP	10/06/2020	Bank Draft	0	93.00	DFT0004719
00137	AT&T MOBILITY	10/14/2020	Bank Draft	0	48.87	DFT0004739
00137	BENCO ELECTRIC COOPERATIVE CULLIGAN WATER CONDITIONING	10/05/2020 10/05/2020	Bank Draft Bank Draft	0	30,412.97 60.00	DFT0004702 DFT0004698
02750	DPS MEDIA	10/15/2020	Bank Draft	0	191.26	DFT0004098
03248	FREDRIKSON & BYRON, P.A.	10/08/2020	Bank Draft	0	844.50	DFT0004730
00608	INGRAM LIBRARY SERVICES	10/08/2020	Bank Draft	0	4,276.35	DFT0004723
02941	JAGUAR COMMUNICATIONS	10/06/2020	Bank Draft	0	3,994.56	DFT0004723
00733	LAKES GAS CO #10	10/14/2020	Bank Draft	0	181.16	DFT0004740
00857	MC GOWAN WATER CONDITIONING, INC.	10/05/2020	Bank Draft	0	45.25	DFT0004697
00923	MINNESOTA DEPARTMENT OF LABOR & INDU!	10/07/2020	Bank Draft	0	4,888.46	DFT0004721

00923	MINNESOTA DEPARTMENT OF LABOR & INDUS	10/08/2020	Bank Draft	Ö	100.00	DFT0004724
00910	MINNESOTA VALLEY TESTING LAB, INC.	09/30/2020	Bank Draft	0	72.00	DFT0004695
00910	MINNESOTA VALLEY TESTING LAB, INC.	10/05/2020	Bank Draft	0	59.50	DFT0004717
00910	MINNESOTA VALLEY TESTING LAB, INC.	10/13/2020	Bank Draft	0	77.00	DFT0004735
01083 01335	OVERDRIVE, INC.	09/10/2020	Bank Draft	0	1,423.32	DFT0004714
01335	STAPLES ADVANTAGE STAPLES ADVANTAGE	09/29/2020 10/01/2020	Bank Draft Bank Draft	0	49.81 54.86	DFT0004694 DFT0004696
01335	STAPLES ADVANTAGE STAPLES ADVANTAGE	10/05/2020	Bank Draft	0	177.55	DFT0004696 DFT0004718
01335	STAPLES ADVANTAGE	10/06/2020	Bank Draft	ő	135.06	DFT0004720
01335	STAPLES ADVANTAGE	10/07/2020	Bank Draft	0	199.81	DFT0004722
01335	STAPLES ADVANTAGE	10/13/2020	Bank Draft	0	49.00	DFT0004734
03279	STERICYCLE INC	10/05/2020	Bank Draft	0	40.00	DFT0004700
01352	STREICHER'S, INC	10/13/2020	Bank Draft	0	1,162.13	DFT0004736
03254	TAFT	10/08/2020	Bank Draft	0	3,705.00	DFT0004728
02591	UNITED TEAM ELITE	10/09/2020	Bank Draft	0	3,776.80	DFT0004729
01470	VERIZON WIRELESS	10/08/2020	Bank Draft	0	853.10	DFT0004727
01525 00016	WEST CENTRAL SANITATION, INC.	10/09/2020	Bank Draft EFT	0	4,080.66	DFT0004731
00018	ADAMS, NICOLE AFFORDABLE TOWING OF MANKATO, INC.	10/21/2020 10/21/2020	EFT	0	159.79	3278
02254	ALBRIGHT LAWNS	10/21/2020	EFT	0	200.00 475.00	3279 3280
00036	ALEX AIR APPARATUS, INC.	10/21/2020	EFT	0	1,196.11	
00050	ALPHA WIRELESS COMMUNICATIONS	10/21/2020	EFT	o	85.60	3282
00063	AMERICAN PEST CONTROL	10/21/2020	EFT	0	65.00	3283
00105	AUTO VALUE MANKATO	10/21/2020	EFT	0	376.02	
03408	BANWART, BRIANN	10/21/2020	EFT	O	63.00	3285
03142	BEYER, CURT	10/21/2020	EFT	0	204.00	3286
00174	BOLTON & MENK, INC.	10/21/2020	EFT	0	99,189.05	3287
03326	BURMEISTER, MATTEA	10/21/2020	EFT	0	126.00	3288
00216	C & S SUPPLY CO, INC.	10/21/2020	EFT	0	126.92	
00310	CRYSTEEL TRUCK EQUIPMENT, INC	10/21/2020	EFT	0	6,478.71	
00322 02275	DALCO DEM-CON MATERIALS & RECOVERY	10/21/2020 10/21/2020	EFT EFT	0	43.13	
00350	DISPLAY SALES, INC.	10/21/2020	EFT	0	3,138.30 1,758.00	3292 3293
00373	ECKERT, LELAND	10/21/2020	EFT	0	204.00	3294
03330	FITTERER, EMILY	10/21/2020	EFT	0	63.00	3295
03076	FREYBERG MANAGEMENT	10/21/2020	EFT	0	143.27	
02946	FROEHLICH, PAUL	10/21/2020	EFT	0	106.59	3297
00463	G & L AUTO SUPPLY, LLC	10/21/2020	EFT	0	258.00	3298
00482	GMS INDUSTRIAL SUPPLIES, INC.	10/21/2020	EFT	0	418.60	3299
03150	GOETTL, DAVID	10/21/2020	EFT	0	510.00	3300
00494	GOPHER STATE ONE-CALL	10/21/2020	EFT	0	360.45	
00503	GREAT AMERICAN BUSINESS PRODUCTS	10/21/2020	EFT	0	784.00	
03145 00646	HANSON, ALAN	10/21/2020	EFT	0	229.50	3303
00680	HEINTZ, KATIE	10/21/2020	EFT	0	147.59	3304
03341	J.J. KELLER & ASSOCIATES, INC. JAGERSON, CHRIS	10/21/2020 10/21/2020	EFT EFT	0	1,090.22 306.00	3305 3306
00657	JT SERVICES	10/21/2020	EFT	0	5,050.00	3307
00691	KENNEDY & KENNEDY LAW OFFICE	10/21/2020	EFT	0	8,654.40	3308
00743	LARKSTUR ENGINEERING & SUPPLY, INC.	10/21/2020	EFT	0	10.36	3309
00776	LLOYD LUMBER CO.	10/21/2020	EFT	0	211.17	3310
02575	LOCHER BROS, INC.	10/21/2020	EFT	0	136.00	3311
03329	LOEWEN, HANNAH	10/21/2020	EFT	0	60.00	3312
03352	LUXE QUARTERLIES	10/21/2020	EFT	0	2,662.31	3313
00797	MAC TOOLS DISTRIBUTOR	10/21/2020	EFT	0	173.74	3314
02644	MACQUEEN EMERGENCY GROUP	10/21/2020	EFT	0	2,324.00	3315
00796	MACQUEEN EQUIPMENT, INC.	10/21/2020	EFT	0	7,102.25	
00874 00886	MENARDS-MANKATO	10/21/2020	EFT	0	241.63	3317
00889	MIDSTATES EQUIPMENT & SUPPLY MIDWEST TAPE/HOOPLA	10/21/2020 10/21/2020	EFT EFT	0	33.16	3318
02532	MIKE'S EMERGENCY VEHICLE INSTALLATIONS I		EFT	o	1,306.68 209.00	3319 3320
00902	MINNESOTA IRON & METAL CO	10/21/2020	EFT	0	12.50	3321
03022	MINNESOTA PAVING & MATERIALS	10/21/2020	EFT	0	1,238.67	3322
00956	MINNESOTA WASTE PROCESSING CO.	10/21/2020	EFT	0	29,388.10	3323
02323	MOBOTREX	10/21/2020	EFT	0	986.00	3324
01036	NICOLLET COUNTY RECORDER/ABSTRACTER	10/21/2020	EFT	0	46.00	3325
03332	NIES, DONALD	10/21/2020	EFT	0	42.00	3326
01052	NORTH CENTRAL INTERNATIONAL	10/21/2020	EFT	0	2,609.60	3327

02245	ONSITE	10/21/2020	EFT	0	3,645.00	3328
02005	PANTHEON COMPUTERS	10/21/2020	EFT	0	6,248.42	3329
03141	PIPES, ROGER	10/21/2020	EFT	0	867.00	3330
01402	POMPS TIRE	10/21/2020	EFT	0	176.94	3331
01211	RIVER BEND BUSINESS PRODUCTS	10/21/2020	EFT	0	2,507.38	3332
01263	SCHWICKERT'S TECTA AMERICA LLC	10/21/2020	EFT	0	840.00	3333
01281	SIGN PRO	10/21/2020	EFT	0	87.00	3334
01286	SKARPOHL PRESSURE WASHER SALES	10/21/2020	EFT	0	40.00	3335
01336	STAPLES OIL CO., INC.	10/21/2020	EFT	0	10,771.24	3336
01396	THURSTON, KEVIN	10/21/2020	EFT	0	306.00	3337
01411	TOSTENSON, PHILLIP	10/21/2020	EFT	0	178.50	3338
03334	TOSTENSON, SARA	10/21/2020	EFT	0	84.00	3339
03434	TRICOR DIRECT, INC (EMEDCO)	10/21/2020	EFT	0	1,218.39	3340
03144	VELDHUISEN, ROGER	10/21/2020	EFT	0	357.00	3341
03276	VITZTHUM, JACOB	10/21/2020	EFT	0	129.95	3342
03146	WESTRUP, CHRISTOPHER	10/21/2020	EFT	0	42.00	3343
01552	WW BLACKTOPPING, INC	10/21/2020	EFT	0	1,934.63	3344
02181	ETS CORPORATION	10/02/2020	Bank Draft	0	2,647.33	DFT0004690
02003	MINNESOTA DEPT OF REVENUE	10/05/2020	Bank Draft	0	225.15	DFT0004693
02003	MINNESOTA DEPT OF REVENUE	10/07/2020	Bank Draft	0	5,693.22	DFT0004710
02003	MINNESOTA DEPT OF REVENUE	10/12/2020	Bank Draft	0	11,137.00	DFT0004732
03029	OPEN EDGE	10/02/2020	Bank Draft	0	32.02	DFT0004691
03029	OPEN EDGE	10/02/2020	Bank Draft	0	85.18	DFT0004692
02766	SPROUT SOCIAL	10/07/2020	Bank Draft	0	99.00	DFT0004716
01557	XCEL ENERGY	10/14/2020	Bank Draft	0	187.68	DFT0004742
01557	XCEL ENERGY	10/14/2020	Bank Draft	0	77.95	DFT0004743
				,,	514,420.02	150

Authorization Signatures

	All Council
The above manual and regular claims lists for 10-2	19-20 are approved by:
-	,
MARK DEHEN- MAYOR	=
WARR BEITER WATOR	
-	•
DIANE NORLAND- COUNCIL MEMBER	
	-
WILLIAM STEINER- COUNCIL MEMBER	
SANDRA OACHS- COUNCIL MEMBER	Ť.
SANDINA CACITO COONCIL INCINIDEN	

JAMES WHITLOCK- COUNCIL MEMBER

RESOLUTION APPROVING DONATIONS/CONTRIBUTIONS/GRANTS

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

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

Donor	Restriction	Amount
ony Ulman	Library Donation	\$25.00
otal		\$25.00

Adopted by the City Council this 19 th	day of October 2020.	
	Mayor	
City Clerk		



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

Audio Permit	2021
Park Permit	2021
PARTO WAS ARRESTED TO SELECT	

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

• Failure to comply	will affect future ability to obta	in an audio permit.			
AMPLIFIED SOUND:	LIVE MUSIC/BAND DJ/KARAOKE MACHINE OTHER:	DATE OF EVENT: 4/24/2021 BEGIN TIME: 7:00 AM END TIME: 1:00 PM			
LOCATION / SHELTER: Spi	ring Lake Shelter #1				
EVENT NAME: Mankate	o Walk to Defeat ALS				
ONSITE COORDINATOR: PRINT NAME: Hannah Bremer					
	MOBILE NUMBER: 612	-270-6503			
		RMIT AND UNDERSTAND THAT FAILURE TO EVENT AND PREVENT FUTURE ABILITY TO OBTAIN			
SIGNATURE: Harrely	New	DATE: 10/2/2020			
CITY CLERK:		DENIED APPROVED			
D BOOK BRICE	ONLINE \$25.00 FEE	STAFF INTIALS			
	-11 -				

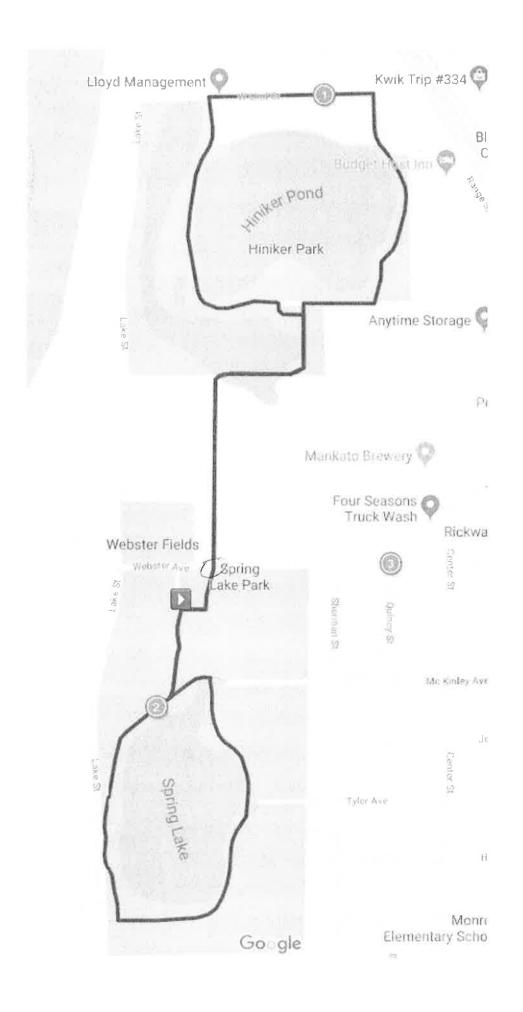
Online receipt \$ 16168



PARK PERMIT

1001 Belgrade Ave North Mankato, MN 56003 507-625-4141 www.northmankato.com

Permit #:	2021	Start Time: _7:00	MA C	Fee: \$
Date:	4/24/2021	Stop Time: 1:00	O PM	
Shelter:X	Spring Lake Shelter #1		r#2 🗆 Whe	eler Park Indoor Shelter \square Benson Park Shelter
Event Nan	ne: <u>Mankato Walk to</u>	Defeat ALS		# of People <u>275</u>
Name: <u>Th</u>	e ALS Association N	/IN/ND/SD Chapter,	Hannah Br	emer
Address:_	1919 University Ave	: W, Suite 175		
City: St.	Paul			State: <u>MN</u> Zip <u>55104</u>
Phone: 6	12-672-0484	Email: <u>hanna</u>	ahbremer@	alsmn.org
	ents (or anything requi *Bounce House requ Weighted tent		□ Yes * If	Yes, Please contact Gopher State One Call 10-252-1166 one week prior to event.
Alcohol	ic Beverages (wine &	beer only) 💢 No	□ Yes	
Pleas	e specify: <i>Cans Ke</i>	g * (\$300 refundable depo	osit and \$30 ke	g permit) Catering* (must contact City Hall)
Audio (r	equires audio permit)	□ No	X Yes * //	Yes, Please fill out Audio Permit.
Allowed			Prohibited	1
 Fishing/ice fis Pets in Benso on a 6' leash Canoes and under 12 mus 	s vided a permit is obtained thing on Ladybug Lake and Spon Park, Bluff Park and Spring kayaks on Ladybug Lake and t be accompanied by an adult rovided they are on a hard-sur	Lake Park provided they are Spring Lake (children and wear a life preserver)	any reasor Pets (allow Glass coni Campfires Snowmobi flotation de Dunk Tank Audio equi	/ Bonfires / Fire Rings les, ATVs, golfing, swimming, boating and motorized evices is pment may not be played so loud as to interfere with able use of the park by others. All audio devices must
×		n of additional tents or stal		is non-refundable. If prior approval is not s disruption of utility services, I agree to be
×		eceived the Audio Permit In the event and prevent fut		understand that failure to comply with the audio tain an audio permit.
SIGNED:	Harrel Drum			10/2/2020
SIGNED.	Applicant			Date
□ APPROVE	ED DENIED			
□ REFER T	O COUNCIL Ci	ty Clerk		Date
Receipt #	0168	_BookOnline	Park	Police Staff Initials





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

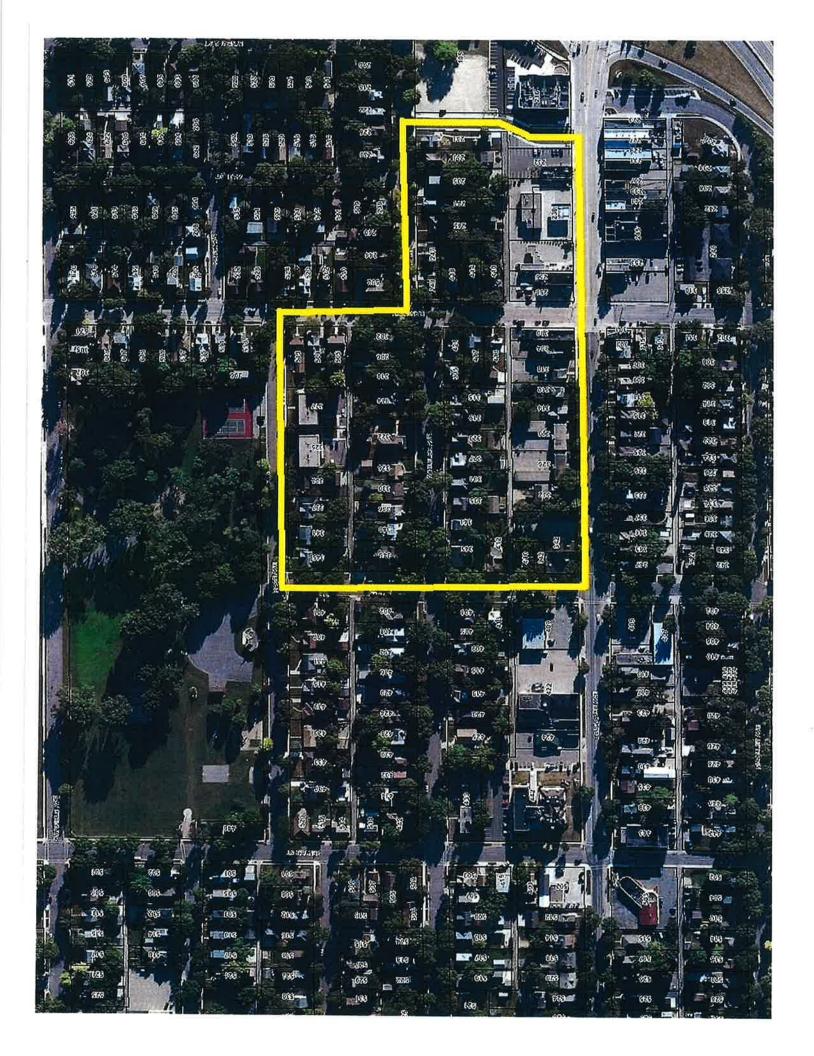
For Office Use Only		
APPROVED		
DENIED		
□ PARK USE □ AUDIO USE		

