

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

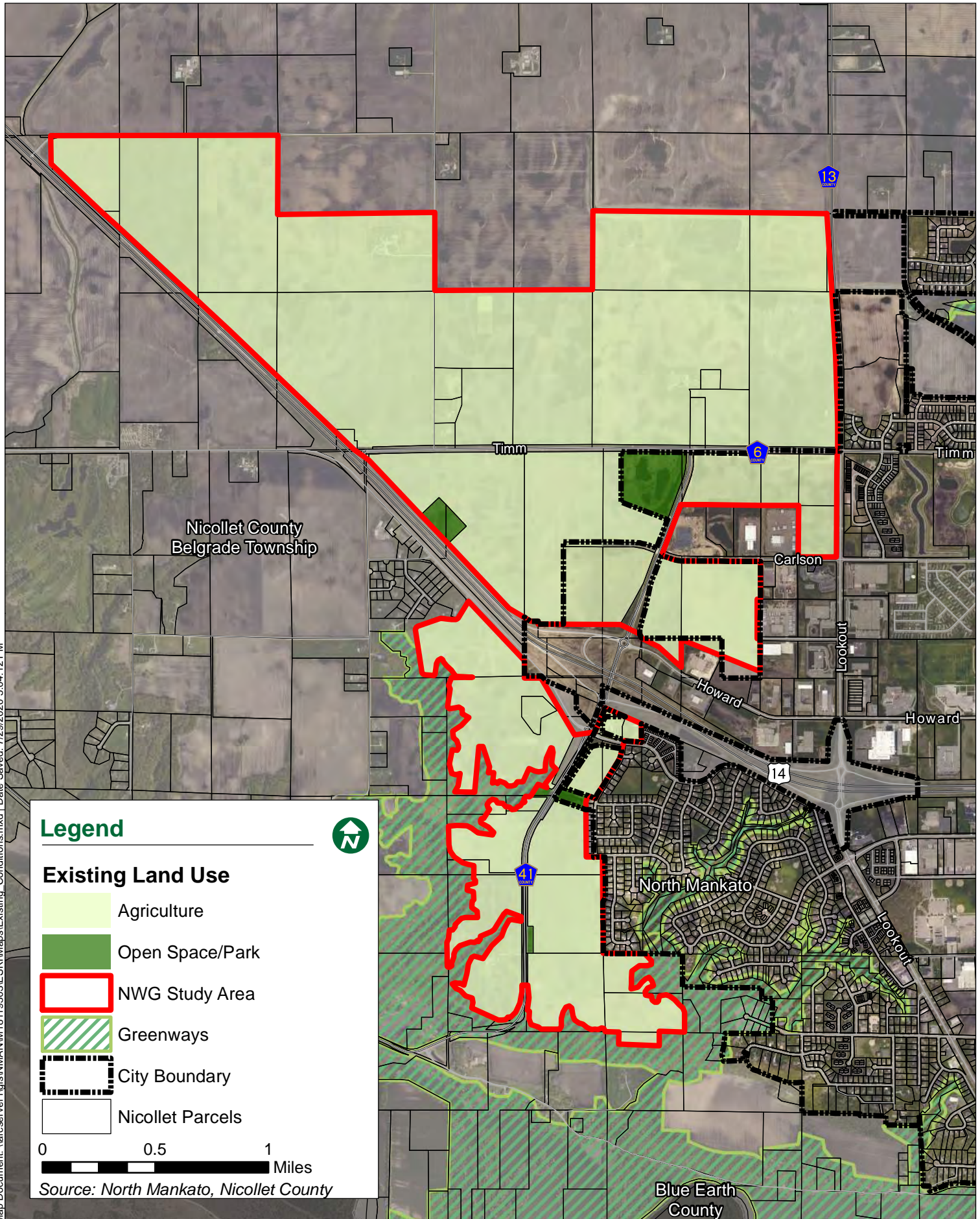
The purpose of this Northwest Growth Area plan is to:

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:

1. Effectively plan new public, 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.



4. 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:

- **Retail:** 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 10-year 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.

- **Hotel:** 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.





Information

*Future Land Use within the study area is referenced from the North Mankato Comprehensive Plan (2015).

Legend



Future Land Use

-  Commercial
-  Commercial/Industrial Mixed Use
-  Heavy Industrial
-  High Density Residential
-  Medium Density Residential
-  Low Density Residential
-  Open Space/Park
-  Greenways
-  NWG Study Area
-  City Boundary

0 0.5 1 Miles

Source: North Mankato, Nicollet County

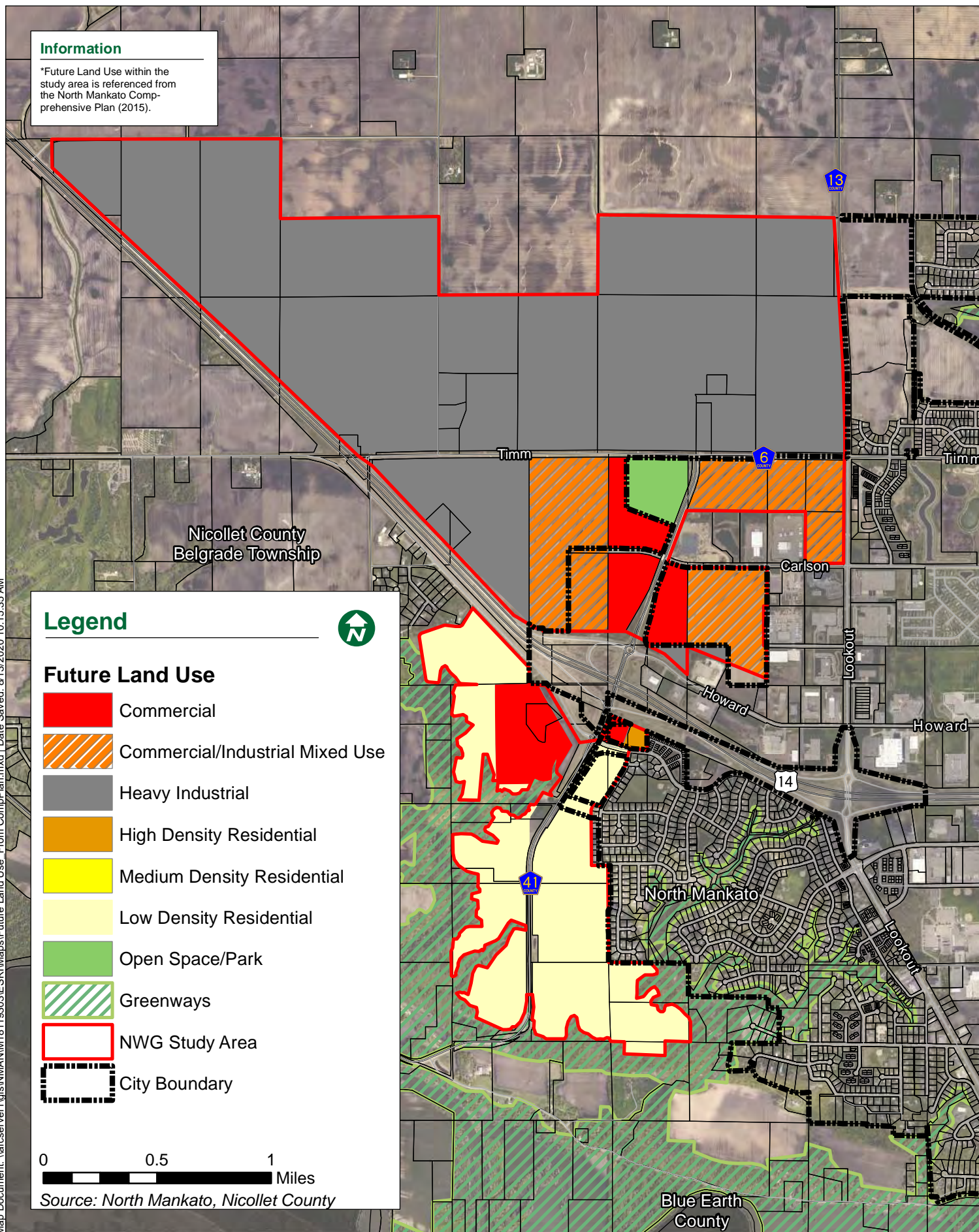




Figure 3. Retail Trade Area extending from the valley bluff of Upper North Mankato, northwest past the City of Nicollet and following the Minnesota River Valley.