Application For PARADE PERMIT

REQUIRED INFORMATION:

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

Name of Applicant	Address 1001 polyade	Phone Email Cohnson Cr
Sponsoring Organization		
Name 12-/12-	Address	Phone
Contact during event	- 1	Phone
Kather Heintz	2	507 327 0427
Event Location Boldy and	e All	Pate To From Time To To
Occasion for Parade	lls on Belgrad	\mathcal{O}
Parade Description / Composit	tion	
XMas Parad	10	
Estimated Number of Participa	unts: <u>20</u>	
for a permit to parade in the Cledge, the above is an accurat this permit and subject to the parade participants and the or Applicant	City of North Mankato, Minnes te and true description of the pa provisions and conditions whice rderly and safe movement of pu	10 8 10 Date
for a permit to parade in the Cledge, the above is an accurat this permit and subject to the parade participants and the or Applicant Pursuant to Section 70.21 of applicant organization. This	City of North Mankato, Minnes te and true description of the pa provisions and conditions which rederly and safe movement of put the North Mankato City Code,	ota. I hereby certify that, to the best of my kno rade. I agree to execute the parade according to the may be necessary to provide for the safety oublic traffic.
for a permit to parade in the Cledge, the above is an accurate this permit and subject to the parade participants and the or Applicant Pursuant to Section 70.21 of applicant organization. This	City of North Mankato, Minnes te and true description of the pa provisions and conditions which the result of put and safe movement of put the North Mankato City Code, permit shall be valid only under the conditions of the North Mankato City Code, permit shall be valid only under the conditions of the North Mankato City Code, permit shall be valid only under the conditions of the conditi	ota. I hereby certify that, to the best of my kno rade. I agree to execute the parade according to the may be necessary to provide for the safety of ablic traffic. Date I hereby authorize a parade permit for the



REQUEST FOR COUNCIL ACTION

CITY OF NORTH MANKATO



Agenda Item # 9E	Dept: Community Dev.	Council Meeting Date: 10/19/20
TITLE OF ISSUE: Consider Amended	Resolution 72-20 A Resolution	n Vacating Newcastle Drive
	Account /2 20 /1 Account	in vacating Newcastie Dilve.
		ty Council adopted Resolution 72-20 Vacating
Newcastle Drive on September 21, 2020. easements to maintain underground mu		would allow the City to obtain utility
		If additional space is required, attach a separate sheet
REQUESTED COUNCIL ACTION: Ad	lopt Amended Resolution 72-	20 A Resolution Vacating Newcastle Drive.
		<u> </u>
For Clerk's Use:	SUPPO	RTING DOCUMENTS ATTACHED
Motion By:	Pasalutian Oudi	mana Contract Minutes Man
Second By:	Resolution Ordi	nance Contract Minutes Map
Vote Record: Aye Nay		
Oachs	Other (specify)	Report
Whitlock		
Steiner Norland	-	
Dehen		
Workshop	L Re	fer to:
X Regular Meeting	Ta	ble until:
Special Meeting		hore
		her:

AMENDED RESOLUTION NO. 72-20 A RESOLUTION VACATING NEWCASTLE DRIVE

WHEREAS, the City Council previously passed Resolution No. 70-20 noting its interest in vacating pursuant to Minnesota Statute § 412.851 Newcastle Drive; and

WHEREAS, the City Council previously passed Resolution No. 72-20 vacating a portion of Newcastle Drive legally described as;

All that part of Newcastle Drive located south of Coventry Lane as dedicated in the Charles Klingel Subdivision; and

WHEREAS, the City Council needs to amend such Resolution in order to retain an easement on the property as described in Exhibit A; and

WHEREAS, a public hearing to consider the vacation of such street was held on the 8th day of September 2020, before the City Council in the City Hall located at 1001 Belgrade Avenue at 7:00 p.m. after due published and posted notice had been given, as well as personal mailed notice to all affected property owners by the City Clerk on the 18th day of August 2020 and all interested and affected persons were given an opportunity to voice their concerns and be heard; and

WHEREAS, any person, corporation or public body owning or controlling easements contained upon the property vacated, reserves the right to continue maintaining the same or to enter upon such way or portion thereof vacated to maintain, repair, replace or otherwise attend thereto; and

WHEREAS, the Council, in its discretion, has determined that the vacation will benefit the public interest because the street is no longer needed due to the layout of the Waters North Development.

And WHEREAS, four-fifths of all members of the City Council concur in this resolution;

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

That such petition for vacation is hereby granted, and the *Newcastle Drive* described as follows hereby vacated:

All that part of Newcastle Drive located south of Coventry Lane as dedicated in the Charles Klingel Subdivision with the exeption of a reserved easement for utility purposes as described in Exhibit A in favor of the City of North Mankato.

BE IT FURTHER RESOLVED that the Mayor and Community Development Director are hereby authorized to sign all documents necessary to effectuate the intent of this resolution and file a notice of this vacation as required by law.

Passed by the City Council of North Mankato, Minnesota,	this 19 th day of October 2020.
	Mayor
Attested:	
City Clerk	

SHEET 1 OF 2

DESCRIPTION Easement

That part of vacated Newcastle Drive, according to the plat of Charles Klingel Subdivision, on file and of record with the Nicollet County, Recorder, described as:

Beginning at the northeast corner of Lot 3, Block 2, of said Charles Klingel Subdivision; thence South 00 degrees 45 minutes 47 seconds West, (Minnesota County Coordinate System - Nicollet County Zone - HARN NAD83 - 2011), along the west line of said Lot 3, a distance of 10.00 feet; thence North 89 degrees 14 minutes 13 seconds West, a distance of 12.50 feet; thence South 00 degrees 45 minutes 47 seconds West, a distance of 244.45 feet to a point on the south line of said Newcastle Drive according to said Charles Klingel Subdivision; thence North 89 degrees 14 minutes 13 seconds West, along said south line, a distance of 15.00 feet; thence North 00 degrees 45 minutes 47 seconds East, a distance of 244.45 feet; thence North 89 degrees 14 minutes 13 seconds West, a distance of 32.50 feet to a point on the east line of Lot 1, Block 3, of said Charles Klingel Subdivision; thence North 00 degrees 45 minutes 47 seconds East, along said east line, a distance of 10.00 feet to the northeast corner of said Lot 1; thence South 89 degrees 14 minutes 13 seconds East, a distance of 60.00 feet to the point of beginning.

SURVEYOR'S CERTIFICATION

I hereby certify that this survey, plan, or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

Michael M. Eichers

10/01/2020

Date

License Number 46564

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EASEMENT DRAWING NORTH MANKATO, MINNESOTA



1960 PREMIER DRIVE MANKATO, MINNESOTA 56001 (507) 625-4171

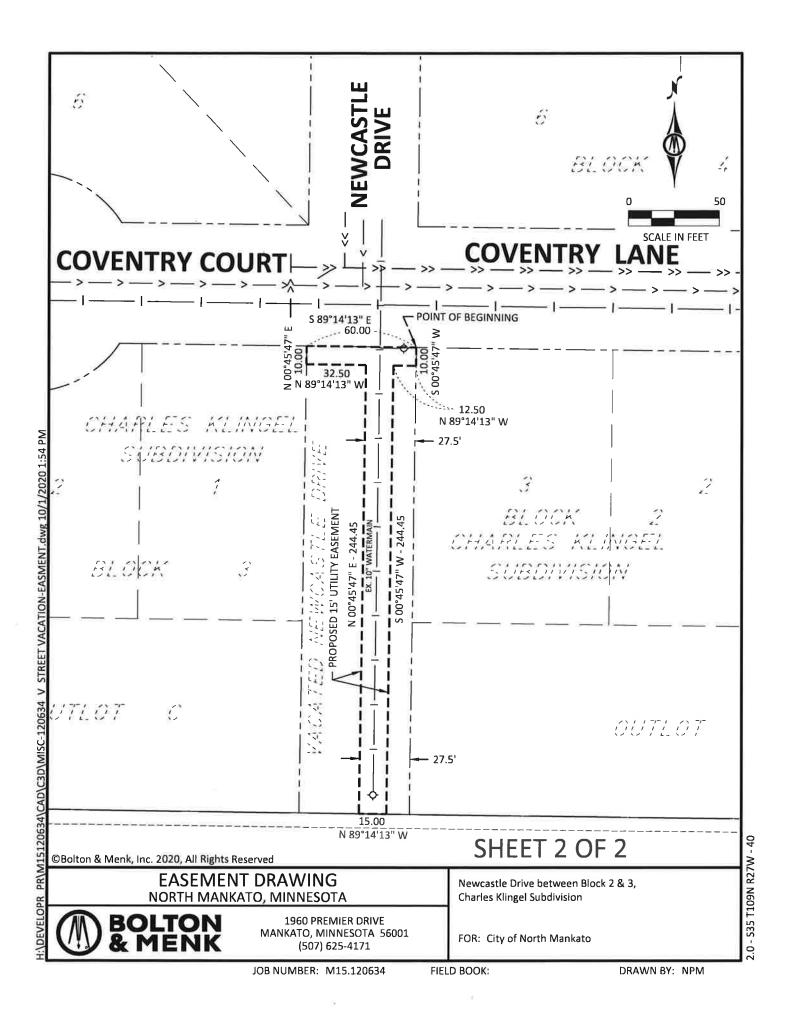
Newcastle Drive between Block 2 & 3, Charles Klingel Subdivision

FOR: City of North Mankato

JOB NUMBER: M15.120634 FIELD BOOK:

DRAWN BY: NPM

2.0 - S35 T109N R27W - 40



MEMORANDUM

TO:

Honorable Mayor and City Council

FROM:

Mike Fischer, Community Development Director

DATE:

October 13, 2020

SUBJECT:

October Traffic & Safety Committee Meeting

On Tuesday October 13, 2020 the Traffic & Safety Committee met to discuss one item of business. Committee members present: Council Liaison Jim Whitlock, Police Chief Ross Gullickson, Public Works Director Nate Host and Community Development Director Mike Fischer. Below is a summary of the meeting:

1. Request to review on-street parking conditions at the intersection of Carlson Drive and Rolling Green Lane

Staff presented a citizen request pertaining the visibility at the intersection of Carlson Drive and Rolling Green Lane. The committee reviewed the existing "No Parking" areas at this intersection and the volume of on-street season parking which occurs on Carlson Drive this time of year. The committee discussed the lack of accidents, potential expansion of no parking on Carlson Drive, the posted speed limit and the increased seasonal parking on Carlson Drive.

RECOMMENDATION

The Traffic & Safety Committee recommends no changes which would limit further on-street parking in this area. The recommendation is based on the seasonal nature of the on-street parking, the presence of existing "No Parking" areas and the lack of accidents in this area.

MEMORANDUM

TO:

Traffic & Safety Committee

FROM:

Mike Fischer, Community Development Director

SUBJECT:

October Traffic & Safety Committee meeting

DATE:

October 7, 2020

The next meeting of the Traffic & Safety Committee has been scheduled for Tuesday, October 13, 2020 at 1:30 p.m. at the North Mankato Municipal Building.

AGENDA

1. Request to review on-street parking conditions at the intersection of Carlson Drive and Rolling Green Lane.

Attached as Exhibit A is a citizen concern regarding the current on-street parking conditions at the intersection of Carlson Drive and Rolling Green Lane. Shown on Exhibit B are the current "No Parking" areas at this intersection. According to the citizen, visibility is difficult when entering onto Carlson Drive from Rolling Green Lane due to the presence of vehicles parking on these streets. For this reason, the request is to expand the existing "No Parking" areas on Carlson Drive and Rolling Green Lane as shown on Exhibit C.

Due to the presence of Fun.com, especially at this time of year, there are many employee vehicles which park on Carlson Drive.

Mark,

Request you have your Traffic & Safety Committee take a look at this intersection.

It is impossible to see oncoming traffic from the west when turning onto Carlson Drive from Rolling Green Lane because of parking on the south end of RGL and on the north side of Carlson Drive.

Suggest parking be eliminated from the west entrance to the Autism Center to the corner of RGL and Carlson Drive, this would only involve 2 or 3 spaces. Also, double the no parking spaces on the north side of Carlson Drive going west from RGL.

Thank You,

Jim Kirschbaum 2126 Rolling Green Lane 625-6995



Map Name

Disclaimer:

This drawing is neither a legally recorded map nor a survey and is nor intended to be used as one. This drawing is a compliation of records, information, and data located in various softy, county, and state offices, and other sources affecting the area shown, and is to be used for reference purposes only. The City of North Mankato is not reconcible for anoul variantical selection contained. BOLTON & MENK

Real People. Real Solutions.

Legend

City Limits

Medians

Roadways

ROLLING GREENILN

24MB

Parcels (7-1-2020)

Minnesota River Lakes & Ponds

Nman_cty19_3inch.sid Red: Band_1

Blue: Band_3

Green: Band_2

21102

2104 24000

CARLSON DR

© Bolton & Menk, Inc - Web GIS 10/6/2020 4:25 PM



Map Name

This drawing is neither a legally recorded map nor a survey and is not intended to be used as one. This survey and is not intended to be used as one. This date drawing is a compliation of records, information, and date located in various city, courty, and state offices, and other sources affecting the area shown, and is to be used for reference purposes only. The City of Month Markaols is not reference purposes only.

Real People. Real Solutions.

Legend

MANKATO

MINNESOTA

City Limits



Roadways

Parcels (7-1-2020) Lakes & Ponds

Nman_cty19_3inch.sid Minnesota River

Red: Band_1

Blue: Band_3

Green: Band_2

2106 2402 21114 2010 2420 ROLLING GREENLIN CARLSON DR BOLTON & MENK

2080

132 Feet

© Bolton & Menk, Inc - Web GIS 10/2/2020 4:36 PM

CITY OF NORTH MANKATO REQUEST FOR COUNCIL ACTION



Agenda Item # 11A	Dept: Finance	Council Mee	eting Date: 10/19/20
TITLE OF ISSUE: Consider Resolution A Drive Improvement Project No. 19-07 DE		r Dakota Meadows	Safe Routes to School/Howard
BACKGROUND AND SUPPLEMENTA hear any ojections on the proposed assess School/Howard Drive Improvement Proj	sment for Project No. 19	_	
		If additional spac	re is required, attach a separate sheet
REQUESTED COUNCIL ACTION: Add Improvement Project No. 19-07 DEF.			
For Clerk's Use:	SUP	PORTING DOCU	MENTS ATTACHED
Motion By:Second By:	Resolution	Ordinance Contract	Minutes Map
Vote Record: Aye Nay Oachs	Other (spe	cify) Report	
Whitlock Steiner			
Norland			
Dehen			
Workshop		Refer to:	
X Regular Meeting		Table until:	
Special Meeting		Other	

RESOLUTION ADOPTING ASSESSMENT FOR DAKOTA MEADOWS SAFE ROUTES TO SCHOOL/HOWARD DRIVE IMPROVEMENT PROJECT NO 19-07 DEF

WHEREAS, pursuant to proper notice duly given as required by law, the Council has met and heard and passed upon all objections to the proposed assessments for Project No. 19-07 DEF Dakota Meadows Safe Routes to School/Howard Drive Improvement Project.

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

- 1. Such proposed assessment, a copy of which is attached hereto and made a part hereof, is hereby accepted and shall constitute the special assessment against the lands named therein. Each tract of land therein included is hereby found to be benefited by the improvement in the amount of the assessment levied against it.
- 2. Such assessment shall be payable in equal annual installments extending over a period of fifteen (15) years and the first of the installments shall be payable on or before the first Monday in January in 2021 and shall bear interest at the rate of 4% from November 15, 2020.
- 3. The owner of any property so assessed, may at any time, prior to November 19, 2020, pay the whole of the assessment on such property with interest accrued to the date of payment to the City Finance Director; and he may, at any time thereafter, pay to the County Treasurer, the entire amount of the assessment remaining unpaid with interest accrued to December 31 of the year in which such payment is made. Such payment must be made before November 15 or interest will be charged through December 31 of the next succeeding year.
- 4. The Clerk shall transmit a certified duplicate of this assessment to the County Auditor to be extended on the tax lists of the County, and such assessments shall be collected and paid over in the same manner as other municipal taxes.

Adopted by the City Council this 19th day of October 2020.

	Mayor	
City Clerk		

DAKOTA MEADOWS SAFE ROUTES TO SCHOOL/HOWARD DRIVE IMPROVEMENT PROJECT NO. 19-07 DEF

\$80,000 **Proposed Assessment** 56003 City State North Mankat MN Property Owner School District 77 & Mankato School District P.I.D. Property Address 18.505.0010 1900 Howard Dr.

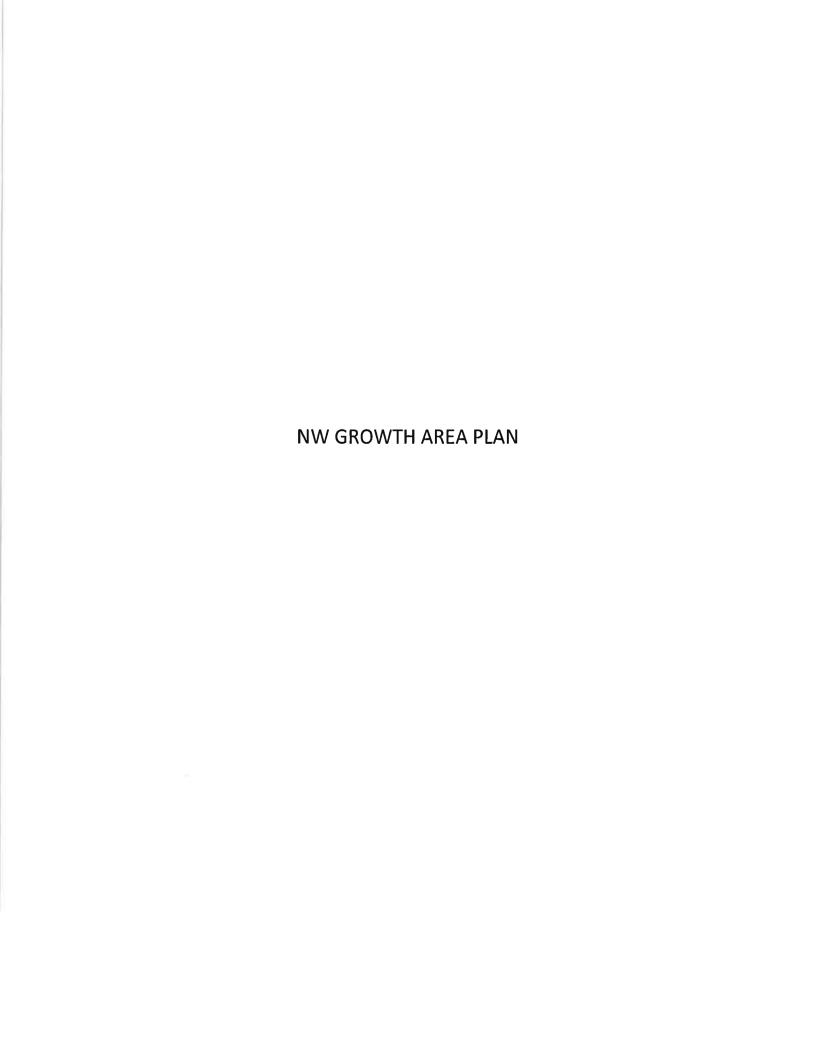
Total Assessments

\$80,000

CITY OF NORTH MANKATO REQUEST FOR COUNCIL ACTION



Agenda Item # 11B	Dept: Community Dev.	Council Meeting Date: 10/19/20
TITLE OF ISSUE: Receive NW Growth	Area Plan.	
BACKGROUND AND SUPPLEMENTA	AL INFORMATION: Staff wi	Il present the NW Growth Plan and are
planning several citizen engagements be		
ke.		
,		
REQUESTED COUNCIL ACTION: Re	ceive NW Growth Area Plan.	If additional space is required, attach a separate sheet
For Clerk's Use:	SUPPOR	TING DOCUMENTS ATTACHED
	Deschier Ordin	Contract Minutes Man
Motion By:Second By:	Resolution Ordin	ance Contract Minutes Map
Vote Records Ave New		
Vote Record: Aye Nay Oachs	Other (specify)	Report
Whitlock	8	•
Steiner Norland	0	-
Dehen	N-	
Workshop	Ref	er to:
X Regular Meeting	Tat	ole until:
Special Meeting	Oth	



THE CITY OF NORTH MANKATO

SUBJECT: NW Growth Area Study

APPLICANT: City of North Mankato

LOCATION: Undeveloped land surrounding the Highway

14/Highway 41 Interchange northwest of city limits

EXISTING ZONING: M-2 Heavy Industrial, B-3 General Commercial, other

Undeveloped Agricultural Land outside city limits

DATE OF HEARING: October 8, 2020

DATE OF REPORT: October 1, 2020

REPORTED BY: Matt Lassonde, City Planner

APPLICATION SUBMITTED

Request to review the draft NW Growth Area Study

COMMENT

The NW Growth Area Study began in 2019 to establish guidance for future growth in the area served by the Highway 14/Highway 41 interchange. This study builds upon recommended land use goals, policies, and objectives from the 2015 Comprehensive Plan guiding the area for expanded industrial, commercial and residential uses.