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 on- and 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

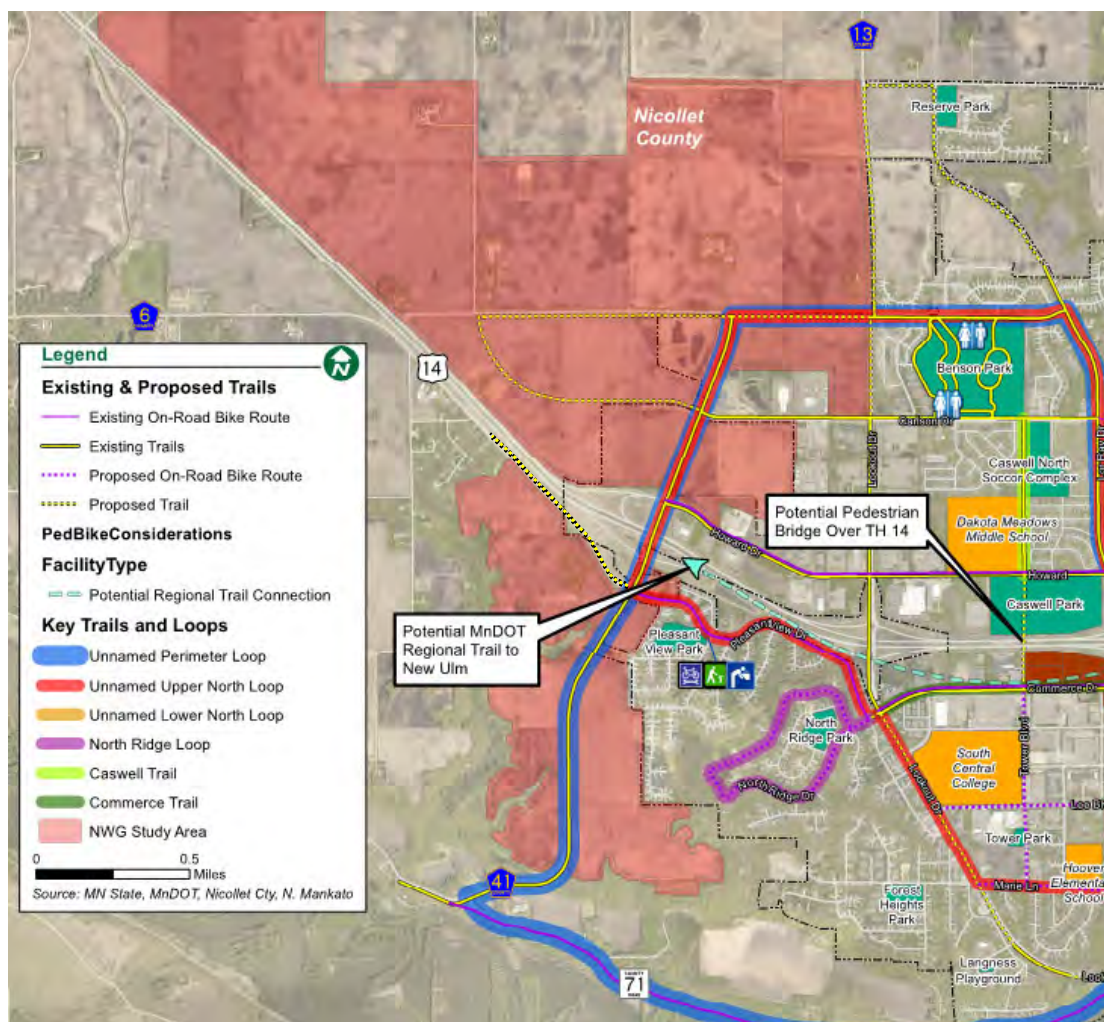


Figure 4. Existing and Proposed trail facilities in and around the study area referenced from the 2021 Draft Comprehensive Plan update and the Commerce Drive Area Development Plan.

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.

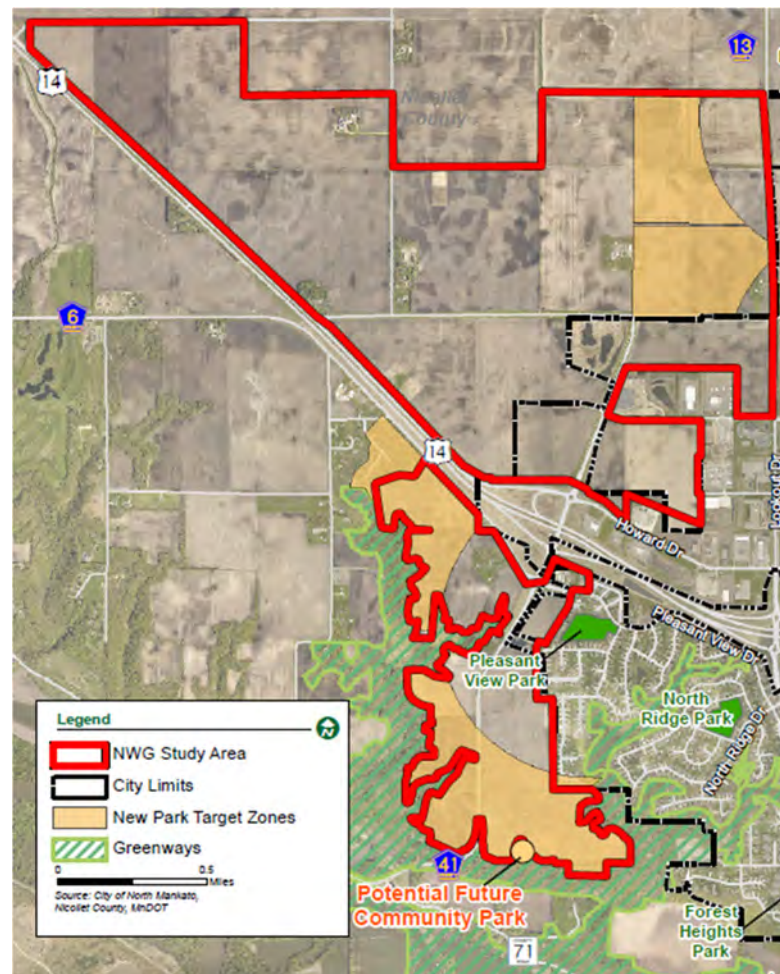


Figure 5. New Park Target Zones referenced from the Comprehensive Plan update.

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 as part of the Northport Industrial Park Expansion West Improvements Preliminary Engineering Report process (*Available Upon Request*). This report examines new street and utility needs for western expansion of the Northport Industrial Park, identifying new street and utility infrastructure needs on Carlson Drive from the west terminus to approximately 850 feet west of CSAH 41, to CSAH 6 and the unnamed road from the proposed Carlson Drive to CSAH 6. The report goes beyond identifying infrastructure needs for its focus area by identifying

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 existing and planned sanitary sewer and is included in **Appendix B** along with the preliminary engineering drawing of the Northport Industrial Park western expansion area identified in the report. As is evident from the figure, 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 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?

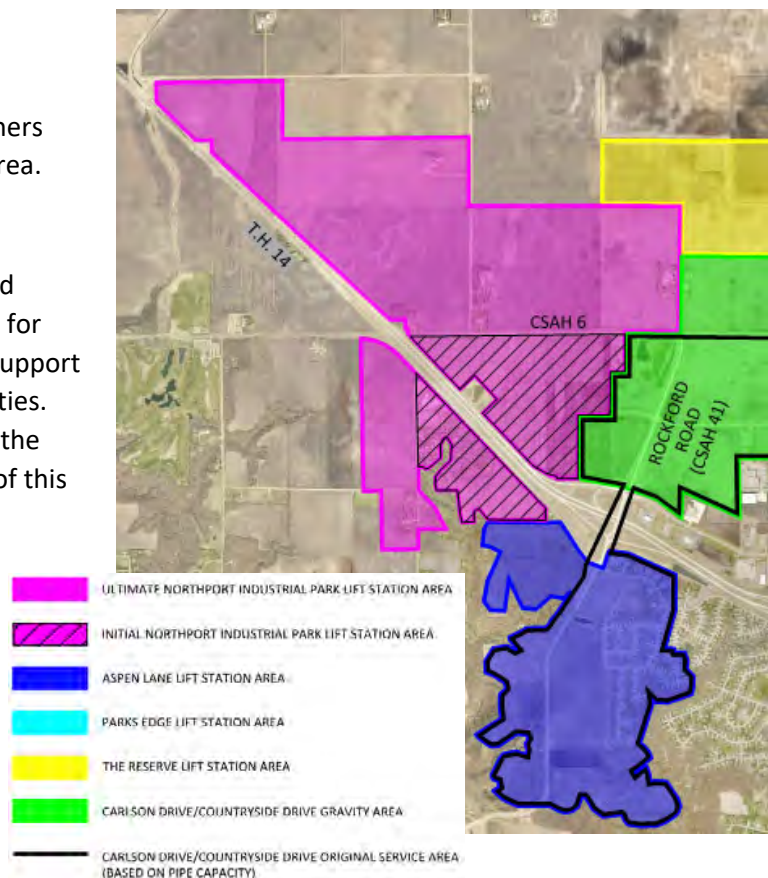


Figure 6. Existing and Planned Sanitary Sewer Service Areas in the Study Area.

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

Four meetings were held during November 2020 for the public to review the Draft NW Growth Area Study and provide input. The plan was also made available for review and comment on the website between November 5th and November 25th. Overall, there were twelve participants that provided input, many of which supported plan initiatives. Some general themes from those supporting planned growth in the study area include suggestions for a mix of residential densities for a diverse housing supply; identifying a location for a new high school; industrial/commercial development north of TH 14; recreational trail opportunities away from the busy highway; and support for a grocery store. However, there were some who opposed the extent of growth. Feedback from the Virtual Open House is summarized in **Appendix C**.

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. *Heavy Industrial – 572 Acres (44%)*: 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.

Commercial/Industrial Mixed-Use – 483 Acres (37%): 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. 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.

Open Space/Park – 31 Acres (2%): 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:

1. *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.
2. *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.
3. *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

Land Use Scenario A – North of Highway 14

Scenario A

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 flex zone provides a transition from the residential uses in the east to industrial in the west. For the purposes of understanding KPI's, a likely development scenario of 44% heavy industrial, 37% commercial/industrial mixed, 17% residential/commercial/industrial transition zone, and 2% open space/park uses were analyzed in the zone. Anticipated uses in this zone are further described in the plan.

Key Performance Indicators (KPI)

Total Population	1,441.64
Total Dwelling Units	610.86
Total Industrial & Commercial Lots	174.85
Daily Vehicle Trips Generated Residential	4,108.10
Daily Trips Generated Non-Residential	4786.41
Job Potential	6,183.57

 NWG STUDY AREA

Scenario - NWG Land Use

 Low Density Residential

 Medium Density Residential

 Medium/High Density Res.

 General Commercial

 Commercial/Industrial Mixed

 Heavy Industrial

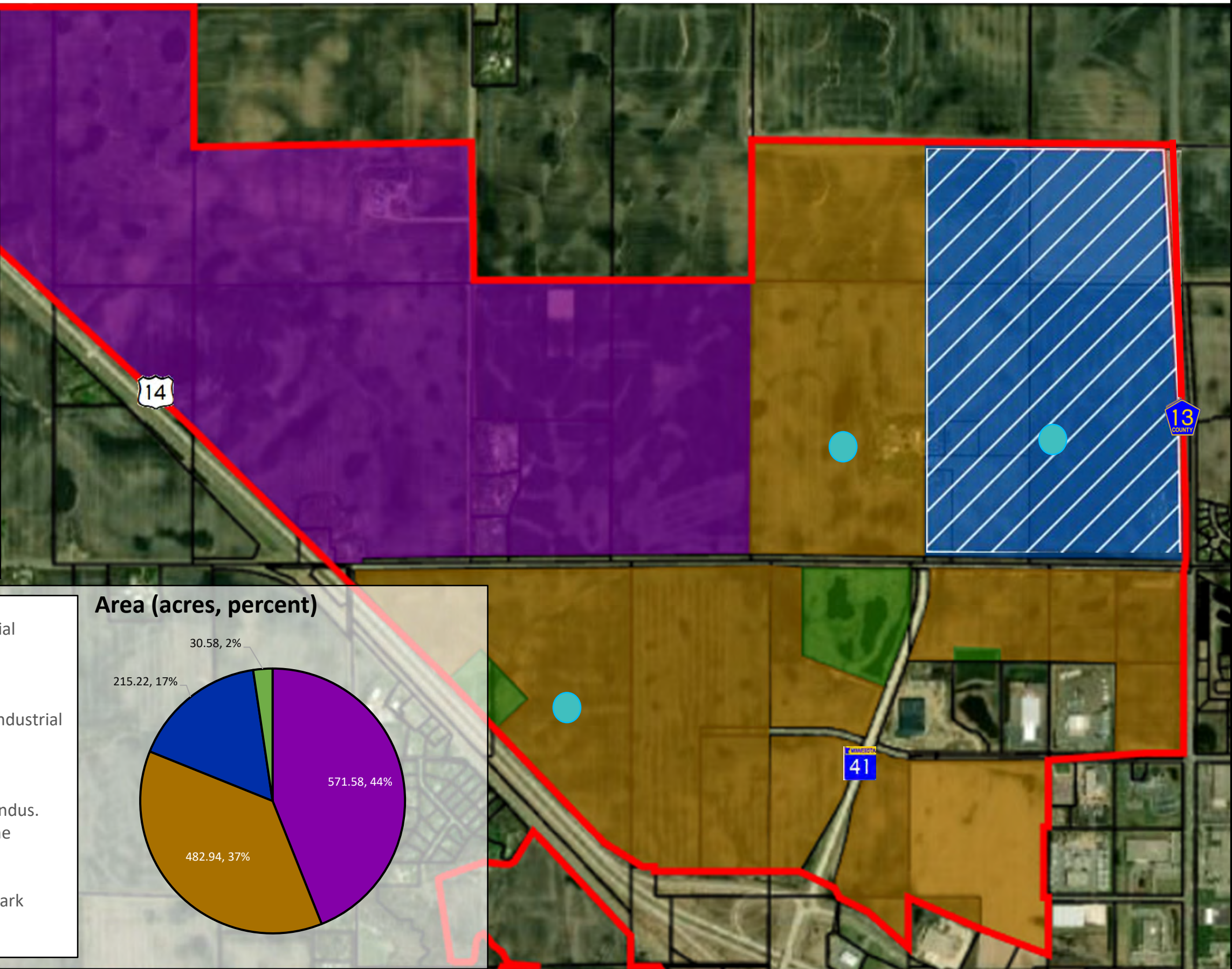
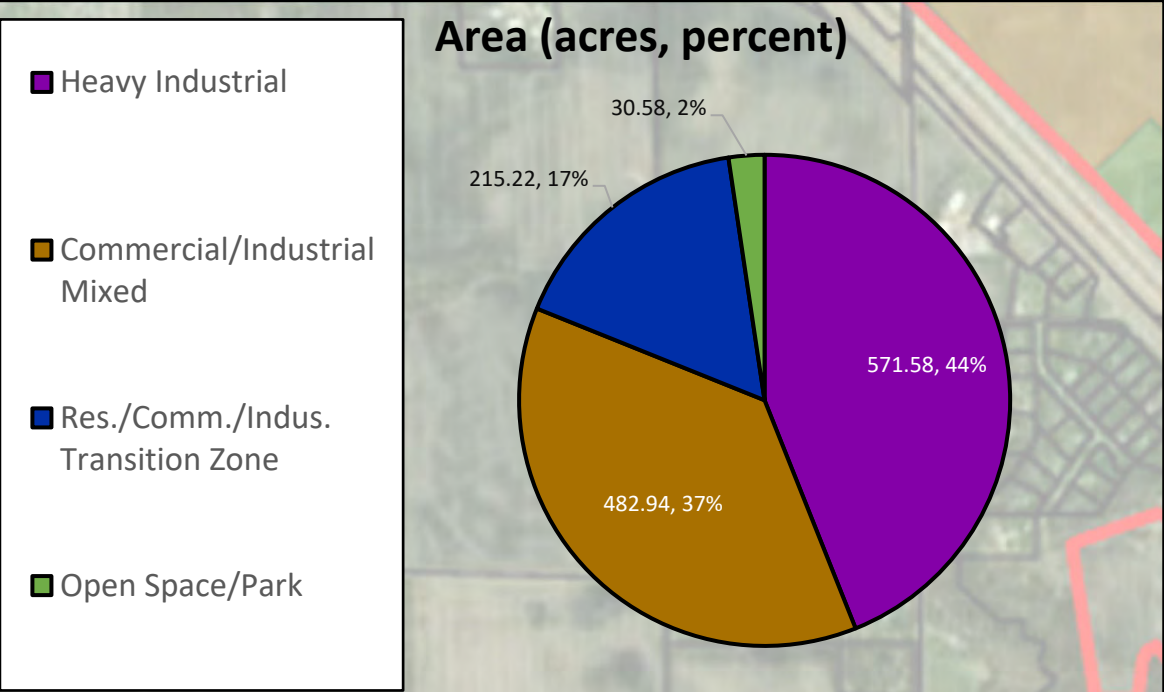
 Open Space/Park