A market area analysis was performed in early 2020 along with stakeholder visioning meetings to establish various uses that could be supported economically and are desirable from a stakeholder standpoint. Insight from those processes lead to an established vision for the area and the development of land use scenarios that portray that vision. The study will serve as an addendum to the 2021 Comprehensive Plan Update and will inform the Future Land Use Chapter.

Staff would like to present the plan draft to the Planning Commission to get feedback and direction on the status of the draft prior to future public engagement. Staff will present the draft to the City Council after any revisions are implemented in response to requests from the Planning Commission. A virtual open house is planned for late October and staff plans to take back to the City Council for adoption by mid-November.

RECOMMENDATION

Staff recommends the approval the Draft NW Growth Area Study.



Northwest Growth Area Study

November 2020



Prepared by: The City of North Mankato

Community Development Department

Introduction

The City of North Mankato has experienced steady growth in the past 10 years, exhibiting average annual increases of 90 (0.7%) to the population, 41 (0.7%) to households, and 122 (1.9%) to employment. The need to provide new areas for residential, industrial, and commercial development is anticipated to accommodate that growth. Toward the southeast the City is bound by the Minnesota River. This makes the north and northwest areas of the city the future areas for new development and growth in the City, while redevelopment will continue in other areas of the City. The City has undertaken this Northwest (NW) Growth Area Study to ensure that growth is guided effectively and responsibly.

The study area comprises the area surrounding the interchange at US Trunk Highway (TH) 14 and Nicollet County State Aid Highway (CSAH) 41 as depicted in **Figure 1**. Access to US Highway 14 makes this area connected regionally, providing a desirable location for industrial type development near the already successful Northport Industrial Area. Land surrounding the interchange is primarily flat agricultural land which is ideal for new development. The city recognizes that responsible growth requires an understanding of the types and extent of development the area can support and anticipation of timeframes for new development.

To gain that understanding, this study included a market area analysis, stakeholder visioning, and other public outreach for insight and direction on the types and extents of land uses the city should plan for in the NW Growth Area. These tasks provide the base framework for developing potential land use scenarios that will guide development in the area and supplement the Future Land Use update of the North Mankato Comprehensive Plan.

Plan Purpose

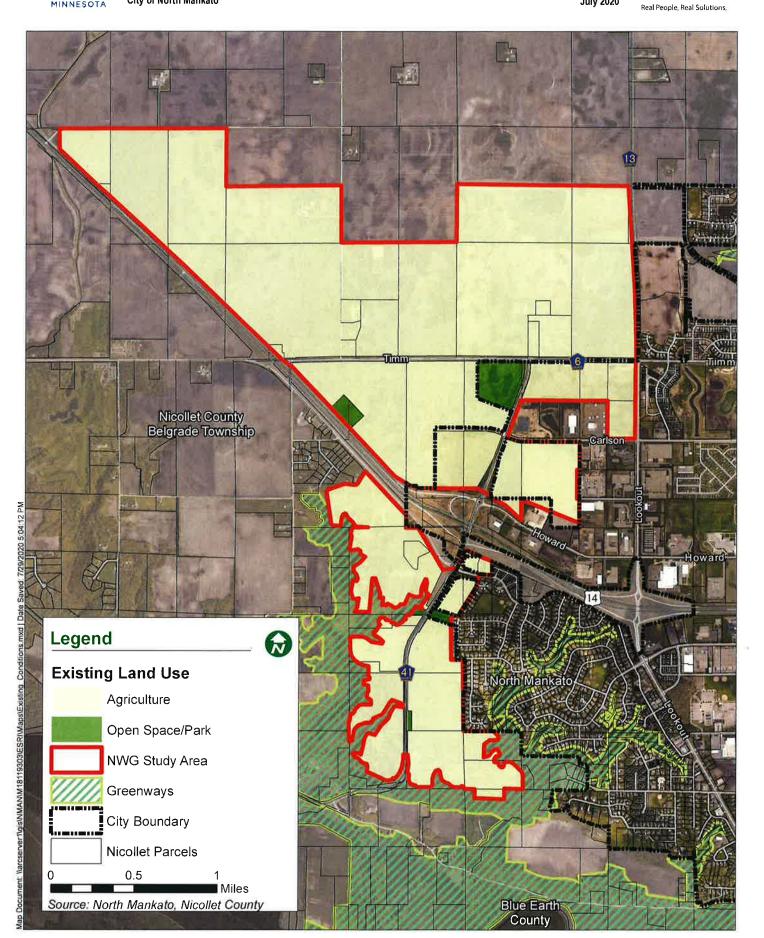
The purpose of this Northwest Growth Area plan is to:

- 1. Achieve a shared vision for the future of the Northwest Growth Area among the City, stakeholders and citizens
- 2. Research the area market and understand the appropriate mix of new industrial, commercial, and residential development the area can support
- 3. Communicate to property owners and developers the City's plan for targeted, market supported growth and development
- 4. Provide a supportive land use framework to guide the Future Land Use Map in the North Mankato Comprehensive Plan

Guiding Principles

As the Northwest Growth Area develops, the following guiding principles should be referenced:

- Effectively plan new residential, commercial, and industrial development within the reach of existing and planned utility extensions.
- 2. Incorporate the defined vision from this study when considering the type and extent of development in the Northwest Growth Area.
- 3. Consider multi-family residential options in proximity to new commercial/industrial development where appropriate.



- Continue the City's trends for providing attractive and cohesive industrial facilities by incorporating high-quality materials into new facility design, as seen in the Northport Industrial Park.
- 5. Refer to the Market Area Analysis included in this study when considering types of uses that could be economically supported in the Northwest Growth Area.
- 6. Consider incorporating supportive neighborhood commercial uses in key locations to provide services and amenities in a walkable/bikeable distance from new residential development.
- 7. Consider accommodations for pedestrian and bicycle connections from new development to the existing North Mankato area parks and trails as identified in the Comprehensive Plan.
- 8. Consider appropriate locations for new parks to serve new residential development, staying within appropriate park service radii defined by the 2015 North Mankato Parks Plan.

Study Area Context

The Northwest Growth Area is comprised mostly of undeveloped agricultural land surrounding the intersection of TH 14 and CSAH 41, extending north past Timm Rd, and south near Judson Bottom Road (**Figure 1**). TH 14 has experienced many changes in the past several years, including conversion to a four-lane highway from New Ulm to Rochester which is currently underway, and of which the segment passing through North Mankato has been completed. The TH 14/CSAH 41 interchange was constructed as part of that conversion in preparation for anticipated growth outlined in this study.

In anticipation of future growth in the NW Growth Area, the city performed a market area analysis to analyze the market context for potential development that could be supported. This study took place between October and December of 2019 and used technical analysis tools, city building permit records, and interviews with real estate professionals for knowledge of local development context. The analysis looked at the development context and potential for retail, hospitality, industrial and residential development. The potential for retail development was given increased attention in the study because of requests made by the public in this and past studies, the distance of walking from the study area and other commercial areas of the city, and the likelihood of locating services near new residential development to support growth. Potential commercial development included retail, services, restaurants and hospitality. The following sections describe the context for each use based on existing conditions and the findings of the Market Area Analysis.

Commercial Development

Commerce Drive is the closest commercial district, roughly two miles east of the NW Growth Area. The City completed the Commerce Drive Area Development Plan in 2019 which provided a vision for development along the corridor suggesting the area is targeted as a community destination that could accommodate an enhanced retail environment offering more services and amenities than it does today. While Commerce Drive offers many services and amenities, residents continue to request additional commercial and retail destinations in the community.

Other commercial areas in North Mankato are located on Belgrade Avenue in the Central Business District, near the Webster Avenue/TH 169 intersection, on Lookout Drive near the Marie Lane intersection, and along the 169 corridor in North Mankato and Mankato. As the City expands west, it will undoubtedly require new retail commercial development to accommodate residents. The TH 14/CSAH 41 interchange is a desirable location to locate new supporting commercial uses with easy access to

CSAH 41 area residential. **Figure 2** depicts future land use within the study area derived from the North Mankato 2015 Comprehensive Plan and identifies commercial development near the interchange.

Walkability to area commercial is another topic to consider. While Commerce Drive is well connected to the sidewalk and trail system, it is roughly two miles from the study area and outside of a walkable distance. Walkability to commercial areas is especially important where a critical mass of people reside in multi-family development where lower income residents may not have access to vehicles and rely on walking, bicycling, and public transportation to access goods and services.

The Market Analysis identifies types of commercial development that may be supported in the study area in terms of retail, hospitality, and food and beverage offerings. The analysis found commercial to be important as it provides an anchor for other development near the interchange. The following summarizes the retail market potential for the study area:

- <u>Retail:</u> Interviews with area developers and industry professionals provided insight into the
 potential for future retail in the study area. Views varied among this group ranging from one
 believing this is an attractive area for retail, one suggesting it would be attractive in a five- or 10year timeframe, and two suggesting the area is not likely to support much retail ever. Those
 supporting retail suggested that it may work if supported by a recognized anchor store or
 restaurant that is not offered in other locations.
- Grocery Store: Through the public process for this and other North Mankato planning efforts, many in the community desire to have a grocery store in upper North Mankato. Some oppose the idea due to the closure of a small independent grocery store previously located along Commerce Drive several years ago. However, as the City continues to grow, the need for new neighborhood serving goods and services also increases and further suggests a need for additional density of population to support such services.
 - The Market Analysis found that a small grocery store (25,000 sq. ft.) could be supported within the existing retail trade area (**Figure 3**) in the short term. Groceries represent just under half of consumer spending on neighborhood serving goods and services. The analysis identified that the trade area purchasing power is \$13.8 million which is approaching the \$14 million needed to support a small grocery store as described.
 - This analysis was based primarily on existing households and population. Factors that may increase the viability of locating a grocery store in the study area include the increasing population, the development of higher-density housing in the study area, site suitability, and visibility from, and access to, TH 14. A Grocery Store Demand Analysis is included in the Market Analysis in **Appendix A** which further describes the process used to determine grocery store viability.
- <u>Hotel:</u> The City has targeted hotel services to locate in upper North Mankato in the past to accommodate industrial businesses and large tournaments at the nearby Caswell Sports Complex among other users. The market analysis found that a hotel might work in the area, especially one that has a restaurant. Many in the public process thought a hotel with a waterpark might create a destination and provide an anchor for other commercial development within the study area. As the NW Area Growth Study was underway, a hotel was being constructed on Commerce Drive which may minimize or prolong the need for additional hospitality services.

August 2020

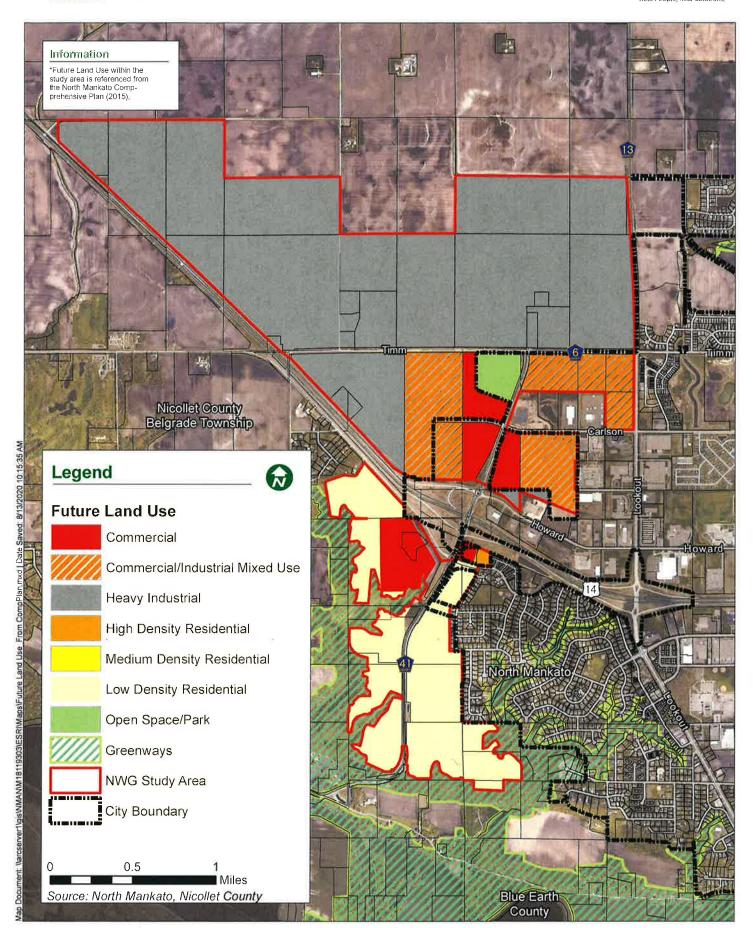




Figure 3. Retail Trade Area extending from the valley bluff of Upper North Mankato, northwest past the City of Nicollet and following the Minnesota River Valley.

Overall, visibility from TH 14, land availability and suitability, and area population growth increase potential for new commercial and retail development in the study area. The viability of future retail is dependent on the extent of growth and the types of retail offered. Results of the Market Analysis indicate that if development of a retail center is desired, the City should:

- 1. Guide land to accommodate potential buildout—i.e. grocery store anchored neighborhood center and hotel (or locate an additional hotel at the Caswell Campus)
- 2. Build the context for retail through housing growth and continued industrial development north of TH 14

The City is also looking for opportunities to appropriately locate an RV park to accommodate visitors to area sporting events and other recreation. Visitors often wish to bring RVs and campers to tournaments at the Caswell Sports Complex rather than stay in area hotels. An RV park would provide them with a location to park the recreational vehicles.

Industrial Development

The Northport Industrial Park has been very successful for the City of North Mankato. Located just east of the study area, north of TH 14, Northport has seen the development of 25 industrial buildings providing over 1,300 jobs in the City since 1993. Industrial development remains a top priority for City officials and the Port Authority to create job opportunities for residents and to balance the impact of property taxes between residents and businesses. The City anticipates industrial expansion will continue north of the highway as is depicted in **Figure 2**.

Other industrial in the City of North Mankato is located along Webster Avenue in proximity to TH 169 where light industrial uses combine with North Mankato Public Works to form a small industrial district. Other major industrial uses are primarily located east in the City of Mankato close to TH 14.

Results from the Market Analysis support that industrial growth will continue, suggesting that Northport Industrial Park is well positioned for this growth given the following characteristics:

- · Large parcel availability
- Access to TH 14 and regional connections
- Site suitability (i.e. flat, uncontaminated land)
- Supportive public sector environment

The Market Analysis suggests that Northport is taking advantage of all opportunities possible and will remain suitable for a wide range of industrial and business enterprises, including continued growth in printing and heavy truck/industrial equipment sales and service.

Housing Development

Just east of the development, south of TH 14, Pleasant View Drive and North Ridge Drive are significant residential neighborhoods with a combined 548 single-family units and 215 multi-family units. Multi-family units are generally located along Lookout Drive and along Pleasant View Drive near TH 14. The single-family houses, from CSAH 41 to Red Tail Ln in the east, were built within the last 20 years and are aimed at move-up buyers looking for larger homes to raise their family.

The study area south of the highway is highly suitable for continuation of single-family residential development. The land here wraps around several ravines which are highly desirable locations for single-family homes. The land also approaches the Minnesota River Valley as it travels south which provides a more rural, natural setting suitable for lower-density development.

However, the Market Analysis suggests multi-family residential development is important to support business growth with workforce housing and to provide options for seniors. In recent years, North Mankato has identified the need for additional senior living facilities in the community and the northern part of this area close to the TH 14/CSAH 41 interchange could be a good location.

Available land, connectivity to the regional transportation network, and proximity to industry serve as assets supporting additional housing in the study area. One challenge is a lack of retail services. There was consensus among developers and industry professionals that the study area was a suitable location for apartments to accommodate the workforce.

Figure 2 depicts primarily single-family residential south of TH 14 as shown in the Future Land Use Plan in the 2015 Comprehensive Plan.

Institutional Uses

The City also considered the potential location of additional elementary and secondary educational facilities in the area. The study area south of TH 14 is primarily residential and is connected well to area trails and the northeast portion of the study area, north of TH 14, is also located on the fringe of residential uses and is well connected to area trails. If residential uses continue to develop in this area, these areas may provide suitable locations for future K-12 educational facilities.

The City may also consider the study area an appropriate location for a cemetery as one does not currently exist within city limits. The City will give this further consideration as the area develops and believes the NW Growth area may provide an optimal location in the future.

Parks and Trails

North Mankato, especially Upper North Mankato, continues to become more connected with new onand off-street trails incorporated into the system and neighborhood developments lined with sidewalks. In the last few years, the City completed the Bluff Valley Trail which connects Upper North Mankato to Lower North Mankato along TH 14. Multi-use trail facilities have been added or improved on and around CSAH 41 in the study area and nearby Lookout Drive, Howard Drive, and Commerce Drive. These trails will connect to a regional trail planned along TH 14 by the Minnesota Department of Transportation (MnDOT) which will ultimately connect North Mankato to New Ulm in the future (Figure 4).

The City also contains significant park resources with nearly 20 acres of park per 1,000 residents in the community. The Draft 2021 Comprehensive Plan update continues work from the previous, 2015 Comprehensive Plan and the 2015 Parks Plan which identify future park locations based on service areas

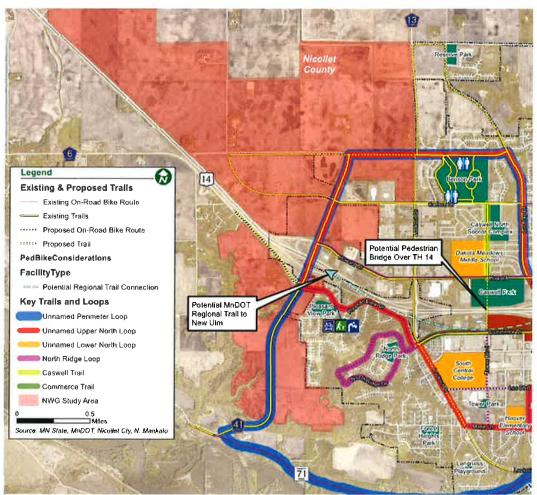


Figure 4. Existing and Proposed trail facilities in and around the study area referenced from the 2021 Draft Comprehensive Plan update and the Commerce Drive Area Development Plan.

from each type of park. Much of the New Park Target Areas identified in the Draft Plan fall within the Northwest Growth Study area with a more specific location identified for a larger community park near the southern extent (Figure 5). It should be noted that new park resources would only be pursued in the northeast portion of the study area in the event that residential type development takes hold. This location is being called a residential/commercial/industrial flex zone and is anticipate to provide a transitional zone between existing residential and potential heavy industrial uses planned for areas west. Any new residential development will require the placement of a new neighborhood-type park to ensure service areas are met.

Pleasant View Park is an eight-acre neighborhood park located just east of the study area and is the

closest park to the study area where residential is anticipated to continue in the study area.

Economic Development

Retaining and attracting jobs is an ongoing objective for the City of North Mankato. The MN Department of Revenue shows that, in 2016, commercial and industrial properties made up 30-33 percent of the tax base in North Mankato, at 19 percent and 14 percent respectively. The highest employment industry is manufacturing which provides 43.7 percent of all jobs in North Mankato. With these numbers in mind, a continued focus on commercial/industrial expansion will continue to be important for the economic vitality of North Mankato into the future. These uses also reduce the tax burden on homeowners and provide jobs and economic activity to attract new residents that support an expansion of retail amenities that citizens desire.

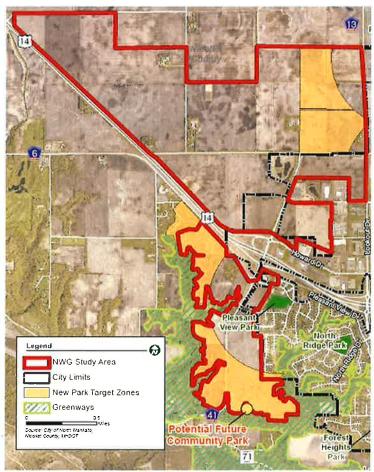


Figure 5. New Park Target Zones referenced from the Comprehensive Plan update.

Existing and Planned Utilities

The City's planned sanitary sewer service areas serve as the extent of growth in the study area. In June 2018, the City finalized planned service expansion areas. This includes the initial and ultimate Northport Industrial Park Lift Station areas, the Aspen Lane Lift Station Area, the Parks Edge Lift Station Area, the Reserve Lift Station Area, and the Carlson Drive/Countryside Drive Gravity Area. Figure 6 illustrates sanitary sewer service areas in the study area. The full Sanitary Sewer Service Area Map is included in Appendix B. As depicted in the figures, much of the study area is included in areas already served by sanitary sewer.

Public Involvement

Through the process, the City solicited feedback from businesses, property owners and residents in and around the study area.

Market Analysis Interviews

As mentioned previously, developers and industry professionals were interviewed for their insight on study area potential to support new commercial and housing opportunities. Insight from this outreach is included in the discussion in the Study Context section of this plan.

Visioning Meetings

Following the market study, two visioning meetings were held to provide property owners and nearby residents the opportunity to express their vision for the future and guide the land use plan that will determine the makeup of the area for generations to come. The input received from these two meetings

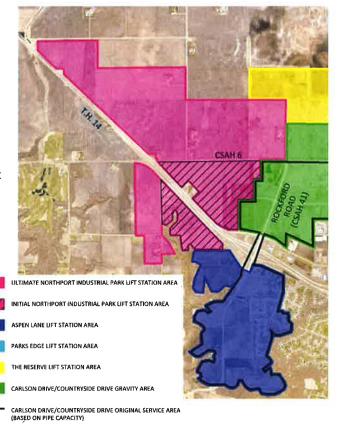


Figure 6. Existing and Planned Sanitary Sewer Service Areas in the Study Area.

was used to identify a shared vision for Northwest Growth.

Participants were presented with maps outlining the study area and the proposed zoning land uses from the 2015 Comprehensive Plan. Participants were placed in groups and asked questions aimed at identifying land use types and potential businesses and industries that could exist in the study area. Some examples included:

- What words describe your vision for the Northwest Growth area
- What types of commercial amenities would serve you best in the Northwest Growth area?
- What priorities do you have for residential development, recognizing all types are need in the community?
- Are there any retail or restaurants you would like to see in the new area?

Following these questions, group discussions were presented to the larger whole and recorded. Among the many suggestions offered by participants, some general themes took shape, divided into two sections including areas north and south of TH14.

North of TH 14

Participants acknowledged the success of industrial/commercial growth in the neighboring Northport area and supported a continuation of those uses on the north side. These uses take

advantage of the TH 14/CSAH 41 interchange, providing for efficient truck traffic and high visibility for new commercial/industrial businesses. Some suggested that increased commercial/industrial businesses and the need to accommodate the large numbers of visitors to Caswell Sports Complex, could support a new hotel. Some thought a hotel could include a destination attraction like a waterpark or restaurant that could serve the community and visitors year-round.

Locating a new school north of TH 14 was also raised as a possible land use for the area. Participants supported the idea of including a small neighborhood grocery store similar an Aldi or HyVee Fast & Fresh as identified in the market study, providing it is part of a larger chain to keep prices in line with larger, full-service grocers. High prices were attributed to the failure of the previous grocery store on Commerce Drive. Participants also included a few examples of food and convenience businesses they would like to see in the area including a full service gas station/convenience store, such as a Kwik Trip or HyVee convenience store, and restaurants such as Panera Bread, Dairy Queen, and Caribou Coffee/Starbucks.

South of TH14

South of TH 14, participants agreed with the continuation of residential development. When presented with the need for more work force housing in North Mankato, participants proposed placing medium-density housing, like townhomes, closer to the TH 14/CSAH 41 interchange, then developing single-family homes to the south. There was some agreement that a convenience store or fast food restaurant (coffee shop, ice cream, etc.) could work on the southside of TH 14 but were preferable on the northside of the intersection, as concern for increased traffic on Pleasant View Drive through existing residential development would create safety and nuisance conflicts.

Meeting input is summarized in **Appendix C** and contributed to the shared vision that informed plan development and the future of the study area.

A Vision for the Northwest Growth Area

The NW Growth Area provides the next phase in North Mankato's growth as a community, capable of accommodating many land uses; fueling economic growth by expanding the industrial, commercial, and residential base of North Mankato; and creating new community destinations; accomplished through planned, balanced, and opportunity-driven growth that is diversified, orderly, and consistent with existing and nearby development.

Virtual Open House/Survey

A virtual open house was held to solicit input on the Draft NW Area Growth Plan...

Development Scenarios

Uncovering market trends and potential for the area, engaging stakeholders, and identifying a vision have allowed the City of North Mankato to identify development scenarios to guide the future of the study area. As part of the process for identifying development scenarios, key performance indicators (KPI) were calculated for a full understanding of the potential each scenario offers to the community. KPI's included total residential population, total number of dwelling units, total industrial and commercial lots, daily vehicle trips generated (residential), daily trips generated (non- residential), and job potential provided by each scenario. The methodology used to calculate KPI's is included in **Appendix D**.

Development scenarios will be used to guide future land use in the Comprehensive Plan Update. Developers should consult this plan and development scenarios when considering the type and extent of development to implement as the City grows. The City should reference the information provided herein when further guiding City growth.

As mentioned previously, the study area was divided into two subareas including the area north of TH 14 and the area south of the highway due to varying contexts. The following describes scenarios developed for each subarea.

Land Use Scenario A - North of TH 14

One scenario was developed for the area north of TH 14. Scenario A depicts potential land use north of Highway 14 in the study area. This area is predominantly heavy industrial and commercial/industrial mixed, with some general commercial uses near the interchange and a residential/commercial/industrial flex zone in the northeast corner.

This scenario provides an avenue for continuing the success of the Northport Industrial Park. Existing farmland provides the space requirements for large buildings, parking lots, loading facilities, and external storage to accommodate industrial development. The TH 14/CSAH 41 interchange enhances access for industrial supporting truck traffic, accommodating trucks more directly to the area reducing conflicts with other vehicles on local roads thus improving vehicular and pedestrian safety.

As stated above, manufacturing accounts for the largest single source of jobs in North Mankato and one of its largest sources of tax base. The market study identified a continued need for industrial and manufacturing development, further enhancing the choice of industrial development on the northside of TH14.

This scenario has potential for 200 industrial/commercial lots which could provide nearly 6,350 new jobs in the City. It also has potential to accommodate nearly 1,500 residents living among a potential 610 dwelling units. If built out as described, this development could generate nearly 10,000 vehicle and truck trips to the area. The City anticipates guiding this location with the following uses:

1. <u>Heavy Industrial – 572 Acres (44%)</u>: Its anticipated that industrial uses similar to those found in the Northport Industrial Park will continue to occupy this area. This includes manufacturing, distribution, warehousing, and other industrial uses which require more land, generate noise and truck traffic and may include outdoor storage.

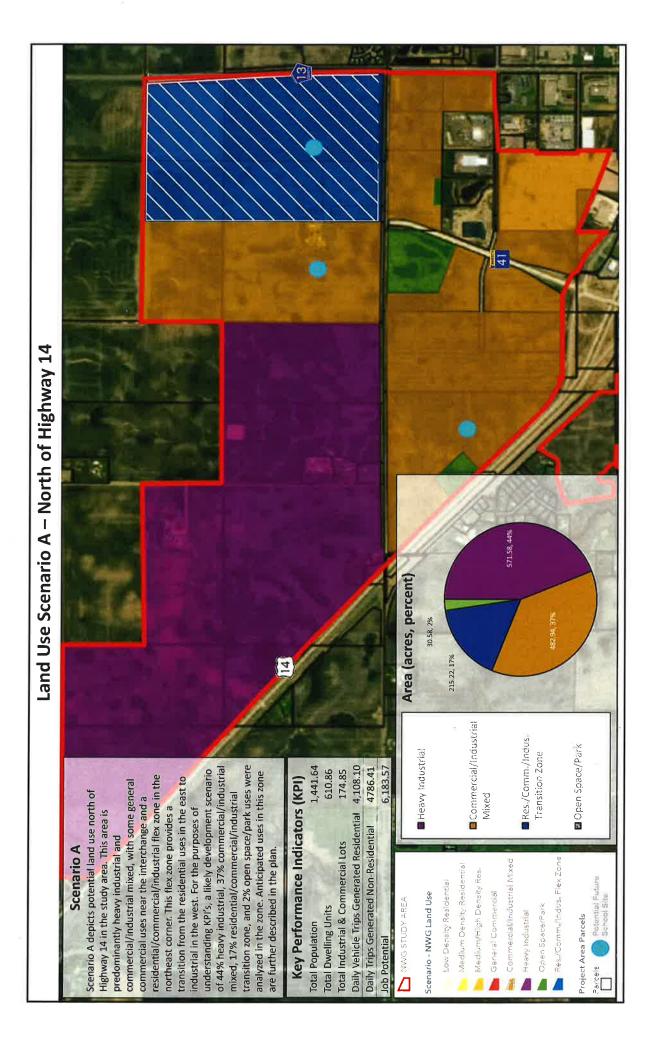
<u>Commercial/Industrial Mixed-Use – 483 Acres (37%)</u>: This use is intended to provide flexibility to allow for both commercial and industrial uses. This option provides an opportunity for additional commercial uses where they may be underserved. Residents in this location are farthest from commercial uses in the City of Mankato and could benefit from the convenience of commercial uses in this area. In the future, this commercial area might be able to accommodate retail, hospitality, and/or food/beverage services. This site may prove suitable in the future for a grocery store or destination hotel with a waterpark or restaurant as described previously. Any commercial should be general commercial rather than neighborhood commercial as this type may be larger in scale and generate more traffic than other commercial type uses.

The Commercial/Industrial Mixed-Use could also accommodate a mix of light-industrial uses which are cleaner from an aesthetic standpoint and have fewer impacts to adjacent properties.

2. Residential/Commercial/Industrial Flex Zone - 215 Acres (17%): This flex zone provides a transition from the residential uses in the east to industrial in the west. This transitional zone allows for multiple options including residential expansion from the east to west, industrial/commercial expansion from the west to east, or a mix of each on this property, letting market trends eventually dictate development. At the time of this planning effort, Nicollet County was updating the Nicollet County Comprehensive Plan which identifies that CSAH 41 may be extended in the future. Potential future alignments for CSAH 41 through this site will undoubtedly influence how this location develops. The For the purposes of understanding the site's potential, the development scenario assumes a mix of 41% commercial/industrial mixed, 21% medium-density residential, 35% low-density residential, and 2% general commercial uses will occupy the zone. Establishment of this zone in the Future Land Use Plan will likely require amendments to uses included in the Comprehensive Plan and the Zoning Code. This site's proximity to eastern residential uses makes it optimal for multi-family residential uses on the eastern side and/or additional senior living facilities which could provide a transition from residential to light industrial. If multi-family is considered in this location, the City should also consider supportive commercial retail/service amenities are also provided nearby.

<u>Open Space/Park – 31 Acres (2%)</u>: Open Space/Park uses in this location are anticipated to be confined to storm water ponds and intermittent green space. The need for a park in this location is lower given its industrial/commercial focus and lack of residential properties. New park facilities should be considered if multi-family residential development takes hold.

Land Use Scenario A is illustrated in Figure 7 below.



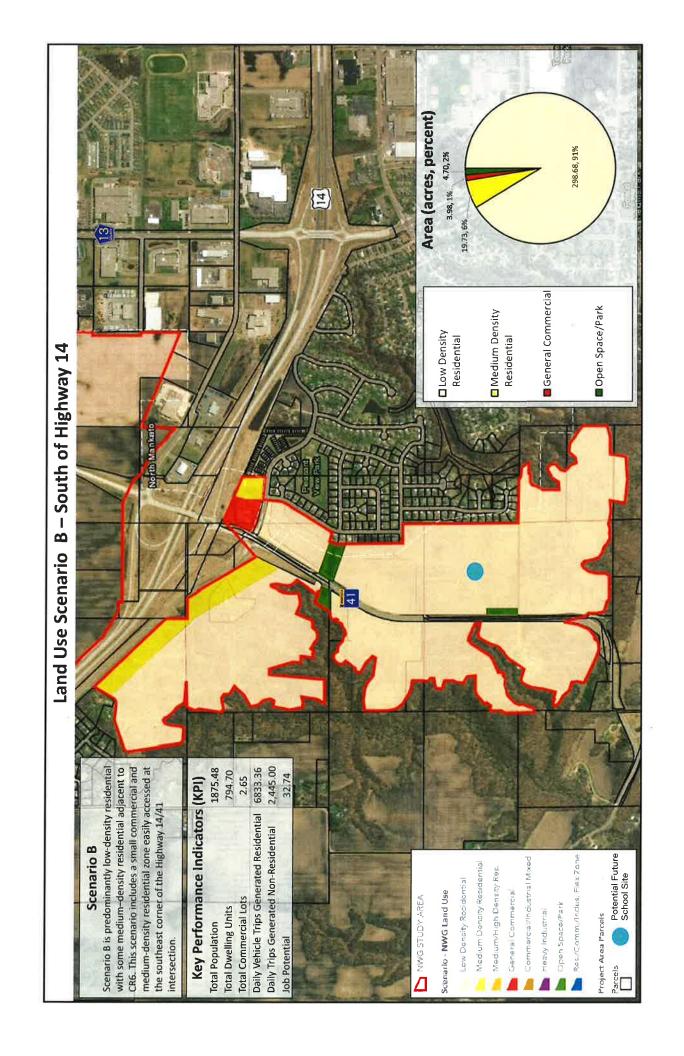
Land Use Scenario B - South of TH 14

Scenario B is the first of three scenarios developed for the area south of TH 14 in the study area. This, like other scenarios south of the highway, is primarily guided for single-family residential uses, continuing trends existing to the east in the Pleasant View Drive neighborhood. As previously mentioned, ravines and proximity to the MN River Valley make this highly desirable land for single-family residential development. However, this scenario includes some higher-density residential and commercial uses adjacent to TH 14 right-of-way and its interchange with CSAH 41.

If development follows this scenario, the area south of TH 14 could potentially accommodate nearly 1,875 residents living among a potential 795 dwelling units. Given the strong focus on residential uses, the small commercial area could provide opportunity for 30+ jobs depending on the type of business located there. Residential development would be anticipated to draw in and estimated 6,800 vehicles per day and while commercial development in this location is anticipated to draw and estimated 2,500 trips per day, depending on the type of business (i.e. its assumed a full service gas station with convenience store could occupy the location). The City anticipates guiding this location with the following uses:

- Low-Density Residential 299 Acres (91%): Low-density residential uses include single-family detached homes. Densities targeted in this category are 1 to 5 acres per dwelling. However, the Comprehensive Plan policy allows neighborhood densities to be based on the desired character of the neighborhood. As mentioned, its anticipated that trends in single-family residential development will continue from the nearby Pleasant View Drive and North Ridge Drive neighborhoods. The primary zoning district that corresponds to this land use designation is R-1 One Family Dwelling District.
- Medium-Density Residential –20 Acres (6%): Medium-density residential will include townhomes, duplexes, and small-scale apartment and condo buildings. The Comprehensive Plan suggests that residents felt there is a shortage of quality medium density housing in the community. This includes densities of 5 to 10 dwelling units per acre and corresponds to the R-2 One and Two-Family Dwelling District and the R-3A Medium Density Residential District.
- General Commercial 4 Acres (1%): Commercial in this location is limited. Residents in this
 location could benefit from the convenience of a larger type gas station/convenience store to
 fuel vehicles and provide quick, last minute food items. Proximity to the TH 14/CSAH 41
 interchange and the Pleasant View Drive roundabout make this site ideal for commercial use.
- 4. Open Space/Park 5 Acres (2%): Open Space/Park uses in this location are anticipated to include ravines and the addition of necessary neighborhood/community park acreages to stay within park service areas as defined in the 2015 Parks Plan and the Comprehensive Plan. The need for a park in this location is higher given its residential focus. Parks should be connected to existing and proposed trail facilities in the area. The Comprehensive Plan calls for a future community park along the MN River Valley bluff in the southern portion of development east of CSAH 41.

Land Use Scenario B is illustrated in Figure 8 below.



Land Use Scenario C - South of TH 14

Similar to Scenario B, Scenario C is primarily guided for single-family residential uses, continuing trends existing to the east in the Pleasant View Drive neighborhood and taking advantage of the natural environment provided by ravines and proximity to the MN River Valley. However, this scenario includes some high-density residential and increased commercial uses near the TH 14/CSAH 41 interchange and along CSAH 6. The location along CSAH 6 has potential to accommodate a small business district that could provide retail, hospitality, food/beverage, and other services to area residents.