 Res./Comm./Indus. Flex Zone

Project Area Parcels

 Parcels

 Potential Future School Site



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. *Low-Density Residential – 299 Acres (91%)*: 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.
2. *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. *Medium- to High-Density Residential – 8.6 Acres (3%)*: 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. *General Commercial – 4 Acres (1%)*: 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.

Land Use Scenario B – South of Highway 14

Scenario B

Scenario B is predominantly low-density residential with some medium-density residential adjacent to CR6. This scenario includes a small commercial and medium-density residential zone easily accessed at the southeast corner of the Highway 14/41 intersection.

Key Performance Indicators (KPI)

Total Population	1875.48
Total Dwelling Units	794.70
Total Commercial Lots	2.65
Daily Vehicle Trips Generated Residential	6833.36
Daily Trips Generated Non-Residential	2,445.00
Job Potential	32.74

 NWG STUDY AREA

Scenario - NWG Land Use

Low Density Residential

Medium Density Residential

Medium/High Density Res.

General Commercial

Commercial/Industrial Mixed

Heavy Industrial

Open Space/Park

Res./Comm./Indus. Flex Zone

Project Area Parcels

Parcels

Potential Future School Site

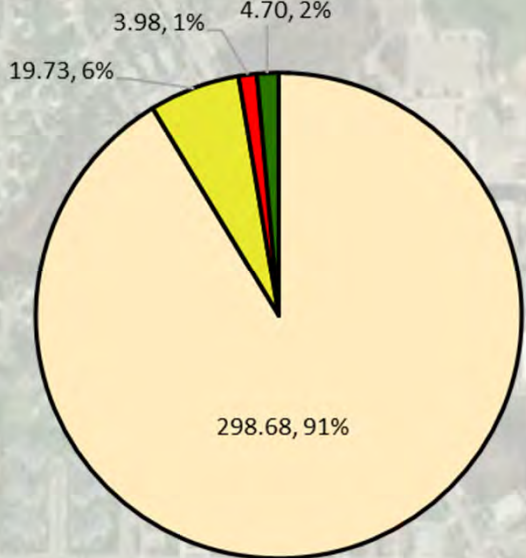
Low Density Residential

Medium Density Residential

General Commercial

Open Space/Park

Area (acres, percent)



5. Open Space/Park – 5 Acres (2%): 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:

1. 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.
2. 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.
3. 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. Open Space/Park – 4.7 Acres (1%): Open Space/Park – 5 Acres (2%): 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.

Land Use Scenario C – South of Highway 14

Scenario C

Scenario C is predominantly low-density residential with a medium-to-high-density residential and commercial zone along CR6. This scenario includes a small commercial and medium-density residential zone easily accessed at the southeast corner of the Highway 14/41 intersection.

Key Performance Indicators (KPI)

Total Population	1875.84
Total Dwelling Units	794.85
Total Commercial Lots	8.37
Daily Vehicle Trips Generated Residential	6978.63
Daily Trips Generated Non-Residential	2,663.46
Job Potential	103.33

 NWG STUDY AREA

Scenario - NWG Land Use

Low Density Residential

Medium Density Residential

Medium/High Density Res.

General Commercial

Commercial/Industrial Mixed

Heavy Industrial

Open Space/Park

Res./Comm./Indus. Flex Zone

Project Area Parcels

Parcels

Potential Future School Site

Low Density Residential

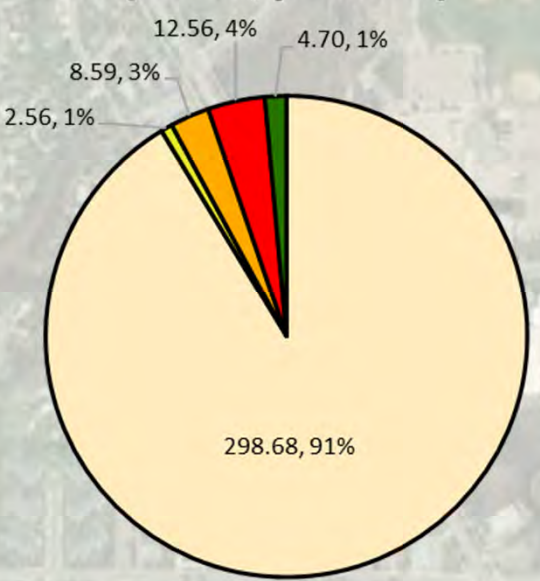
Medium Density Residential

Medium/High Density Res.

General Commercial

Open Space/Park

Area (acres, percent)



Land Use Scenario D – South of Highway 14

Scenario D

Scenario D is predominantly low-density residential with greater medium–density residential along with a commercial zone along CR6. This scenario includes a small commercial and medium-density residential zone easily accessed at the southeast corner of the Highway 14/41 intersection.

Key Performance Indicators (KPI)

Total Population	1834.18
Total Dwelling Units	777.20
Total Commercial Lots	8.34
Daily Vehicle Trips Generated Residential	6669.01
Daily Trips Generated Non-Residential	2,662.07
Job Potential	102.88

 NWG STUDY AREA

Scenario - NWG Land Use

Low Density Residential

Medium Density Residential

Medium/High Density Res.

General Commercial

Commercial/Industrial Mixed

Heavy Industrial

Open Space/Park

Res./Comm./Indus. Flex Zone

Project Area Parcels

Parcels

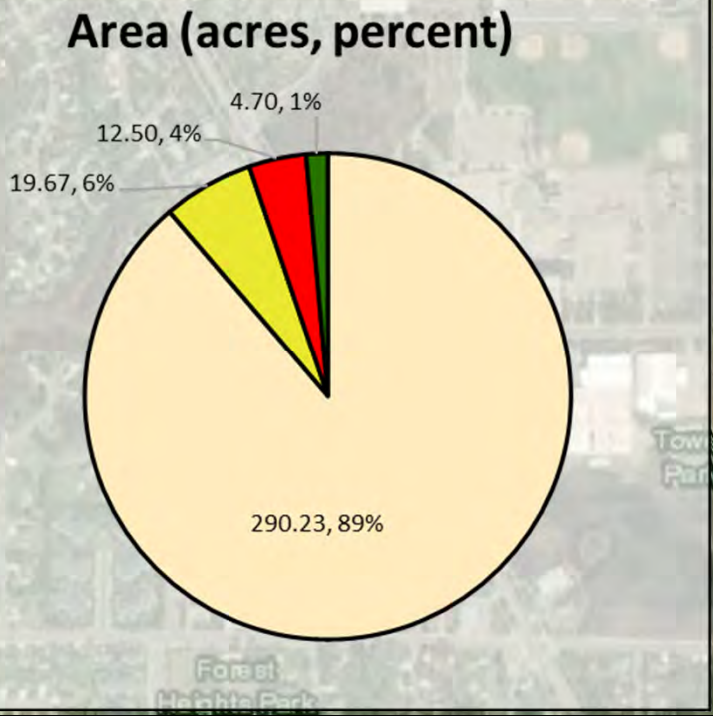
Potential Future School Site

Low Density Residential

Medium Density Residential

General Commercial

Open Space/Park



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, commercial and public 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 Future Land Use Map to reflect scenarios identified in the NW Growth Area Study.

Policy 1.1.7: Construct lift station and necessary infrastructure to support future development in this area.

Objective 1.2: Explore options for future 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.

Development Market Context

North Mankato, MN

Findings & Recommendations
US Highway 14/CR 41 Interchange –
Broader Northport area
January 27, 2020

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 trends
 - Trade area analysis
- Competitive context
- Data sources
 - ESRI/Business Analyst
 - Costar
 - Building permit data

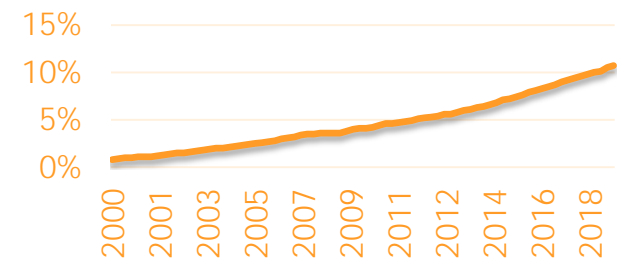
Market Overview

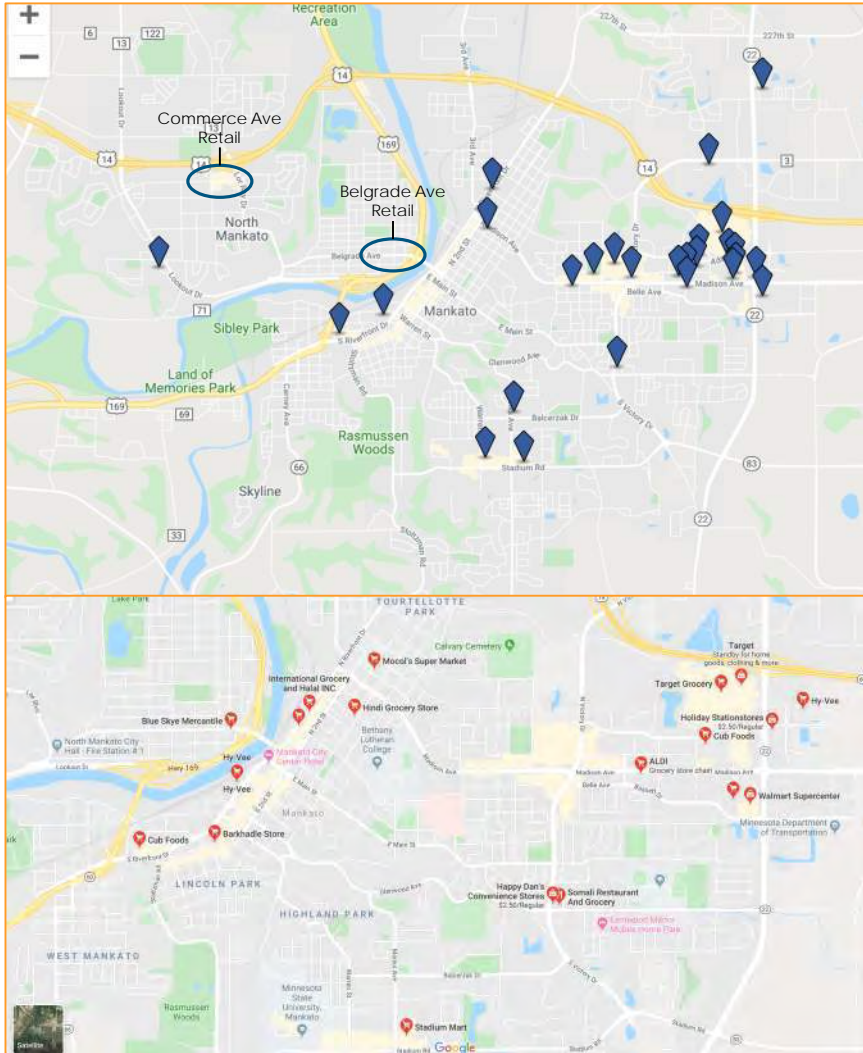
Retail, Food/Beverage

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.)

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

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

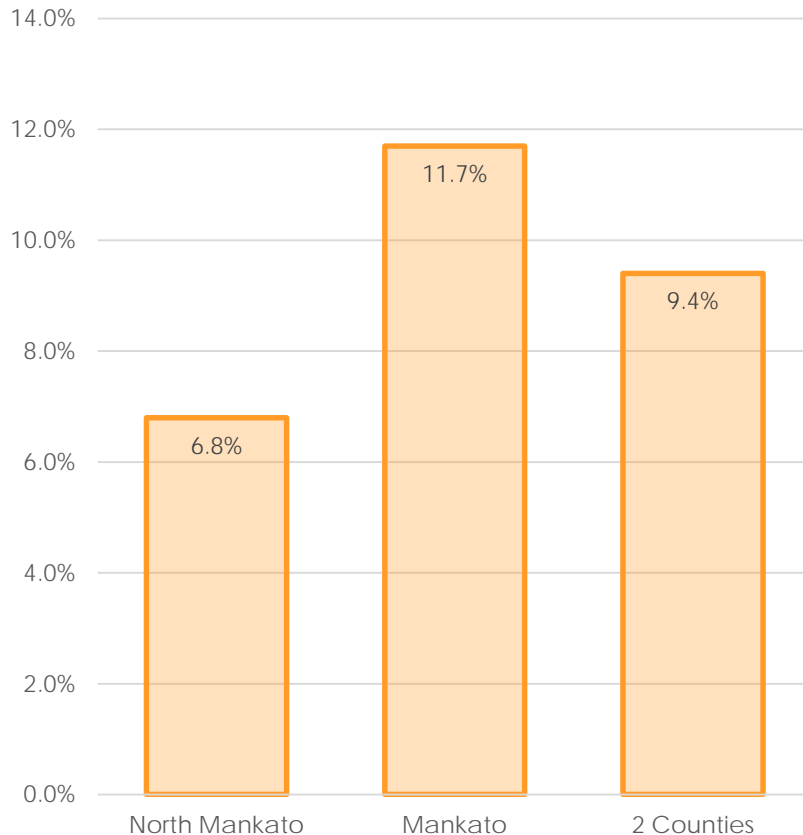
- Views varied
 - Attractive location for retail (1)
 - Viable in a five to ten year time frame (1)
 - Not likely to be much retail ever (2)
- Requires a recognized anchor store or restaurant, something not offered in other locations
- Hotel might work, with restaurant
 - Would support the industrial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