If development follows this scenario, the area south of TH 14 could potentially accommodate nearly 1,875 residents living among a potential 795 dwelling units. Commercial is a bit stronger in this scenario, providing eight to nine commercial lots with an estimated 100+ jobs. Residential development would be anticipated to draw in and estimated 7,000 vehicles per day and while commercial development in this location is anticipated to draw and estimated 2,700 trips per day, depending on the type of business (i.e. a grocery store may have potential to draw a much higher number of vehicle trips). The City anticipates guiding this location with the following uses:

- 1. <u>Low-Density Residential 299 Acres (91%)</u>: Low-density residential uses include single-family detached homes at 1 to 5 acres per dwelling, similar to Scenario B. The primary zoning district that corresponds to this land use designation is R-1 One Family Dwelling District.
- Medium-Density Residential –2.5 Acres (1%): Medium-density residential will include townhomes, duplexes, and small-scale apartment and condo buildings similar to Scenario B. This includes densities of 5 to 10 dwelling units per acre and corresponds to the R-2 One and Two-Family Dwelling District and the R-3A Medium Density Residential District.
- 3. <u>Medium- to High-Density Residential –8.6 Acres (3%)</u>: Medium- to high-density residential could include either medium-density or high-density residential, or a mix of the two. High-density uses would include multi-family attached housing oriented in a vertical fashion such as apartments and condominiums. Ideally, high-density residential will be located near commercial uses or employment centers to maximize walking or alternative transportation modes. Additional commercial proposed in this scenario makes it ideal for high-density residential. This includes densities of over 10 dwelling units per acre and corresponds to the R-2 One and Two-Family Dwelling District, the R-3A Medium Density Residential District, R-3 Limited Multiple Dwelling District and the R-4 Multiple Dwelling District.
- 4. <u>General Commercial 4 Acres (1%)</u>: Commercial in this scenario is expanded from Scenario B and may have a wider draw beyond the nearby area. This could serve as a small business district, providing many services and amenities closer to study area residents than the nearby Commerce Drive business district. This could include a small grocery store, a restaurant, and other supporting commercial uses. Proximity to the TH 14/CSAH 41 interchange and visibility from TH 14 make this site ideal for commercial use.
- 5. <u>Open Space/Park 5 Acres (2%)</u>: Open Space/Park uses in this location are anticipated to remain similar for all scenarios south of TH 14.

Land Use Scenario C is illustrated in Figure 9 below.

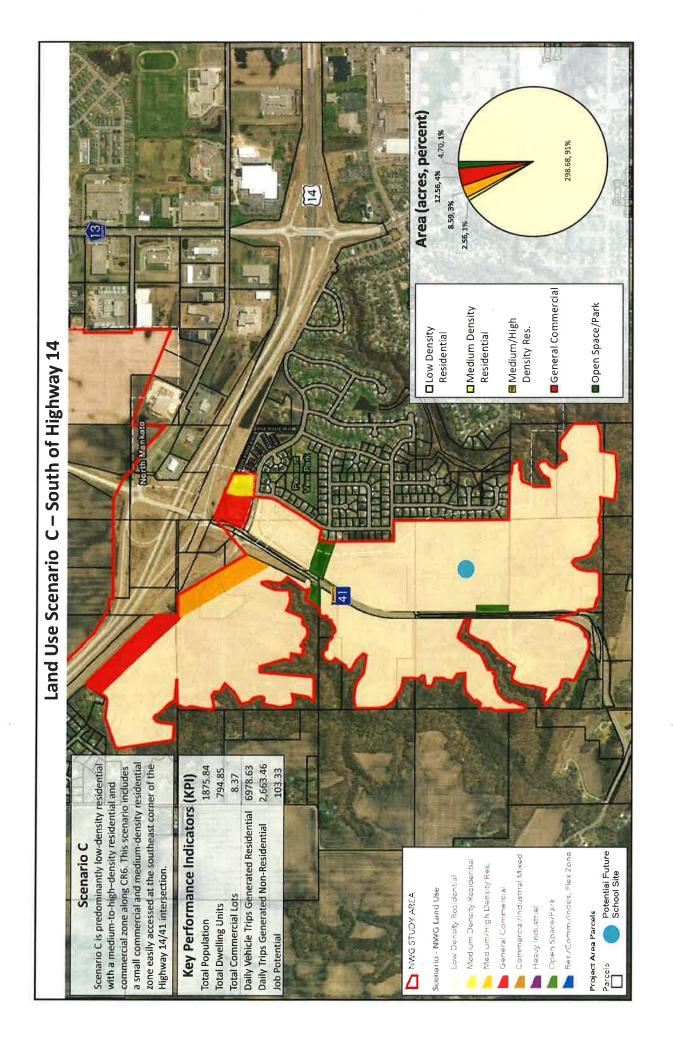
Land Use Scenario D - South of TH 14

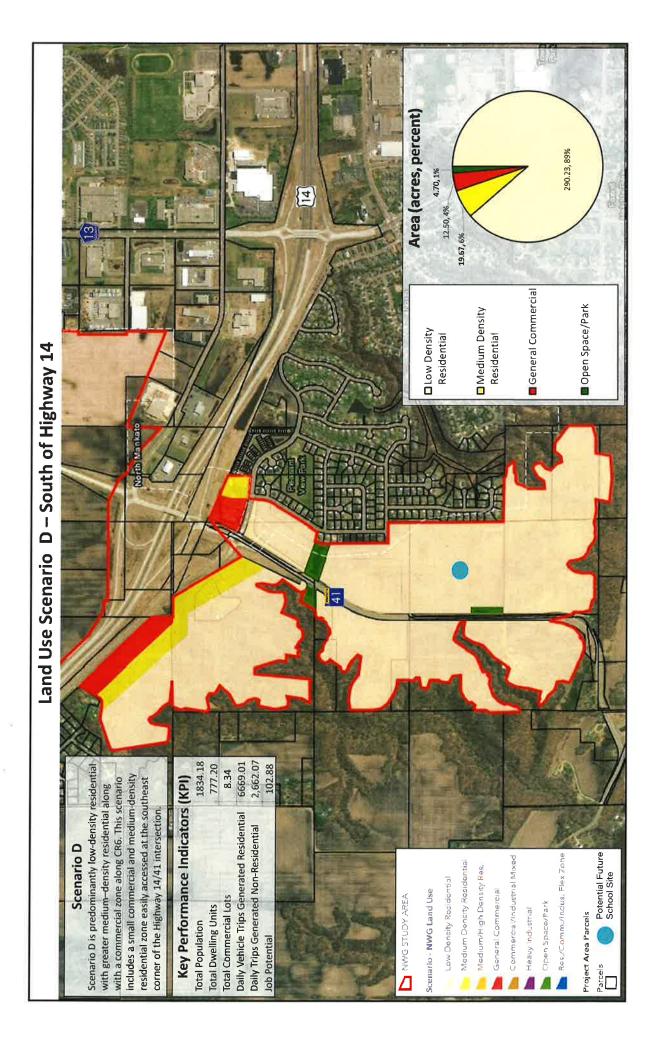
Scenario D provides increased medium-density residential along with similar commercial use intensity as seen in Scenario C near the TH 14/CSAH 41 interchange and along CSAH 6.

If development follows this scenario, the area south of TH 14 could potentially accommodate nearly 1,835 residents living among a potential 777 dwelling units. Commercial could provide an estimated 100+ jobs. Residential development would be anticipated to draw in and estimated 6,670 vehicles per day and while commercial development in this location is anticipated to draw and estimated 2,700 trips per day, depending on the type of business (i.e. a grocery store may have potential to draw a much higher number of vehicle trips). The City anticipates guiding this location with the following uses:

- Low-Density Residential 290 Acres (89%): Low-density residential uses include single-family detached homes. Densities targeted in this category are 1 to 5 acres per dwelling. However, the Comprehensive Plan policy allows neighborhood densities to be based on the desired character of the neighborhood. As mentioned, its anticipated that trends in single-family residential development will continue from the nearby Pleasant View Drive and North Ridge Drive neighborhoods. The primary zoning district that corresponds to this land use designation is R-1 One Family Dwelling District.
- Medium-Density Residential –20 Acres (6%): Medium-density residential will include townhomes, duplexes, and small-scale apartment and condo buildings similar to Scenarios B & C. This includes densities of 5 to 10 dwelling units per acre and corresponds to the R-2 One and Two-Family Dwelling District and the R-3A Medium Density Residential District.
- General Commercial 12.5 Acres (4%): Commercial in this scenario is similar to Scenario C and could become a small business district serving the higher-density population and beyond.
- 4. <u>Open Space/Park 4.7 Acres (1%)</u>: <u>Open Space/Park 5 Acres (2%)</u>: Open Space/Park uses in this location are anticipated to remain similar for all scenarios south of TH 14.

Land Use Scenario D is illustrated in Figure 10 below.





Goals, Objectives, and Policies

The following goals, objectives, and policies were developed during this process to guide the future of the Northwest Growth Area.

Goal 1: Guide development of land west of CSAH 41 in a location that is the top growth area for North Mankato moving forward.

Objective 1.1: Use Land in a manner that strengthens the economy and growth in population of North Mankato.

- Policy 1.1.1: Expand the amount of property guided for industrial use north of TH 14 in the northwest growth area to continue the City's commitment to industrial expansion.
- Policy 1.1.2: Increase the livability within and around the study area by considering commercial uses that provide necessary amenities and services to support additional residential development.
- Policy 1.1.3: Increase the number of housing units in the study area with expanded single- and multi-family options that will support the local market for commercial properties.
- Policy 1.1.4: Adopt a new mixed-use zoning district that provides a flex transition zone between residential and industrial land uses.
- Policy 1.1.5: Consider opportunities for expanded hospitality uses in the study area to accommodate visitors to area recreation uses and sporting events.
- Policy 1.1.6: Amend the Comprehensive Plan Land Use chapter to include growth scenarios identified in the NW Growth Area Study.
- Policy 1.1.7: Construct lift station to support future development in this area.
- Objective 1.2: Explore options for future City institutional uses in the study area.
 - Policy 1.2.1: Continue to explore the possible location of elementary and secondary educational facilities in the area
 - Policy 1.2.2: Continue to explore the potential of locating a cemetery within the study area
- Objective 1.2: Protect and preserve natural resources for long-term environmental sustainability and the enjoyment of residents.
 - Policy 1.2.1: Work with landowners to obtain property or ensure protection of natural areas with high ecological value.
 - Policy 1.2.2: Consider options for constructing recreational trails within greenspace corridors that provide access these natural resources for all residents.
- Objective 1.3: Use land in a manner that ensures a high quality of life for residents.

Policy 1.3.1: Maintain a ratio of 15-20 acres of park land per 1,000 residents as the City's population continues to grow and residential development expands.

Policy 1.3.2: Review and encourage methods of development which promote linkages to recreational facilities using trails and sidewalks.

APPENDIX A – MARKET AREA ANALYSIS



NORTHWEST GROWTH AREA TECHNICAL EVALUATION

CITY OF NORTH MANKATO

Market Context Analysis

January 17, 2019

The City of North Mankato is anticipating future growth in the vicinity of the CR 41 interchange with Highway 14. The Northport industrial park is north of Highway 14 near the interchange. Residential development (largely single family, is dominant south of Highway 14 near the interchange. In both cases, development is extending westward, but has not yet not reached CR 41.

Because planning for the future requires an understanding of the development potential near the interchange, the City of North Mankato engaged Stantec to undertake an analysis of the market context for development near the interchange. Stantec pursued that work as a subconsultant to Bolton & Menk. Tom Leighton served as lead analyst for Stantec.



The analysis of the development market took place over a three-month period from October to December, 2019. The research methodology utilized traditional market analysis approaches that leveraged data from Costar, ESRI Business Analyst, Google Maps, and the City's building permit records—augmented by structured interviews with real estate professionals who are knowledgeable about the local development context.

The analysis looked at the development context and potential for retail, hospitality, industrial and residential development. The potential for retail development was given disproportionate attention, because of the importance of retail development for the surrounding community, and as an anchor for other development near the interchange.

The analysis yielded meaningful observations and recommendations, albeit at a high level, spanning the several development sectors.

Observations, findings, and recommendations have been summarized in a presentation titled "Development Market Context: North Mankato, MN"—which was discussed with City economic development staff in December 2019. An updated version of that presentation is attached to this memorandum. Also attached are:

- A memorandum that provides methodological detail behind the study's Grocery Store Demand Analysis
- A summary of the structured interviews with real estate professionals familiar with the North Mankato development context.
- A market profile of the population and households in the primary trade area for the interchange.

Stantec

Development Market Context North Mankato, MN

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CR 4

CR 4

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Market Study Focus

Sectors

- Retail/services
- Eating/drinking/hotel
 - Multifamily housing
- Industrial

Context for Change

- Steady moderate population growth
- Success of Northport industrial park
- Retail store closures in Mankato
- Distribution of existing development
- Land suitability



Research Methods

Traditional market analysis

- Demand indicators by sector
- Development frends
- Trade area analysis
- Competitive context
- Data sources
- ESRI/Business Analyst
- Costar
- Building permit data

Market Overview

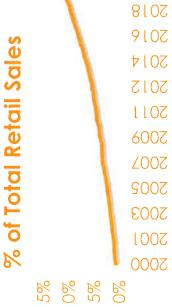
Retail, Food/Beverage

Trends

Dynamic market sector!

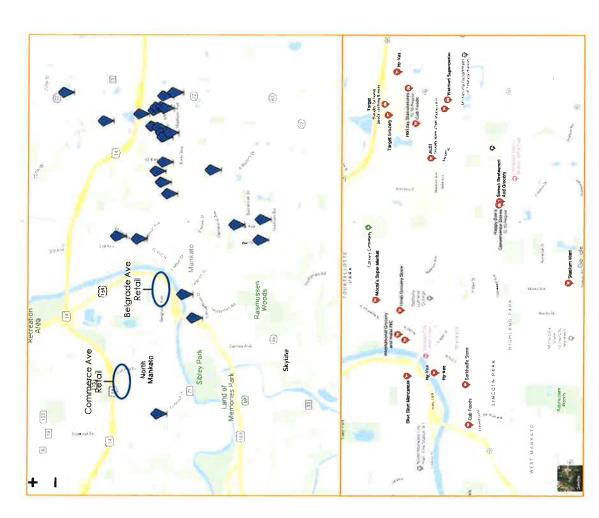
- Internet shopping growing, store-based retail shrinking
- Anchor store closures, retail center repositioning
- Shift to experience retail
- Events, customer service
- Eating/drinking businesses
- Personal services

E-Commerce Sales as % of Total Retail Sales









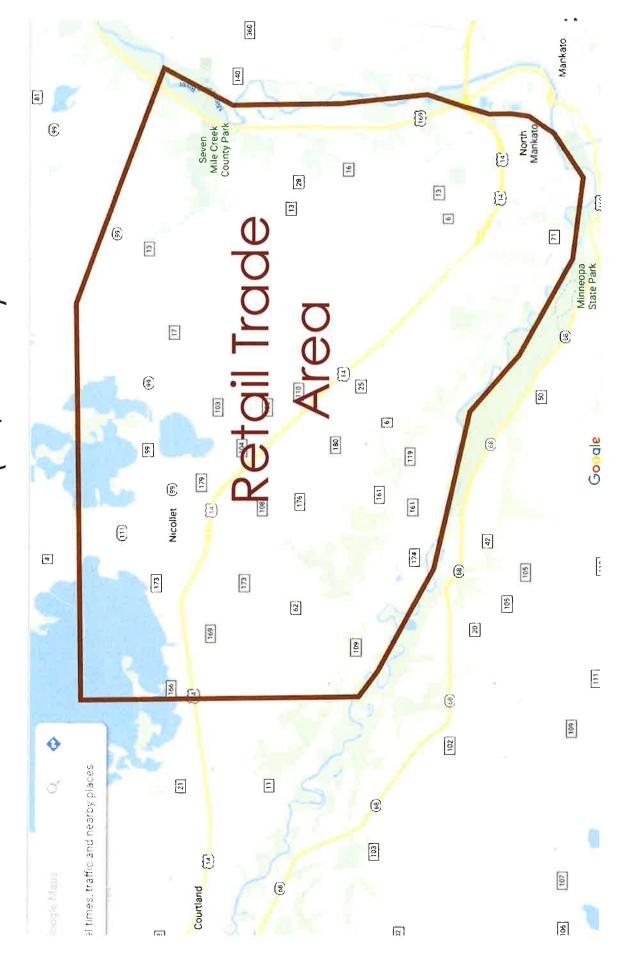
Retail

Competitive Context

- Top map identifies
- Regional mall, community centers, neighborhood centers, strip malls
- Lower map shows
- Mankato area grocery stores
- Existing retail development is skewed west
- North Mankato retail is primarily located in three areas
- Downtown
- Lookout Drive
- Commerce Drive



Grocery Store Viability: Small Store (25,000 s.f.)



Grocery Store Viability: Small Store (25,000 s.f.)

Purchasing Power	\$14 million	\$26 million * 33% (Trade Area) + \$190 million * 3% (Outside Trade Area) = \$13.8 million
Population	5,000	13,100 (Trade Area) * 33% = 4,300
	bəbəəN	- əldaliavA Trade Area



Trade Area Analysis

- Existing households may support a small (25,000 s.f.) grocery store, as well as additional neighborhood oriented goods and services.
- Groceries typically represent a little less than half of consumer spending on neighborhood serving goods and services. Purchasing power is present to support some additional neighborhood goods and services.
- This analysis is based strictly on existing households and population. Future housing and population growth would strengthen the retail market.
- Not taken into consideration: site characteristics
- Strong connection, visibility to Highway 14
 - Offers the opportunity to create ideal site configuration and access for retailers
- May be perceived as still isolated
- Traffic volumes are relatively low
- Is it too close to existing retail areas??



Retail - Interview Summary

Findings

- Views varied
- Attractive location for retail (1)
- Viable in a five to ten year time frame (1)
- Not likely to be much retail ever (2)
- restaurant, something not offered in other Requires a recognized anchor store or ocations
- Hotel might work, with restaurant
- Would support the industrial businesses and ballparks



Retail Market Summary

Assets

- Highway interchange, visibility
- Land availability
- Ability to configure new development in an optimal way for a retail center (not true at Commerce Drive)
- Lack of competing areas nearby (?)