Retail Market Summary

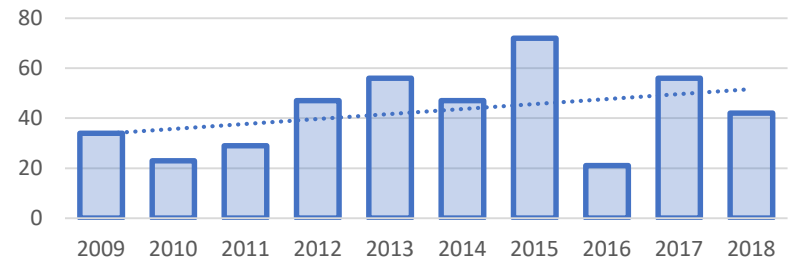
- Assets
 - Highway interchange, visibility
 - Land availability
 - Ability to configure new development in an optimal way for a retail center (not true at Commerce Drive)
 - Lack of competing areas nearby (?)
- Challenges
 - Perceived as pioneering in the short term
 - Lower traffic volumes
 - Existing 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

Population Growth Since 2010

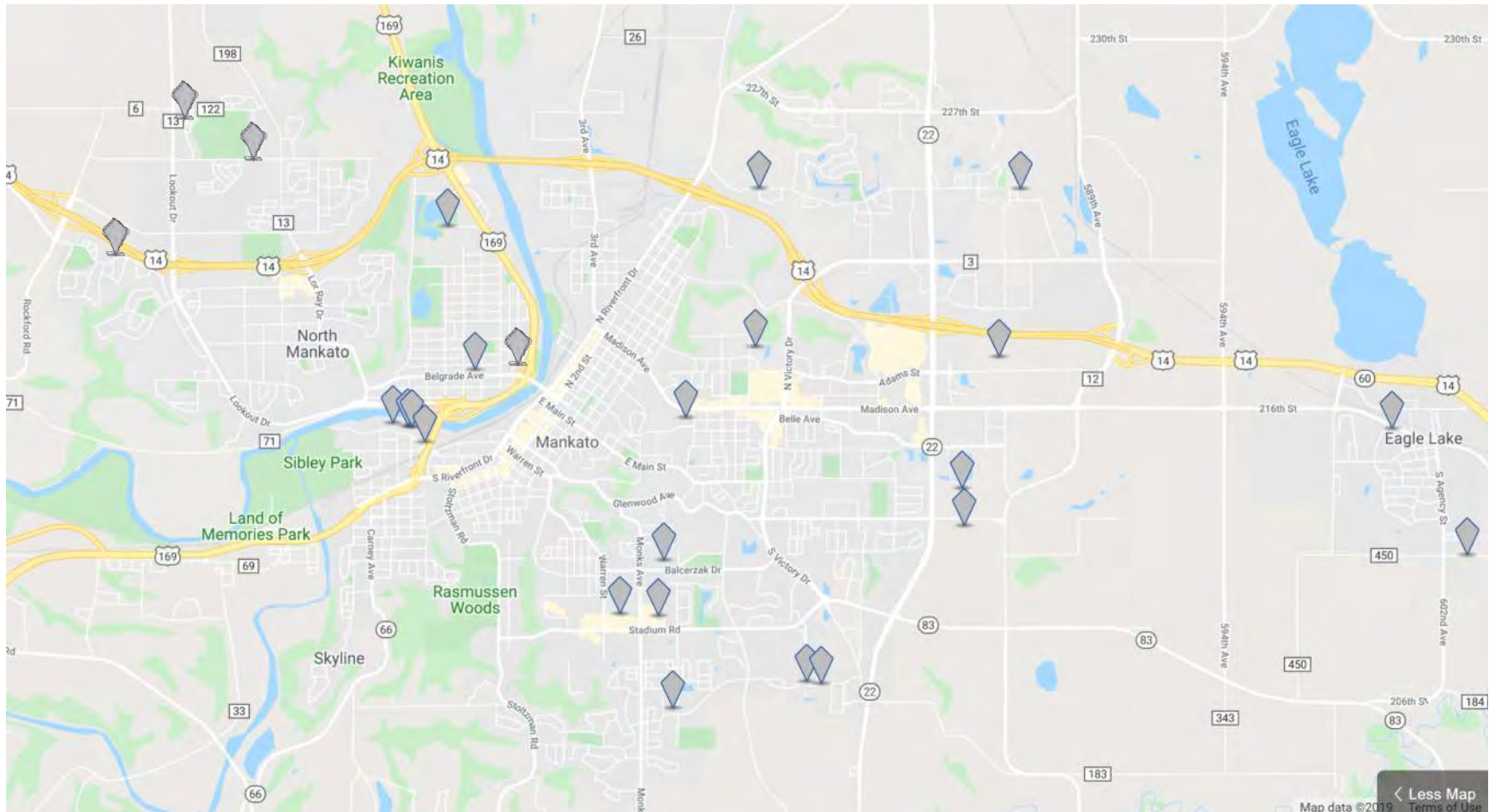


Housing Permits - N Mankato



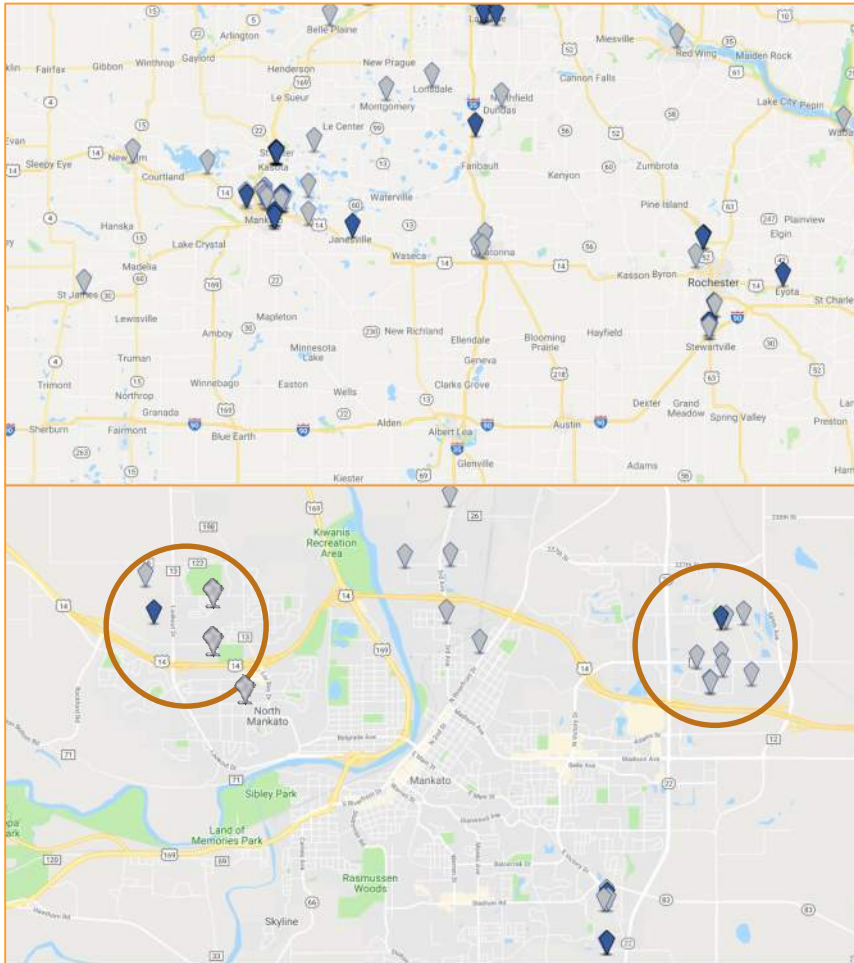
- North Mankato permitted around 40 housing units per year in last 10 years
- Development has been largely through low density ownership housing
- Multifamily housing is most active development sector nationwide, and is occurring in the Mankato region
- MF rental housing is important to support business growth, and to provide options for seniors

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
 -
- 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

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, both 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.