Challenges

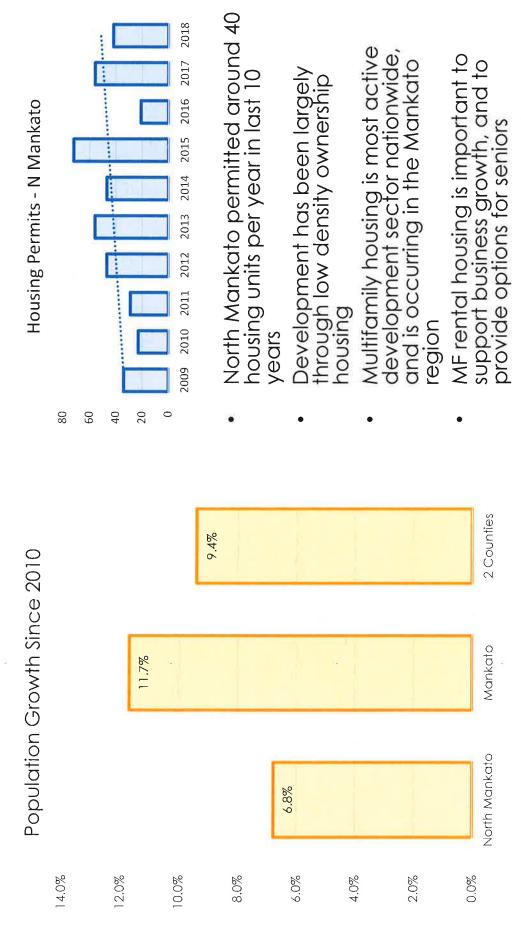
- Perceived as pioneering in the short term
- Lower traffic volumes
- Existing population hasn't reached the area

Findings

- Retail development in the short to medium term is plausible, but not a foregone conclusion (retail store developers are more active than retail center developers)
- If retail center development is desired
- Guide land to accommodate potential buildout—i.e. grocery store anchored neighborhood center and hotel
 - Build the context for retail through housing growth, continued industrial development north of highway
- May require some patience, and turning down other opportunities



Population/Housing Growth





Multifamily Development Since 2010

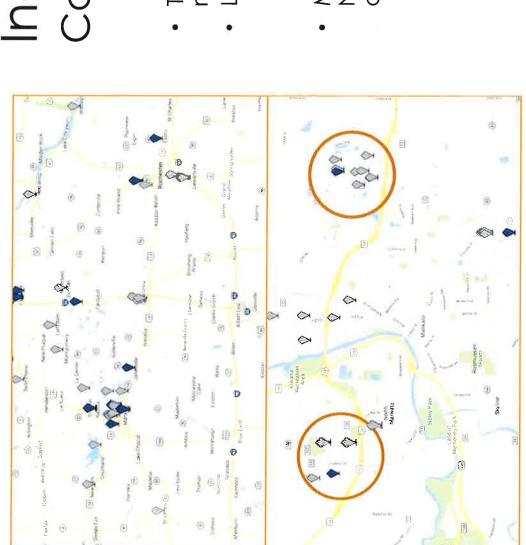


Housing Market Summary

Assets

- Land availability
- Good workforce housing location because of proximity to industrial park
- Strong connectivity, with nearby freeway interchange
- Challenges
- Lack of retail services (and schools, parks?)
- Low density ownership housing will remain attractive
- Range of product types could include traditional SF, patio homes, twin homes
- Multifamily development
- Suitable location for apartments (consensus feedback from interviews)
- Existing housing growth is to the north
- Workforce housing, senior housing are needed





Industrial Competitive Context

- Top map shows Mankato region's competitive context
- Lower map shows
- Local industrial areas
- Two are well positioned for additional industrial growth
- Many assets support Northport industrial development
- Large parcel availability
- Great access to transportation network
- Land characteristics—flat, uncontaminated
- SUPPORTIVE PUBLIC SECTOR
 ENVIRONMENT



Industrial Demand Summary

Assets

- Large parcel availability
- Great access to transportation network
- Land characteristics—flat, uncontaminated
 - SUPPORTIVE PUBLIC SECTOR ENVIRONMENT
- Challenges
- ı
- Northport will continue to be attractive for industrial development
- No clouds on the horizon
- Suitable for wide range of industrial and business enterprises, including continued growth in printing, trucking clusters
- No specific "missing opportunities" were identified



Stantec

Next Steps

- Bolton & Menk to develop Land Use Scenarios
- Bolton & Menk to develop Future Land Use Map of preferred concept

The future land use plan developed for the NW Growth Area will be included as an addendum to the updated North Mankato Comprehensive Plan



GROCERY STORE DEMAND ANALYSIS

Project. Northwest Growth Area Technical Evaluation

Client. City of North Mankato

Date. January 27, 2020

A threshold in estimating the future requirement for retail land at the CR 41 interchange is whether an anchor store would be viable in the area. Because a grocery store is a traditional anchor for a neighborhood oriented retail center, we undertook a concept level analysis of the purchasing power available to support a grocery store at the CR41 interchange.



The top-line findings of the analysis are included in the Development Market Context presentation. The purpose of this memorandum is to provide additional detail concerning how the findings were derived.

The analysis defines a trade area from which the primary customer base would be drawn. Most households in the trade area would find a grocery store at the CR41 interchange a convenient choice relative to other stores in the area. The trade area is illustrated at left.

The table below "shows our work"

relative to estimating the size of grocery store that could be supported at the CR41 interchange. It assumes that a new store could capture 33% of the grocery expenditures of households in the Retail Trade Area, and 3% of the grocery expenditures of households in the Mankato region outside of the Retail Trade Area. The bottom line is the estimated size of a grocery store that could be supported at this location, based solely on this analysis.

Note that the estimated 24,000 square of supportable floor area is dependent on the assumptions relative to capture rate. Different capture rate assumptions will yield different estimates of the size of grocery store that could be supported at this location.

A grocery store company that was evaluating this location for a store location would use an analysis like this as part of its evaluation process. Different store brands would make different capture rate assumptions. Stores that are more destination oriented (such as a Trader Joe or Costco) would likely evaluate the site with a higher estimated capture rate relative to the 2-county area.



Grocery Store Demand Analysis

Population, Trade Area	13,100
Population, 2 County Region	105,800
Food at Home, Annual Expenditures, Trade Area	\$26 million
Food at Home, Annual Expenditures, 2 County Region	\$190 million
Spending Capture, Trade Area (33% Capture rate)	\$8.7 million
Spending Capture, Outside of Trade Area (3% Capture Rate)	\$5.1 million
Total Grocery Store Spending Potential	\$13.6 million
Median US Store Sales Per Square Foot of Floor Area (2018)	\$570 per square foot
Supportable Grocery Store Floor Area	24,000 square feet

Source: ESRI Business Analyst, USDA Economic Research Service, Stantec

The findings suggest a small to midsized grocery store at the location may be potentially viable at some point in the future.

An important caveat is that the analysis does not take into considerations site-specific characteristics of the location. Grocery store companies typically have threshold locational requirements. In this instance, the CR41 intersection has good visibility and access, and land availability is not a constraint, so it could support an attractive mix of retailers to complement a grocery store. On the other hand, the interchange has low traffic volumes, soth on Highway 14 and CR 41, compared with typical threshold requirements of most grocery store brands. And the surrounding housing density is low.

Medium to higher density housing development in the area would strengthen the attractiveness of the site for a grocery store, and for retail businesses in general.



MARKET RESEARCH INTERVIEWS COMPILATION OF COMMENTS

Project. Northwest Growth Area Technical Evaluation

Client. City of North Mankato

Date. November 2019

Interviewees Brad Bass, Bradford Development

John Considine, Greater Mankato Growth, Regional Economic Development

Alliance

Kyle Smith, Tailwind Group Dan Wingert, Nustar Realty

Dave Schooff, Coldwell Banker Fisher

Dan Robinson, True Realty

Retail Development

What's the overall environment for retail in Mankato and North Mankato?

I don't think there is any desire for more retail in the Mankato region. We have more empty stores than we know what to do with. We lost Sears, Herbergers, Gander Mountain...

The marketplace has matured. Baby boomers aren't interested in buying stuff.

Commerce Drive has never successfully developed. There have been some good additions and positive changes on Commerce Drive, but it has struggled and continues to struggle.

CR 41 is a challenging sell in the overall environment. However, it could work if you anchor it with a widely recognized brand that we don't have now that people are clamoring for. A Costco, perhaps a second Walmart. Outback steakhouse, Trader Joes, Texas longhorn, Chili's. Everyone wants Trader Joe's. Trader Joes doesn't think Mankato is good enough for them. Costco would be a killer. I guarantee that people would drive from all over to come here. Then absolutely, if you can get the traffic going, it will attract people.

Hotel would be a very good idea! It's a good location because of all the ballfields up there. Nearby businesses are another source of demand] The occupancy rate is about 50% in Mankato. It's higher in newer hotels. Hotels are compatible with retail. If you had a hotel with a restaurant and a pool I think it would do really well.

...



111

I just don't think retail is going to happen, based on current traffic volumes. Maybe a neighborhood center. Even that doesn't have enough residents or major user. You're not going to get people. It's not there. I just don't know what user is going to go there. If it doesn't go away from the single family pattern, then there's not enough households.

There are not enough rooftops to drive that. I've shopped around sites in the area, talked to everyone. No one is interested. Maybe there could be some service retail over time, but I'm talking 1 to 2 acres.

I'm not sure about the CR 41 location for retail. It may be too desolate. We need residential development to continue to go to the west. But if growth continues, there may come a point where it makes sense. We have to continue to build homes to west first. I think a ten year time frame there would be appetite for retail.

If the housing keeps going that way, I think you could see a hotel at the interchange. A lot of these express hotels would do well. in a ten year window, things will change rapidly up there.

Bars/restaurants are needed in North Mankato area. All of that would follow with what we're talking about.

Commerce Drive works a little better than it used to, but it's not a raving success story.

I'd like to see a big truck stop. I know there's one going on the east side. I think there's plenty of room for another truck stop.

Retail could be a good fit at CR41. We have good momentum on Commerce Drive. We wouldn't want to compete with Commerce drive. But maybe Rockford Road could be a better retail environment than Commerce Drive. It could have better access, higher design standards, better orientation of buildings.

Might support a gas station, strip mall.

Retail is plausible, but it would be specialty oriented. You could maybe hit a home run in the long term, but I'm skeptical about that. A homerun might be a second Walmart, and that would bring a range of related businesses.

More likely, it will attract a gas station, convenience store, a handful of other stores. You could get a Quiktrip or small format Hyvee.

It has good access and visibility from Highway 14. The problem is it's only five minutes further on Highway 14 to the River Hills area. The other problem is traffic volumes. Traffic volume on Lookout Drive is 9,000. On Lor Ray it's 15,000. On CR 41, it's only 3,000. Similarly, the volume on Highway 14 going west from 169 is 27,000. But by the time you get to CR41 it's only 9,000.

A hotel is possible. But it's more likely it will want to go near the ballfields.



Industrial Development

Industrial development has been steady in North Mankato. Do you see that continuing? What advantages does North Mankato have for industrial development? What barriers? What types of industrial businesses will be attracted to North Mankato? Are there development opportunities for the area that North Mankato should be pursuing?

One of the most important factors is that the City is accommodating, make it easy to work with.

It will continue to grow and prosper. And much of that is based on the ability of North Mankato to work with people and make it easy to get things done in that area. What's going to come I can't tell you. We seem to have attracted tractor trailers there, three large printing companies, book companies, outside of Taylor. Taylor Corp will print and bind. These people sell the books. Three big warehouses.

I'm sure there's going to be more people attracted to the truck and tractor, agriculture related items.

I think they're generally speaking good sized buildings—ten to 12 thousand s.f. and up. There are more of the tall clear height buildings—28 feet and up.

North of Highway 14, do I see another major category going out there? Probably not. I don't see retail, service. Population center of interest is all to the east.

We have a strong history of entrepreneurship related to manufacturing sector, with a cluster of tech manufacturing, e.g. Cato engineering. A lot of people have been pinched for labor. Employers are looking for bodies.

Industrial park north of Highway 14 will continue to grow. A good chunk of our manufacturing growth has happened in North Mankato. With the new Walmart distribution center, we've seen primary sector growth in logistics businesses. Growth in that sector has been ramping up. It's also a reflection of the City's ED policies and welcoming/accommodating approach. I've heard positive feedback from businesses that have located there. The high standards might deter some new entrepreneurs. If so, there are other locations in the region where that would work.

Strong market sectors are everything underneath the Taylor Companies umbrella. The printing industry is the core. It started w/ greeting cards. They have spun off new companies with digital components to it. They've made acquisitions that have helped market share. They have seven or eight companies within North Mankato, most in hilltop area. Corporate graphics, physical printing, office related, very robust all the way through the supply change. Magazines, signs, textbooks. But publishing goes beyond Taylor businesses. There are other local publishers. We can recruit to support that supply chain.

Other good focuses are focus on entrepreneurship, tech, and the ag sector.

Northport isn't suitable for office. Most likely location is city center.

Keep doing what you're doing.



Housing Development

I'm sure you could get more multifamily there. Also, what I would do too, thinking about this concept, I'd make it two or three stores, and put apartments or condos above it. Then I think apartment dwellers would want to live near there.

MF has been extremely hot in Mankato. It's popped up all over. 1) Demographics. 2) Landowners want more. There's a lot going quite a bit north of north Mankato, and an ongoing intent and pipeline. I think it's a more likely prospect than retail. You need to understand that there's no shortage of land. You just have to take your time and work through it. Multifamily needs to be built 50 here and 25 there. You're not going to go out and grow a thousand units and expect it will fill up. On the south side of Highway 14, maybe along the highway corridor, there could be some infill with multifamily.

Housing development has gone north just because you have a couple of developers that have gone to the north. There are already schools and parks and playground up north. Churches up there.

People in North Mankato tend to stay in North Mankato. If they already live within North Mankato, I can only presume that they'd want to stay there. So senior housing is probably needed, whether independent or assisted.

Seniors aren't looking to move to the edge of town any more. That makes it harder to get to bus line, medical services, walgreens. Nearby retail development helps, or restaurants, etc.

If a demand study calls for senior independent living, that's enough to open an application to HUD to see if HUD would support a senior coop there.

Patio homes and single family are selling well out that way. It's slowly moving to the west right now. We also need more housing for older people. Slab on grade, affordable. I think multifamily housing would sell. I think that'd work. I'm cautious about the rental market. But they fill 'em. You build em they come. Plenty of jobs. Might be a good location for workers in industrial area.

I've heard there's a need for housing for our aging population

Multifamily may show interest long-term. There's been some new development recently, in the northern neighborhoods.

A barrier to developing in the west is one particular landowner that controls a lot of the land, and wants a bit more for the land.



Polygon Prepared by Esri

Area: 97.78 square miles

Population Summary		
2000 Total Population 2010 Total Population 2019 Total Population 2019 Group Quarters		10,201 12,115 13,090 40
2019 Gloup Quarters 2024 Total Population 2019-2024 Annual Rate 2019 Total Daytime Population		13,640 0.83% 15,016
Workers Residents		9,140 5,876
Household Summary		
2000 Households 2000 Average Household Size 2010 Households 2010 Average Household Size		3,904 2.61 4,880 2.48
2019 Households 2019 Average Household Size 2024 Households		5,318 2.45 5,556
2024 Average Household Size 2019-2024 Annual Rate		2.45 0.88%
2010 Families 2010 Average Family Size 2019 Families		3,362 2.95 3,635
2019 Average Family Size 2024 Families 2024 Average Family Size		2.93 3,787 2.92
2019-2024 Annual Rate		0.82%
Housing Unit Summary		
2000 Housing Units Owner Occupied Housing Units Renter Occupied Housing Units Vacant Housing Units		4,240 71.3% 20.7% 7.9%
2010 Housing Units Owner Occupied Housing Units Renter Occupied Housing Units Vacant Housing Units		5,113 71.8% 23.7% 4.6%
2019 Housing Units Owner Occupied Housing Units Renter Occupied Housing Units Vacant Housing Units		5,524 72.0% 24.3% 3.7%
2024 Housing Units Owner Occupied Housing Units Renter Occupied Housing Units		5,764 72.3% 24.1%
Vacant Housing Units	ie.	3.6%
Median Household Income		+64.005
2019 2024		\$64,885 \$72,296
Median Home Value 2019 2024		\$236,786 \$293,506
Per Capita Income 2019 2024		\$33,870 \$38,651
Median Age		\$50,051
2010 2019 2024		36.6 38.3 38.6

Data Note: Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population.



Polygon Prepared by Esri

Area: 97.78 square miles

2019 Households by Income	
Household Income Base	5,318
<\$15,000 *15,000	6.6%
\$15,000 - \$24,999 \$35,000 - \$34,000	7.4%
\$25,000 - \$34,999	7.4%
\$35,000 - \$49,999	13.9%
\$50,000 - \$74,999	21.3%
\$75,000 - \$99,999	15.6%
\$100,000 - \$149,999	17.2%
\$150,000 - \$199,999	5.6%
\$200,000+	4.9%
Average Household Income	\$83,693
2024 Households by Income	
Household Income Base	5,556
<\$15,000	5.1%
\$15,000 - \$24,999	6.3%
\$25,000 - \$34,999	6.7%
\$35,000 - \$49,999	12.6%
\$50,000 - \$74,999	20.8%
\$75,000 - \$99,999	15.3%
\$100,000 - \$149,999	19.3%
\$150,000 - \$199,999	7.7%
\$200,000+	6.1%
Average Household Income	\$95,251
2019 Owner Occupied Housing Units by Value	455,251
Total	3,978
<\$50,000	4.1%
	1,8%
\$50,000 - \$99,999 \$100,000 - \$140,000	
\$100,000 - \$149,999	4.1%
\$150,000 - \$199,999	21.8%
\$200,000 - \$249,999	24.6%
\$250,000 - \$299,999	16.8%
\$300,000 - \$399,999	15.9%
\$400,000 - \$499,999	6.7%
\$500,000 - \$749,999	2.9%
\$750,000 - \$999,999	0.5%
\$1,000,000 - \$1,499,999	0.7%
\$1,500,000 - \$1,999,999	0.0%
\$2,000,000 +	0.0%
Average Home Value	\$264,662
2024 Owner Occupied Housing Units by Value	
Total	4,168
<\$50,000	0.3%
\$50,000 - \$99,999	0.2%
\$100,000 - \$149,999	0.1%
\$150,000 - \$199,999	9.2%
\$200,000 - \$249,999	21.5%
\$250,000 - \$299,999	21.5%
\$300,000 - \$399,999	26.4%
\$400,000 - \$499,999	13.2%
\$500,000 - \$749,999	6.0%
\$750,000 - \$799,999	0.7%
\$1,000,000 - \$999,999 \$1,000,000 - \$1,499,999	0.8%
	0.0%
\$1,500,000 - \$1,999,999 \$3,000,000 +	
\$2,000,000 +	0.0% #330.751
Average Home Value	\$330,751

Data Note: Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, interest dividends, net rents, pensions, SSI and welfare payments, child support, and alimony.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2019 and 2024 Esri converted Census 2000 data into 2010 geography.



Polygon Prepared by Esri

Area: 97.78 square miles

2010 Population by Age	
Total	12,116
0 - 4	7.1%
5 - 9	7.2%
10 - 14	7.0%
15 - 24	13.1%
25 - 34	13.5%
35 - 44	12.8%
45 - 54	15.0%
55 - 64	12.5%
65 - 74	6.4%
75 - 84	3.6%
85 +	1.7%
18 +	74.6%
2019 Population by Age	
Total	13,091
0 - 4	6.5%
5 - 9	6.5%
10 - 14	6.5%
15 - 24	11.6%
25 - 34	14.3%
35 - 44	12.9%
45 - 54	12.1%
55 - 64	13.8%
65 - 74	9.9%
75 - 84	4.2%
85 +	1.7%
18 +	76.8%
2024 Population by Age	
Total	13,642
0 - 4	6.5%
5 - 9	6.7%
10 - 14	6.7%
15 - 24	10.9%
25 - 34	13.9%
35 - 44	13.9%
45 - 54	11.2%
55 - 64	12.2%
65 - 74	10.7%
75 - 84	5.5%
85 +	1.7%
18 +	76.3%
2010 Population by Sex	
Males	5,992
Females	6,123
2019 Population by Sex	
Males	6,488
Females	6,602
2024 Population by Sex	
Males	6,755
Females	6,885



Polygon Prepared by Esri

Area: 97.78 square miles

2010 Population by Race/Ethnicity	
Total	12,116
White Alone	94.4%
Black Alone	1.8%
American Indian Alone	0.2%
Asian Alone	1.7%
Pacific Islander Alone	0.0%
Some Other Race Alone	0.7%
Two or More Races	1.1%
Hispanic Origin	2.6%
Diversity Index	15.3
2019 Population by Race/Ethnicity	
Total	13,090
White Alone	91.4%
Black Alone	3.4%
American Indian Alone	0.3%
Asian Alone	2.3%
Pacific Islander Alone	0.0%
Some Other Race Alone	1.0%
Two or More Races	1.6%
Hispanic Origin	3.4%
Diversity Index	21.7
2024 Population by Race/Ethnicity	
Total	13,639
White Alone	89.7%
Black Alone	4.2%
American Indian Alone Asian Alone	0.3% 2.7%
Pacific Islander Alone	0,0%
Some Other Race Alone	1.2%
Two or More Races	2.0%
Hispanic Origin	4.0%
Diversity Index	25.6
2010 Population by Relationship and Household Type	2310
Total	12,115
In Households	99.7%
In Family Households	83.9%
Householder	27.6%
Spouse	22.5%
Child	30.5%
Other relative	1.3%
Nonrelative	2.0%
In Nonfamily Households	15.8%
In Group Quarters	0.3%
Institutionalized Population	0.0%
Noninstitutionalized Population	0.3%

Data Note: Persons of Hispanic Origin may be of any race. The Diversity Index measures the probability that two people from the same area will be from different race/ ethnic groups.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2019 and 2024 Esri converted Census 2000 data into 2010 geography.