...



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 chain. 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.



Market Profile

Polygon
Area: 97.78 square miles

Prepared by Esri

Population Summary

2000 Total Population	10,201
2010 Total Population	12,115
2019 Total Population	13,090
2019 Group Quarters	40
2024 Total Population	13,640
2019-2024 Annual Rate	0.83%
2019 Total Daytime Population	15,016
Workers	9,140
Residents	5,876

Household Summary

2000 Households	3,904
2000 Average Household Size	2.61
2010 Households	4,880
2010 Average Household Size	2.48
2019 Households	5,318
2019 Average Household Size	2.45
2024 Households	5,556
2024 Average Household Size	2.45
2019-2024 Annual Rate	0.88%
2010 Families	3,362
2010 Average Family Size	2.95
2019 Families	3,635
2019 Average Family Size	2.93
2024 Families	3,787
2024 Average Family Size	2.92
2019-2024 Annual Rate	0.82%

Housing Unit Summary

2000 Housing Units	4,240
Owner Occupied Housing Units	71.3%
Renter Occupied Housing Units	20.7%
Vacant Housing Units	7.9%
2010 Housing Units	5,113
Owner Occupied Housing Units	71.8%
Renter Occupied Housing Units	23.7%
Vacant Housing Units	4.6%
2019 Housing Units	5,524
Owner Occupied Housing Units	72.0%
Renter Occupied Housing Units	24.3%
Vacant Housing Units	3.7%
2024 Housing Units	5,764
Owner Occupied Housing Units	72.3%
Renter Occupied Housing Units	24.1%
Vacant Housing Units	3.6%

Median Household Income

2019	\$64,885
2024	\$72,296

Median Home Value

2019	\$236,786
2024	\$293,506

Per Capita Income

2019	\$33,870
2024	\$38,651

Median Age

2010	36.6
2019	38.3
2024	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.

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

January 25, 2020



Market Profile

Polygon
Area: 97.78 square miles

Prepared by Esri

2019 Households by Income

Household Income Base	5,318
<\$15,000	6.6%
\$15,000 - \$24,999	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

Total	3,978
<\$50,000	4.1%
\$50,000 - \$99,999	1.8%
\$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 - \$999,999	0.7%
\$1,000,000 - \$1,499,999	0.8%
\$1,500,000 - \$1,999,999	0.0%
\$2,000,000 +	0.0%
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.

January 25, 2020

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



Market Profile

Polygon
Area: 97.78 square miles

Prepared by Esri

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	0.3%
Asian Alone	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

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.

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Market Profile

Polygon
Area: 97.78 square miles

Prepared by Esri

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	7,326
White Collar	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

Total Population	12,115
Population Inside Urbanized Area	75.8%
Population Inside Urbanized Cluster	0.0%
Rural Population	24.2%

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

January 25, 2020



Market Profile

Polygon
Area: 97.78 square miles

Prepared by Esri

2010 Households by Type

Total	4,880
Households with 1 Person	24.4%
Households with 2+ People	75.6%
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.

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

January 25, 2020



Market Profile

Polygon
Area: 97.78 square miles

Prepared by Esri

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

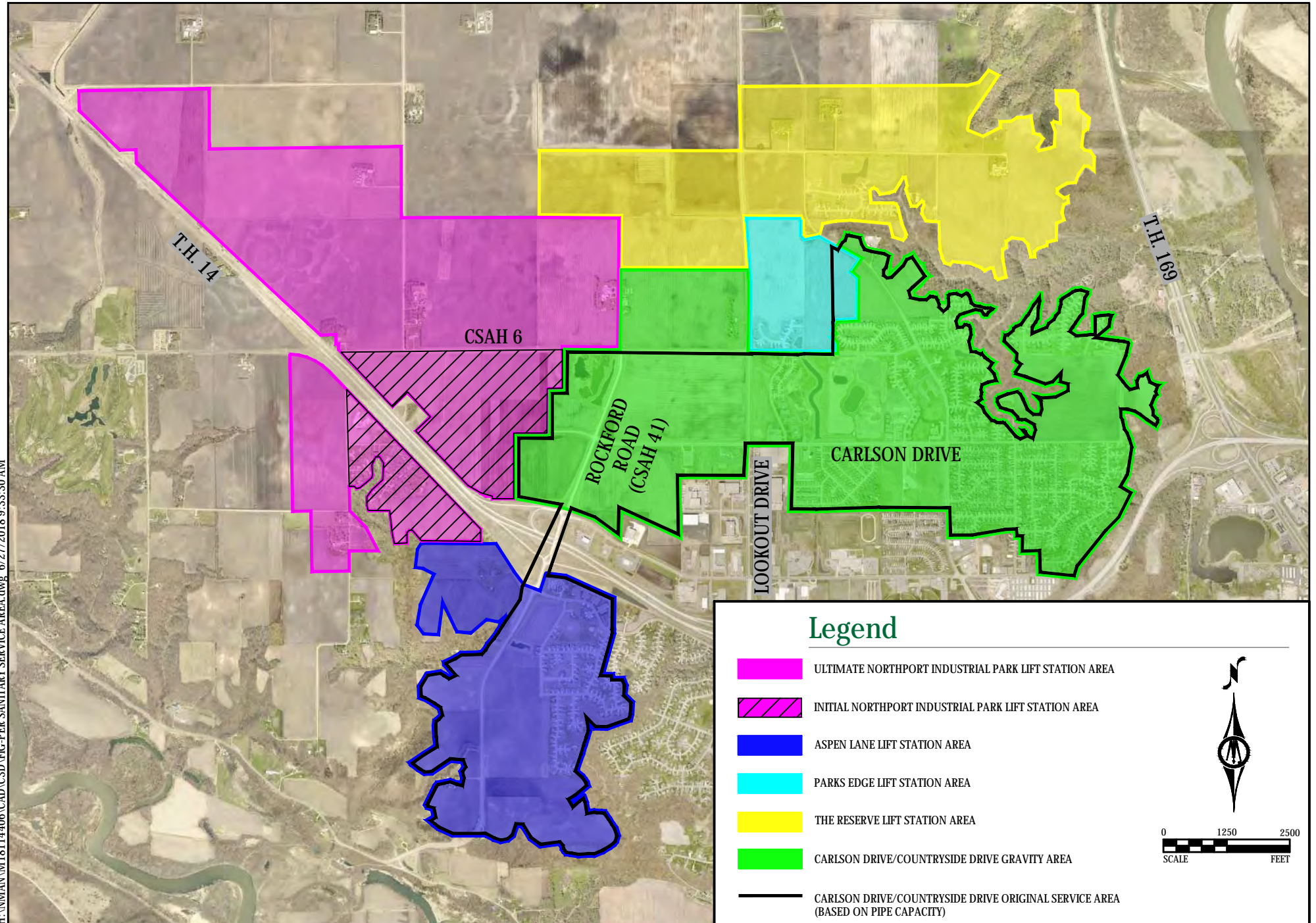
Data Note: Consumer spending shows the amount spent on a variety of goods and services by households that reside in the area. Expenditures are shown by broad budget categories that are not mutually exclusive. Consumer spending does not equal business revenue. Total and Average Amount Spent Per Household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

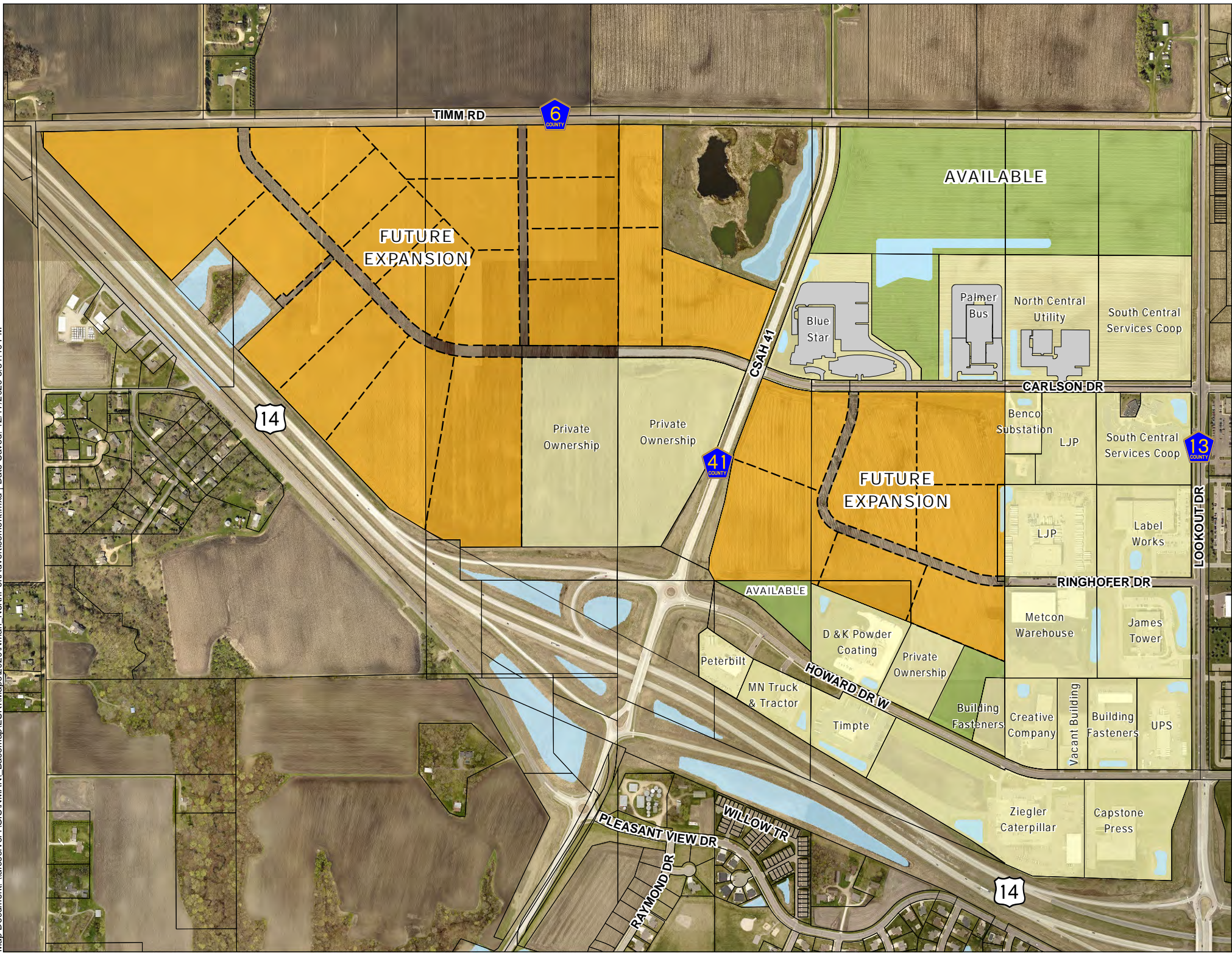
Source: Consumer Spending data are derived from the 2016 and 2017 Consumer Expenditure Surveys, Bureau of Labor Statistics. Esri.

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

January 25, 2020

**APPENDIX B – SANITARY SEWER SERVICE AREAS &
PROPOSED NORTHPORT INDUSTRIAL WESTERN EXPANSION**





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.

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

Draft NW Growth Area Study Virtual Open House Summary

November 25, 2020

Four meetings were held during November 2020 to review the Draft NW Growth Area Study. Notification was sent to the general public in North Mankato via the City's website, social media, news release, and the City's newsletter. There were several opportunities for the public to provide feedback which included the following:

- *Virtual plan review and comment submission:* The Draft NW Growth Area Study was made available on the City's website along with staff contact and an opportunity to provide feedback onsite guided by three questions:
 1. What types of development do you envision on the north side of Highway 14 in the study area?
 2. What types of development do you envision on the south side of Highway 14 in the study area?
 3. Any general comments/requested revisions on the plan or recommendations?

In all, seven individuals submitted comments through the website. Materials and comment opportunities were available on the City's website from November 5th, 2020 to November 25th, 2020.

- *Virtual Open House presentation and discussion with City staff:* City staff presented the Draft NW Growth Study two times each on November 12th and 17th for a total of four presentations. A total of five individuals joined the presentations and discussed the plan with City staff.

The following is a summary of comments received based on guiding questions:

Types of Development South of Highway 14

- *Housing.* One participant suggested there should be more R-1 and R-2 zoning. A mix of single-family and duplex/triplex (multi-family) makes a better neighborhood with more diversity of age, income, rent/ownership and single families. They suggested not restricting multi-family to just right along Highway 14 and were against the conversion of single-family structures to multi-family.

Others expressed a preference for light commercial, residential, and retail along with green space, bike trails, and parks amenable to bringing new families into the area.

Types of Development North of Highway 14

- *New School facilities:* One participant suggested identifying a location for a new high school is crucial for the future as the school district is falling behind other districts. This would bring in lots of new businesses and families.
- *Industrial and Commercial.* Many agreed that light industrial north of Highway 14 is a good pursuit. One suggested the planning for housing development was done well in the plan but that the existing housing development west of Benson Park was not well thought out. Some residents living north of Highway 14 opposed heavy industry and truck traffic becoming the default plan for this area. They don't want to see North Mankato "become a heavy industry mecca." They requested that any industrial/commercial development must be tasteful and thoughtful in keeping with visual appeal and appearance.

General Comments/Requested Revisions

- *Effects of COVID-19.* One participant thought this plan should better reflect the potential long-term affects of the COVID-19 pandemic, suggesting that housing, retail, education, wholesale, manufacturing, and demographics will all change in the aftermath of the pandemic and that isn't reflected in the plan.
- *Opposition to Growth.* Some opposed any future development suggesting prime farmland is disappearing across the nation at an alarming rate all to increase tax base and grow even larger. They suggest development needs to be limited to marginal agricultural lands. Growth leads to the need for more infrastructure, water use, and other city services and cities need to plan for greater density, particularly business density. Upper North businesses are currently only one story and have wasted lawn space.
Another suggested the plan proposes too much urban sprawl and is not sustainable. There should be more consideration for infill development without planning for so much growth.
- *Non-Motorized Transportation.* One participant desired paved bike and pedestrian trails that do not follow roads/highways. Bikers and pedestrians want to get away from traffic. Sidewalks similar to Lower North would be great.
One suggested there is no desire for walkable businesses next to neighboring residential, stating this would cause light pollution and traffic. This is not a walkable neighborhood without groceries or churches anyway. Keep the residential feel and commercial businesses on Commerce Drive.

- *Groceries/Retail.* One participant suggested a Fareway Foods store rather than having a Walmart or Costco may be a good addition to the area. Another suggested that no grocery stores or retail stores be located here as the City has enough already.
- *Plan Overall.* Many suggested the plan was well done and right in line with their interests.

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://metro council.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