Polygon Prepared by Esri

Area: 97.78 square miles

2019 Population 25+ by Educational Attainment	
Total	9,021
Less than 9th Grade	1.9%
9th - 12th Grade, No Diploma	2.0%
High School Graduate	23.6%
GED/Alternative Credential	1.2%
Some College, No Degree	20.6%
Associate Degree	14.3%
Bachelor's Degree	24.3%
Graduate/Professional Degree	12.1%
2019 Population 15+ by Marital Status	
Total	10,539
Never Married	25.0%
Married	60.7%
Widowed	4.6%
Divorced	9.7%
2019 Civilian Population 16+ in Labor Force	
Civilian Employed	96.9%
Civilian Unemployed (Unemployment Rate)	3.1%
2019 Employed Population 16+ by Industry	
Total	7,329
Agriculture/Mining	2.5%
Construction	5.0%
Manufacturing	18.3%
Wholesale Trade	2.0%
Retail Trade	9.1%
Transportation/Utilities	5.0%
Information	1.6%
Finance/Insurance/Real Estate	7.1%
Services	43.8%
Public Administration	5.7%
2019 Employed Population 16+ by Occupation Total	7.226
White Collar	7,326 64.2%
Management/Business/Financial	14.7%
Professional	25.2%
Sales	11.6%
Administrative Support	12.6%
Services	16.2%
Blue Collar	19.6%
Farming/Forestry/Fishing	0.8%
Construction/Extraction	3.8%
Installation/Maintenance/Repair	3.3%
Production	6.5%
Transportation/Material Moving	5.0%
2010 Population By Urban/ Rural Status	5.675
Total Population	12,115
Population Inside Urbanized Area	75.8%
Population Inside Urbanized Cluster	0.0%
Rural Population	24.2%
·	



Polygon Prepared by Esri

Area: 97.78 square miles

Total Households with 1 Person Households with 2+ People	4,880 24.4% 75.6%
Households with 2+ People	75.6%
Households With 21 Teople	
Family Households	68.9%
Husband-wife Families	56.1%
With Related Children	24.3%
Other Family (No Spouse Present)	12.8%
Other Family with Male Householder	3.7%
With Related Children	2.5%
Other Family with Female Householder	9.1%
With Related Children	6.7%
Nonfamily Households	6.7%
All Households with Children	33.8%
Multigenerational Households	1.4%
Unmarried Partner Households	6.6%
Male-female	6.2%
Same-sex	0.3%
2010 Households by Size	
Total	4,881
1 Person Household	24.4%
2 Person Household	37.2%
3 Person Household	16.0%
4 Person Household	13.9%
5 Person Household	6.0%
6 Person Household	1.7%
7 + Person Household	0.8%
2010 Households by Tenure and Mortgage Status	
Total	4,880
Owner Occupied	75.2%
Owned with a Mortgage/Loan	54.5%
Owned Free and Clear	20.6%
Renter Occupied	24.8%
2010 Housing Units By Urban/ Rural Status	
Total Housing Units	5,113
Housing Units Inside Urbanized Area	77.1%
Housing Units Inside Urbanized Cluster	0.0%
Rural Housing Units	22.9%

Data Note: Households with children include any households with people under age 18, related or not. Multigenerational households are families with 3 or more parent-child relationships. Unmarried partner households are usually classified as nonfamily households unless there is another member of the household related to the householder. Multigenerational and unmarried partner households are reported only to the tract level. Esri estimated block group data, which is used to estimate polygons or non-standard geography.



Polygon Prepared by Esri

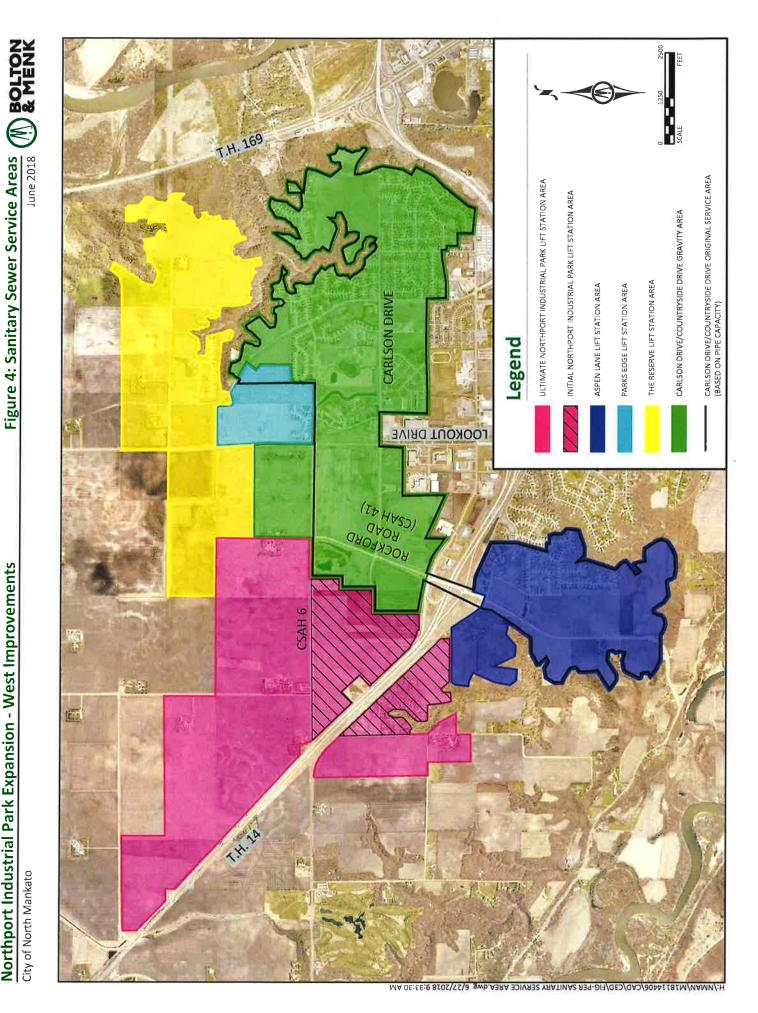
Area: 97.78 square miles

Top 3 Tapestry Segments	
1.	Middleburg (4C)
2.	Old and Newcomers (8F)
3.	Green Acres (6A)
2019 Consumer Spending	
Apparel & Services: Total \$	\$10,849,689
Average Spent	\$2,040.18
Spending Potential Index	95
Education: Total \$	\$7,523,671
Average Spent	\$1,414.76
Spending Potential Index	89
Entertainment/Recreation: Total \$	\$16,787,436
Average Spent	\$3,156.72
Spending Potential Index	97
Food at Home: Total \$	\$26,433,013
Average Spent	\$4,970.48
Spending Potential Index	96
Food Away from Home: Total \$	\$18,925,759
Average Spent	\$3,558.81
Spending Potential Index	97
Health Care: Total \$	\$31,413,824
Average Spent	\$5,907.07
Spending Potential Index	100
HH Furnishings & Equipment: Total \$	\$11,170,157
Average Spent	\$2,100.44
Spending Potential Index	99
Personal Care Products & Services: Total \$	\$4,693,903
Average Spent	\$882.64
Spending Potential Index	100
Shelter: Total \$	\$91,507,835
Average Spent	\$17,207.19
Spending Potential Index	93
Support Payments/Cash Contributions/Gifts in Kind: Total \$	\$13,053,378
Average Spent	\$2,454.57
Spending Potential Index	99
Travel: Total \$	\$11,399,168
Average Spent	\$2,143.51
Spending Potential Index	96
Vehicle Maintenance & Repairs: Total \$	\$6,079,717
Average Spent	\$1,143.23
Spending Potential Index	100

Data Note: Consumer spending shows the amount spent on a variety of goods and services by households that reside in the area. Expenditures are shown by broad budget categories that are not mutually exclusive. Consumer spending does not equal business revenue. Total and Average Amount Spent Per Household represent annual figures. The Spending Potential Index represents the amount spent in the area relative to a national average of 100.

Source: Consumer Spending data are derived from the 2016 and 2017 Consumer Expenditure Surveys, Bureau of Labor Statistics. Esri.

APPENDIX B – SANITARY SEWER SERVICE AREAS



APPENDIX C – PUBLIC MEETING SUMMARIES



NW Growth Area Study Visioning Meetings March 9 & 10, 2020

Fire Station #2
North Mankato



Summary of Meetings

Purpose:

The purpose of the NW Growth Area Study Visioning Meetings was to solicit feedback from business/property owners and residents in and around the study area regarding their vision for the future of the NW Growth area and understand current issues and opportunities.

Attendees:

Twenty-three people attended the meetings including business/property owners, residents, and North Mankato staff.

Businesses represented:

• Timpte Trailer

 John & Mary Depuydt LLC Drummer Companies

Agency members and staff:

- Andy Goettlicher (Belgrade TWP Board)
- Seth Greenwood (Nicollet County)
- Craig Smith (Belgrade TWP Board)

Meeting Formats and Major Comment Themes:

At the March 9th meeting, 15 participants were placed in two groups to facilitate discussion. A presentation began at the beginning of the meeting describing the purpose of the study, the study area, and the goals for the group discussions. After generating ideas for the future of the NW Growth area through the presentation, participants were asked to speak among small groups and answer questions to facilitate discussion. Groups were then asked to report small group answers to the larger group. The March 10th meeting had eight participants and took on a less formal approach where all in attendance gathered at one table and had discussion. Each table had a large aerial image of the planning area to reference and write concerns on through the duration of the meeting. The feedback received during the two meetings were combined and the results can be seen at the end of this summary document.

The following is an outline of the presentation:

- Introductions
- Purpose of the NW Growth Area Study
- Guiding Principles
- · Area Context
- Visioning
- Next Steps

The following questions were asked of participants to generate feedback for the meetings.

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Page: 2

- 1. Describe your groups vision for the area. What does it include?
- 2. Develop up to three scenarios of commercial and residential type establishments for the study area. Consider the following while developing your scenarios
 - The future land use plan identifies significant industrial and commercial/industrial mixed uses north of Highway 14, commercial use north and south of the highway, and residential south of the highway.
 - Consider different retail, service, and other types of commercial establishments that could occupy the area(s).
 - Is there a location you've visited that you can see replicated in the NW Growth Area?
 - What would an anchor commercial use be? Will this be a destination? Will it provide services and amenities?
 - Is there an opportunity for institutional use such as a school or community center?

The following is a summary of the major themes received:

Residential

- Single or double family homes, low to medium density residential
- South of the highway mixed residential/retail/restaurants/motel/hotel, res. priority single family, townhome, senior

Retail/Commercial/Hospitality

- Grocery store if part of a chain to keep prices down, larger grocery store is more desirable, more choices
- Gas Station, truck stop, truck wash, mix use retail
- Commercial around 14/41 interchange
- Hotel with waterpark and restaurant could leverage the success of Caswell complex; Waterpark
 would be a destination in the winter while hotel would serve softball/soccer tournaments in the
 spring/summer/fall months
- Potential anchor stores could be Hardware store/Farm store/C&S Supply/Fleet Farm
- Panera Bread/Dairy Queen, Coffee Shop

Institutional

A school would not work on North side of Hwy14, conflicts with truck traffic and safety; A school
would be better placed east of Highway 13 where existing residential is well established and
safe pedestrian connections are present.

General

- Balanced/planned growth, diversified, orderly, consistent, no leapfrogging
- North of the highway commercial/industrial

Undeveloped

- Do not develop, keep agricultural
- Prime farmland that should be kept in agricultural production

APPENDIX D – KEY PERFORMANCE INDICATOR METHODOLOGY

Methodology for Defining Key Performance Indicators (KPI's)

The following describes the methodology used to develop key performance indicators (KPI's) used to measure land use scenarios in the NW Area Growth Plan. Each KPI is listed with metrics used in their development along with data sources.

Total Dwelling Units (Dwelling Units x Acres)

Data sources for Total Dwelling Units (DU) include the North Mankato Code of Ordinances, the 2015 Comprehensive Plan, and observations of similar type developments existing in the City. The goal was to outline possible residential development that would be comparable and compatible with adjacent housing.

Single-Family (low-density) – 2 units per acre

The Pleasant View Drive neighborhood was used as a model which was determined to be two DU per acre.

Medium-Density – 10 units per acre

The study referenced the multi-family condo complexes near Benson Park and on Pleasant View Dr southeast of the TH 14/CSAH 41 intersection.

• High-Density – 20 units per acre

The study referenced the apartment complexes near Hoover Elementary School, on the Northside of Lee Boulevard as a model for potential high-density development

Assisted Living – 20 units per acre

Even though this use is not specifically shown in the development scenarios, this figure was noted to account for this housing type if called upon. It is based on NMAN code and observed in a facility near Benson Park.

Total Population (Total DU x 2.36)

Total Population was calculated by multiplying the 2018 American Community Survey 5-year Estimate for the Average Household Size of NMAN (2.36) by the total estimated number of DU.

Trips Generated Residential ((DU x Acres) x Trips per DU per day)

Number of trips generated for residential DU per day was calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition. The following multipliers were multiplied by the number of DU for each housing type.

- Low Density housing, 9.52 trips per DU/day (Single-Family 210)
- Medium Density, 5.81 trips per DU/day (Condo/Townhouse 230)
- High Density, 6.65 trips per DU/day (Apartment 220)
- Assisted Living, 2.66 trips per DU/day (Assisted Living 254)

Trips Generated Non-Residential ((Floor Area Ratio* x Acres) x Trips per Industry Type per day)

Number of trips generated for non-residential DU used the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition. The following multipliers were multiplied by the product of floor area ratio and acres for each land use type.

- Heavy Industrial, 6.75 trips (Code General Heavy Industrial 120)
- Light Industrial, 38.88 trips (Code Manufacturing 140)
- Light Industrial/Commercial, 38.88 trips (Code Manufacturing 140)
- General Commercial, 149.79 trips (Code Business Park 770)

*The 4-acre parcel at southeast corner of the 14/41 intersection is assumed to be a Convenience Store/Gas Station modeled on others in the area with 16 fuel positions. Using the ITE code 946 (Service Station w/Convenience Market & Carwash) and the multiplier of 16 (# of fuel pumps) results in 2,445 daily trips generated for this parcel which was added to non-residential trips generated for scenarios B, C, and D.

Total Commercial/Industrial Lots (Acres/Average Lot Size per Industry Type)

Total commercial/industrial lots references an average lot size per non-residential land use types that were observed in North Mankato and the greater Mankato area.

- Heavy Industrial, 10 acres based on Blue Star Power
- Light Industrial, 7 acres based on North Mankato industrial
- Light Industrial/Commercial, 5 acres based on Northport Industrial Park businesses
- General Commercial, 1.5 acres based on Commerce Dr businesses
- Anchor Commercial Grocery, 2 acres based on Aldi (Mankato)
- Anchor Commercial hotel, 10 acres based on Arrowwood Lodge (Brainard, MN)
- Assisted Living, 6 acres based on North Mankato facilities

Total Jobs Created (((Floor Area Ratio* x Acres) x 43560)/Number of sq. ft. per Employee per Land Use Type)

Total jobs created uses the Commercial Buildings Energy Consumption Survey from the U.S. Energy Information Administration report referenced by the MET Council guide, referenced from: https://www.eia.gov/consumption/commercial/data/2012/bc/cfm/b2.php The following represent the number of square feet per employee per land use type.

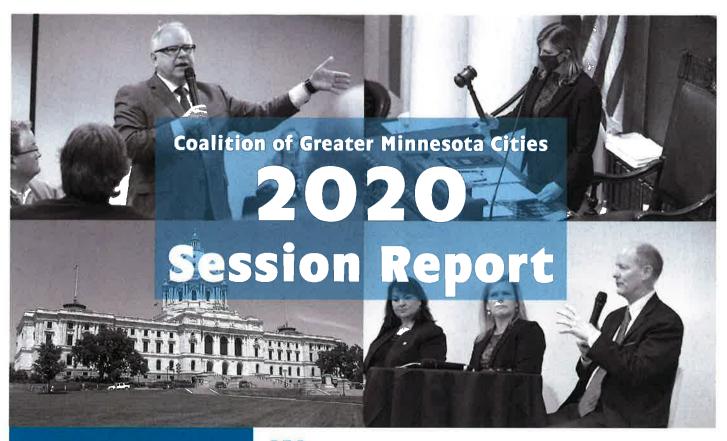
- Heavy industrial, 1500 based on Warehouse and Storage
- Light Industrial, 1500 based on Warehouse and Storage
- Light Industrial/Commercial, 1500 based on Warehouse and Storage
- General Commercial, 900 based on a 50/50 split between Office and Service figures (600/1200)
- Anchor Commercial Grocery, 1033 based on Food Sales
- Anchor Commercial Hotel, 2541 based on Lodging

Assisted Living, 556 based on Health Care

*Floor Area Ratio

Floor Area Ratio is a measure of floor space to total lot size. This is dependent upon the land use type and development density. The following figures were obtained from the MET Council Local Planning Handbook on Measuring Employment and used the 20th percentile (low-density development) range. Referenced from: https://metrocouncil.org/Handbook/Files/Resources/Fact-Sheet/LAND-USE/How-to-Measure-Employment-Intensity-and-Capacity.aspx

- Heavy Industrial, .19 based on Industrial
- Light Industrial, .19 based on Industrial
- Light Industrial/Commercial, .18 based on a 50/50 split of Industrial & Retail/Commercial
- General Commercial, .17 based on Retail/Commercial
- Anchor Commercial Grocery, .17 based on Retail/Commercial
- Anchor Commercial Hotel, .17 based on Retail/Commercial



Session Timeline

February 6: CGMC holds pre-session press conference

February 11: Legislative session begins

March 11: CGMC Legislative Action Day

March 16: Governor issues "stay at home" order, Legislature goes on hiatus

April 6: Legislature returns with limited in-person activities

May 18: Session adjourns

June 12: First special session begins

June 20: First special session ends

July 13: Second special session begins

July 21: Second special session ends

When the Legislature reconvened in February, Minnesota had a \$1.5 billion budget surplus, low unemployment and high expectations for a productive session.

What a difference a few weeks can make.

On March 11, more than 100 city leaders from across Greater Minnesota traveled to St. Paul for CGMC's Legislative Action Day. COVID-19 still seemed like a problem that was happening somewhere far away from Minnesota. But just days later the Legislature went on an unexpected hiatus, businesses and schools closed their doors, and Minnesotans joined the rest of the nation in hunkering down at home amid a global pandemic unlike anything the world had seen in more than 100 years.

Minnesota — and most of the world — had come to a sudden halt.

In the weeks and months that followed, CGMC jumped in to help our member cities navigate these uncertain times. We created a COVID-19 resources page on our website (greatermncities.org/resources/covid-19/); sent out multiple emails with advice on labor and employment issues, meeting laws and public facilities; surveyed our members to gauge their top concerns; held several webinars; led a Zoom meeting with Governor Walz; and increased production of our CGMC in Brief newsletter — all while continuing to fight for Greater Minnesota cities at the Legislature.

Read on for more information about the 2020 legislative session and CGMC's continued role as the leading advocate for Greater Minnesota communities.

Infrastructure needs pile up as bonding bill remains in limbo

CGMC's top priority this session was the passage of a large capital investment package ("bonding bill") that funds critical infrastructure needs. With Minnesota experiencing record-low interest rates, a AAA bond rating and significant bonding capacity—and more than \$5.3 billion in bonding requests we pushed for a bill that totals at least \$1.5 billion in general obligation bonds.

In the fall of 2019, the House and Senate Capital Investment Committees toured dozens of potential bonding projects and held informational hearings around the state. City leaders and CGMC staff participated in several of the meetings to advocate for Greater Minnesota's needs.

In January, Gov. Walz unveiled his \$2.03 billion bonding plan, which included many CGMC priorities. Once session began, the House continued to hold multiple hearings on bonding, but the Senate held only one, focused solely on transportation.

In February, CGMC held a press conference where several city leaders spoke about the need for a bonding bill that funds water infrastructure, child care facilities, economic development programs and other needs. Bonding was also the main focus of our annual Legislative Action Day in March.

CGMC bonding priorities

- At least a \$1.5B bill
- · \$200M in water infrastructure funding through the Public **Facilities Authority**
- \$20M for the Greater Minnesota **Business Development Public** Infrastructure Grant Program
- \$20M for child care facilities grants
- \$10M for public infrastructure to support housing
- \$200M for local roads & bridges

CGMC held a press conference (via conference call) to highlight the need for a bonding bill. From left: Foley City Administrator Sarah Brunn, Little Falls Mayor Greg Zylka, CGMC Media & Communications Director Julie Liew, CGMC Executive Director Bradley Peterson and Initiative Foundation Vice President Don Hickman.

When the Legislature returned from its hiatus and the session deadline neared, the House and Senate scrambled to put their versions of the bonding bill up for a vote. On May 16, the House voted down a nearly \$2 billion bill, while the Senate voted down a \$998 million bill the following day. Neither chamber was able to secure the two-thirds majority needed to pass a bonding bill, and session adjourned without one.

Knowing a special session was ahead, CGMC continued to press for a \$1.5 billion bill by sending letters to legislative leaders, issuing an "action alert" that urged members to contact their local legislators and penning a guest column (bit.ly/CGMC-bonding-

column).

Frustratingly, two special sessions came and went without a bonding bill. Legislative leaders said they had reached an agreement on the size of the bill, \$1.35 billion, but the bill failed to pass during the July special session.

There continues to be discussion about the potential for more special sessions this summer and fall. Despite the waning construction season, CGMC continues to emphasize the importance of the bonding bill and urge legislators to pass a \$1.5 billion bill that addresses critical needs.

CGMC fights for fair share of CARES Act funding

On March 27, Congress passed the \$2 trillion Coronavirus Aid, Relief and Economic Security Act (CARES Act) to address economic ramifications caused by the COVID-19 pandemic.

Minnesota received \$2 billion under the CARES Act. The federal government recommended \$841 million go to local governments for expenses related to COVID-19 response efforts, but the specific distribution amounts and mechanisms were left up to the state.

CGMC jumped in to fight for Greater Minnesota to receive a fair share of the funding. We joined forces with other local government groups to work with legislators and members of the Walz administration on a formula to provide equitable funding to every county, city and township in the state.

By the time the June special session began, all four legislative leaders had agreed on the formula. A bill passed with strong bipartisan support in the Senate, but the House amended it to include unrelated spending measures. The Senate refused to accept the amendments, and the special session adjourned without a CARES Act bill. As a result, funding decisions were left up to Gov. Walz.

CGMC was highly critical, both publicly and in private talks with lawmakers and the Walz administration, of the delay in getting the money out to cities. After days of mounting pressure, Gov. Walz ultimately decided to distribute all \$841 million to local governments using the formula previously agreed upon by legislative leaders and supported by CGMC.

For information on how your city can access and use its CARES Act funding, please consult the Minnesota Department of Revenue.

CGMC continues to seek solutions to the child care shortage

In addition to seeking funding for child care facilities through the bonding bill, CGMC teamed up with our partner organization, the Greater Minnesota Partnership (GMNP), to pursue legislation to fund two successful existing programs that aim to increase child care access in Greater Minnesota and attract and retain providers:

Minnesota Initiative Foundations Child Care Grants - We sought \$4 million to expand efforts by the six Initiative Foundations to assist child care providers in business planning, mentoring and workforce development to stabilize the provider marketplace in Greater Minnesota.

DEED Child Care Grants - We sought \$10 million (with 50% dedicated to Greater Minnesota) for grants for child care business start-ups or expansions, training, facility modification, employee retention and licensing assistance.

Early in the year, House DFL leadership announced child care as their top priority for the 2020 session and that



Tim Penny testified in support of a bill to fund the Minnesota Initiative Foundations' efforts to improve child care access.

they planned to commit \$500 million of the projected budget surplus for investments in child care and early childhood education. Most of the funds would go toward raising the Child Care Assistance Program (CCAP) reimbursement rate and scholarships for families choosing high-rated providers. The proposal also included CGMC's priorities: \$10 million for DEED child care grants and \$4 million to support the work of the Initiative Foundations.

Unfortunately, as the pandemic took hold and the budget surplus vanished, the House moved away from this plan.

One of the early bills passed in the state's response to the pandemic created a \$30 million grant program to support child care providers who served essential workers during the shelter-in-place order. Providers in Greater Minnesota were awarded 53% of the allocated funds.

During the June special session, the Legislature increased funding for the CCAP program, which helps cover child care costs for more than 30,000 low-income children across the state. Before this bill, Minnesota faced losing up to \$5.5 million in federal funding because the state's CCAP reimbursement rates were below the federal requirement. The new \$85 million investment will come from two federal sources.

The child care crisis has been a major problem in Greater Minnesota for several years, and the pandemic has made it even worse. CGMC and GMNP will continue to work with legislators and other organizations to seek solutions to this vexing problem.

CGMC pursues plans to boost housing in Greater Minnesota

In the fall of 2019, CGMC and GMNP surveyed business and community leaders and hosted two regional working sessions to help identify issues and opportunities for housing in Greater Minnesota.

Coming out of those sessions, we developed three legislative proposals to address housing concerns:

- \$5 million for the Greater Minnesota Fix-up Fund to assist cities in rehabilitating dilapidated housing
- \$2.5 million in state bonds to create a grant program for public infrastructure needed for new housing development
- \$2 million for the Workforce
 Housing Development Fund and
 changes in the program to allow
 grants of up to 50% of the project
 costs



Jackson Economic Development Coordinator Tom Nelson, Sen. Kent Eken and Melrose City Administrator Colleen Winter testified in support of a proposal to help Greater Minnesota cities repair dilapidated housing.

Although each of the three bills was heard in at least one of the bodies, the COVID-19 pandemic eliminated the possibility of any new general fund spending this session that was not tied to addressing the pandemic.

Given that our housing bills were heard this session and there was general support for the ideas in concept, we are well-positioned to being them forward again in 2021.

Help for small businesses

The COVID-19 pandemic and related shutdown orders hit small businesses especially hard. CGMC and GMNP played an active role in urging the Legislature to implement means of support such as emergency grants and loans to help keep small businesses afloat.

One of the few bright spots of the June special session was the passage of a new Small Business Relief Grant Program. Of the \$62.5 million allocated to the program, 50% will go to businesses in Greater Minnesota. The deadline to apply for grants has since passed and recipients will be selected through a lottery.



CGMC explores strategy to prevent 'forever chemicals' from entering wastewater treatment facilities

One environmental issue that rose to the forefront for CGMC this year was per- and polyfluoroalkyl substances (PFAS), a class of long-lasting "forever" chemicals linked to various health concerns. Due to their widespread use in items such as cookware, water-resistant products and firefighting foam, many states including Minnesota have ramped up efforts to regulate PFAS.

CGMC partnered with the League of Minnesota Cities on a bill to create the "Municipal PFAS Source Reduction Initiative," a three-pronged approach focused on studying the sources of PFAS, developing strategies to prevent PFAS from entering wastewater plants, and educating wastewater professionals and the public on PFAS and habits that result in them entering the environment. We sought \$500,000 for this initiative.

The proposal was well-received by



legislators, but the committee chairs in both bodies prevented it from moving forward. The Senate chair would not hear the bill because it would spend money, while the House chair refused to hear it because he was opposed to any bill that would create a study group.

CGMC, working with the League, also spent a significant time pushing back against problematic legislation related to PFAS. We successfully stopped House legislation that could have made cities liable for the presence of PFAS in their wastewater. We also pushed back

on legislation that would have required the premature creation of water quality standards for a subcategory of PFAS within two years.

The CGMC will continue to work on municipal PFAS source reduction and we plan to meet with the MPCA over the summer to determine next steps.

CGMC's other top environmental issues

- Chloride
- Class 3 & 4 Waters/Salty Parameters
- · Permit fee increases
- Microplastics and other emerging contaminants
- Reestablishment of Wastewater and Water Operator Council
- Nitrogen and nitrate standards

Looking ahead to 2021 and beyond

The COVID-19 pandemic will undoubtedly leave lasting impacts on the state and local communities.

Perhaps the biggest obstacle in the near future will be the state budget. In February, Minnesota had a \$1.5 billion surplus, the largest in state history. By May, the surplus had morphed into a \$2.4 billion deficit.

What do budget woes mean for LGA?

When the budget projection was released in May, CGMC sent a letter urging legislators and Gov. Walz to continue to make LGA payments on time and in full. We also spoke out in the media about the increased importance of LGA as cities deal with unanticipated expenses caused by the pandemic.

We remain hopeful that 2020 LGA payments will be distributed as planned. However, as the state budget outlook becomes clearer in the coming months, CGMC and city leaders must continue to vigorously defend LGA.

Transportation funding takes a hit

Since transportation continues to be a contentious issue at the Capitol, we entered the 2020 session knowing that an agreement on a major transportation funding plan was unlikely. We did not, however, anticipate a global pandemic would wreak havoc on the state's existing transportation revenues.

The number of people using the roads and buying gas and vehicles took a nosedive this spring. Minnesota Department of Transportation (MnDOT) estimates that revenues from the gas tax and motor vehicle sales taxes, which provide millions for the state's transportation system, will see dramatic decreases this year.

MnDOT has indicated that the revenue losses will not impact 2020 municipal street aid distributions or this year's highway projects. However, the impact on funds available for 2021 could be significant.

CGMC leads the way

As we all cope with the challenges ahead, CGMC will continue to play a key role in advocating for the needs and concerns facing Greater Minnesota cities. Looking ahead to the November election and 2021, CGMC is ready to fight for the issues that are important to your city!



About the CGMC

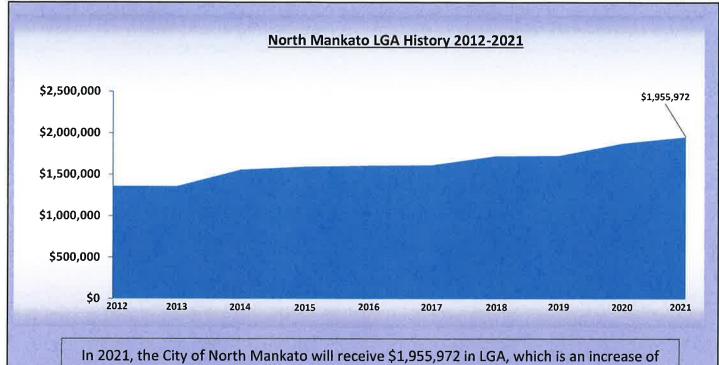
The Coalition of Greater Minnesota Cities is dedicated to a strong Greater Minnesota. Our mission is to develop viable, progressive communities through strong economic growth and good local government.

We support fair property taxes, sensible environmental regulation, a balanced transportation system, sound land use planning and effective economic development tools to meet that goal.

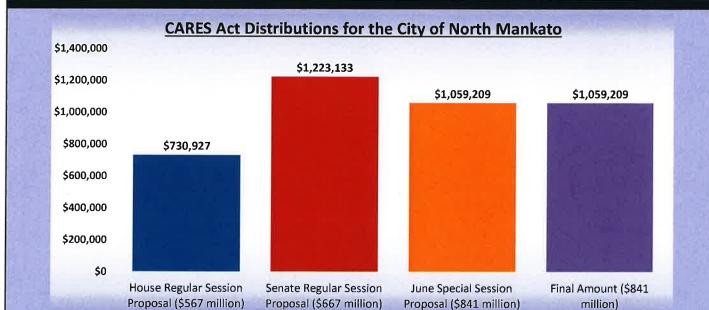
Visit us at greatermncities.org



2020 CGMC City Report



\$78,210 compared to 2020 (\$1,877,762).



Between the end of the 2020 regular session and the first special session, additional federal guidance clarified the amount suggested for distribution to local governments (an increase from \$667M to \$841M). Despite failure to come to agreement during the June special session, Governor Walz used his administrative powers to authorize distribution of this money on June 25, 2020.



DEDICATED TO A STRONGER GREATER MINNESOTA

The CGMC is fighting for Greater Minnesota cities throughout the COVID-19 pandemic.

Looking Out for Your Bottom Line

- Leading efforts to demand this year's LGA be paid on time and in full
- Fought for Greater MN cities' fair share of federal CARES Act dollars
- Successfully fought against a prohibition on new local sales taxes
- Pushing for more budgetary tools and increased flexibility for cities

Labor &
Employment
Support

- Hosts webinars to help cities navigate public employment concerns
- Consistently communicate up-to-date legal guidance and resources
- Publish in-depth reports on how COVID-19 directly impacts public employment

Investing in Your Recovery

- Pushing for a bonding bill to support Minnesota's economy
- Helped craft COVID-19 small business loan legislation
- Fought for new investment and reforms to solve the child care shortfall
- Examined a regional approach to re-opening businesses with Gov. Walz

For more COVID-19 resources and tools for cities, visit the CGMC website at greatermncities.org/resources/covid-19/.



CGMC Environmental Program Emerging Issues & Continued Advocacy

Legislative Issues



Per- and Polyfluoroalkyl Substances (PFAS)

PFAS are a class of pervasive chemicals that have been linked to various health concerns and have been found in a variety of waterbodies across the state. PFAS can be removed from drinking water through expensive treatment, but there is no technologically feasible method for removing them from wastewater.

CGMC's Role: We plan to focus on source reduction strategies at the Legislature and with the Minnesota Pollution Control Agency (MPCA), as well as defend against any proposals that seek to place liability on cities for the presence of PFAS in wastewater or drinking water.

Chloride

More than 100 cities may be facing chloride limits in their wastewater permits, but there is no feasible method to remove chloride at a wastewater facility. Most cities will need a variance from these permit requirements, and a variance will still require efforts by the city to reduce chloride. Some cities may be required to install central water softening, but others may be able to address the issue by working with citizens to remove and/or upgrade home water softening equipment.



CGMC's Role: We are pushing for legislative funding for grants to assist cities with the removal or upgrade of home water softeners. We will also continue to monitor this issue, submit comments, and take other steps to support chloride variances.



Reestablishment of Wastewater and Water Operator Advisory Council

The Wastewater and Water Operator Advisory Council provided operators from our cities an opportunity to help shape the requirements and regulations governing their operations, but the statutory authority for this council lapsed. MPCA sought to reestablish this council during the 2020 legislative session, but the legislation stalled.

CGMC's Role: We supported this legislation and will continue to do so.

Microplastics

Tiny bits of plastic, known as microplastic, are appearing in waters across the globe. By themselves, plastics may cause harm to humans and animals, but this concern is compounded because PFAS and other contaminants may accumulate on microplastics. Federal regulators and state legislators are looking at ways to mitigate this risk.



CGMC's Role: We are monitoring this issue to ensure that sole responsibility for addressing microplastics is not placed on municipal wastewater facilities



Funding for Innovative Approaches and Climate Impact

As the cost of wastewater treatment increases, cities are looking to alternative approaches to address water quality issues and the impacts of the changing climate. Current state funding may not always support innovative projects because they do not fit into traditional program definitions.

CGMC's Role: CGMC is exploring how current funding programs can be improved and/or how new programs might be created to support innovative water quality approaches.



CGMC Environmental Program Emerging Issues & Continued Advocacy

Legal & Regulatory Issues



Integrating Wastewater Permitting in Watershed Framework

At the directive of the Legislature, state and local agencies have been moving toward a water quality framework based on watersheds, but to date permitting for wastewater facilities had not been well integrated into that approach.

CGMC's Role: We are working with MPCA to explore better and more cost-effective ways to integrate wastewater permitting into the watershed framework. This work will include an informational webinar for municipal wastewater operators and examining whether further legislation is needed to assist in this integration.

Lake Pepin TMDL

Nearly two-thirds of Minnesota's watersheds drain into Lake Pepin and are therefore subject to the Lake Pepin Total Maximum Daily Load (TMDL) plan. This plan seeks to impose phosphorus limits on cities' wastewater and stormwater even though data shows the lake is no longer impaired.



CGMC's Role: We joined with other local government advocacy organizations to bring a contested case action on the TMDL. We hope to negotiate a solution with the MPCA on this issue.



Nitrogen and Nitrate Standards (EPA Nutrient Criteria)

The federal Environmental Protection Agency is developing nutrient criteria for lakes that will regulate nitrogen and nitrate. These standards could have major negative economic impacts for municipal wastewater facilities.

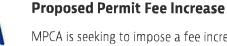
CGMC's Role: CGMC is participating in the federal rulemaking process and will monitor state developments,

Class 3 & 4 Waters/Salty Parameters

Multiple CGMC members have unnecessary permit limits based on MPCA's outdated Class 3 and 4 water quality standards, which have caused major impediments to economic development (i.e. Luverne and TruShrimp). In addition to the cities that currently have problematic permit limits, more than 20 CGMC members are slated to receive outdated permit limits unless MPCA updates the underlying water quality standards.



CGMC's Role: We are engaging with MPCA to push for revised Class 3 and 4 water quality limits and for the revision of permits with outdated limits.



MPCA is seeking to impose a fee increase on water quality related permits to generate more funding for its water quality operations. A significant portion of this increase will fall on municipalities.

CGMC's Role: We continue to push for increased general fund spending for water quality operations, rather than requiring local municipalities to pay for these increases.





SAVE THE DATE

Mark your calendar for upcoming CGMC events:

Fall Conference

Nov. 19, 2020, Virtual Conference via Zoom

Legislative Action Day

Jan. 27, 2021, St. Paul

Summer Conference
July 28-30, 2021, Red Wing

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