



## **AGENDA**

**Mankato City Council  
Regular Meeting  
June 9, 2025 - 6 p.m.  
IGC - Mankato Room**

1. **Call Meeting to Order**

Roll Call

Pledge of Allegiance

2. **Approval of Agenda**

3. **Approval of Minutes**

Regular Meeting of May 27, 2025

4. **Appearances, Recognition, and Proclamations**

5. **Public Open Forum (15 Minutes)**

Citizens may address the Council on matters not on the agenda, and are encouraged to register with the City Clerk prior to the start of the meeting. Those wishing to speak are limited to three minutes and must state their name and address for the record.

6. **Consent Calendar**

**NOTE: All items listed under the Consent Calendar will be enacted by one motion. There will be no separate discussion of these items. If a Council Member wishes to discuss any of these items, they may ask that the item be removed from the Consent Calendar. Removed item(s) will be discussed and acted upon by separate motion.**

- A. Resolution authorizing the City Manager to enter into a Lease Agreement with Mantas Swim Club for the use of Tourtellotte Pool.
- B. Resolution approving the Final Plat review of ADM Mankato First Addition (2019 3rd Avenue); by request of Archer-Daniels Midland Company.

- C. Resolution approving a Conditional Use Permit to allow gym/fitness center/health club use in the B-2, General Business District. (1215 North Riverfront Drive); by request of Jay Sallstrom.
- D. Resolution approving a Conditional Use Permit to allow for a parking lot providing off-street parking for a permitted use, a school, in the R-1, One-Family Dwelling District (West High School, 1351 South Riverfront Drive); by request of Mankato Area Public Schools.
- E. Resolution Directing Parking Control on Lafayette Street.
- F. Resolutions ordering preparation of feasibility reports for Capital Improvement Projects:
  - 11192 Belleview Avenue, Jayro Court, and Riverview Street
  - 11121 Long Street and Emerson Lane
  - 11066 Plum Street
  - 11194 Dolph Reservoir
  - 11193 2026 Resurfacing and Miscellaneous Sidewalks
- G. Resolution authorizing the City Manager request grant agreements for State and Federal funding of the Perimeter Road Construction Project – Phase 1 at the Mankato Regional Airport.
- H. Resolution supporting State Bonding request for Air Traffic Control Tower Construction.
- I. Resolution supporting State Bonding request for the Southeast Water Quality.
- J. Set July 14, 2025, as the date of the Public Hearing for a Land Use Plan amendment to change the guided land use from Public-Semi-Public to Central Business District (401 South 2nd Street); by request of Big Blue Hospitality, LLC.
- K. Set July 14, 2025, as the date of the Public Hearing for a Land Use Plan amendment to change the guided land use from Light Industrial to Medium Density Residential (1416, 1420, 1430 2nd Avenue); by request of Wrestling Brotherhood.
- L. Motion extending term of Weed Control Services Agreement.

7. **Public Hearings**

- A. Ordinance amending the permitted uses in the B-1 Zoning District of Chapter 10 of the City Code pertaining to low-potency cannabis; by request of the City of Mankato.



8. **City Manager's Report**

- A. Resolutions authorizing Public Safety Technology Acquisitions and use of Public Safety Aid.
- B. Motion adopting Mankato's Climate Action Plan.

9. **Reports of City Council Members**

10. **Miscellaneous Business**

View all city committee meetings by clicking on our [City Calendar](#)

Regular Council Meeting, June 23, 2025, 6 p.m., Mankato Room (with Work Session to follow)

Regular Council Meeting, July 14, 2025, 6 p.m., Mankato Room (with EDA to follow)

Regular Council Meeting, July 28, 2025, 6 p.m., Mankato Room (with Work Session to follow)

11. **Adjournment**

**City Council Regular Meeting**

**Meeting Date:** 06/09/2025

**Title:** Minutes

**Submitted By:** Renae Kopischke, City Clerk

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**Agenda Item:**

Regular Meeting of May 27, 2025

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**Attachments**

Minutes

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## MINUTES

**Mankato City Council  
Regular Meeting  
May 27, 2025 - 6 p.m.  
IGC - Mankato Room**

### 1. **Call Meeting to Order**

#### **Roll Call**

**Members Present:** Mike Laven, Dennis Dieken, Michael McLaughlin, Jenn Melby-Kelley, and Mayor Najwa Massad.

**Members Excused:** Jessica Hatanpa and Kevin Mettler.

**Staff Present:** City Manager Susan Arntz, Community Development Director Mark Konz, Interim Public Works Director Karl Keel, Economic Development Coordinator Courtney Kramlinger, and City Clerk Renae Kopischke.

Pledge of Allegiance

### 2. **Approval of Agenda**

Mr. McLaughlin moved and Mr. Laven seconded a motion to approve the agenda as written. The motion carried unanimously.

### 3. **Approval of Minutes**

Mr. Dieken moved and Mr. McLaughlin seconded a motion to approve the minutes of the Regular Meeting of May 12, 2025, as written. The motion carried unanimously.

### 4. **Appearances, Recognition, and Proclamations**

Presentation of Ambassador Award to Jon Bergquist.

5. **Public Open Forum (15 Minutes)**

Lou Schwartzkopf, 210 Floral Avenue, stated that he felt that the draft Climate Action Plan aligns with Mankato's Strategic Plan. He commented on the areas of focus and felt that they were appropriate for a river city like Mankato. He asked that the suggestions provided by the Clean Energy Council be seriously considered relating to the Climate Action Plan. He mentioned opportunities for citizens to participate and touched on areas he ponders frequently and commented on items he felt should be considered as local solutions.

Jody Swanson, 110 Pheasant Drive, thanked the Council for undertaking the Climate Action Plan and noted that she felt that there were two things missing from the plan, which included an ongoing citizen sustainability committee and measurable and attainable goals and timelines.

Sabri Fair, 518 North Broad Street, mentioned that the plan recommendations do not mention anything related to locally distributed renewable energy. He referred to comments that were received that mentioned solar energy as well as other comments that were received related to food access, waste, and composting. He indicated that he would also like to see information added on bike lanes and infrastructure.

Brenda Flannery, 20091 Stoltzman Road, stated that as a new member of the South-Central Minnesota Clean Energy Council she was thrilled that climate action is being addressed. She commented on how climate action is critical and important for the community.

June Reichert, 405 North 5<sup>th</sup> Street, mentioned concerns with flock cameras and protection of data as well as commented on data breaches with the information that is gathered by the program.

Cole Koets, 422 James Avenue, representing a strong coalition of several students and community members, commented on concerns about the increase in AI surveillance at a time when information was no longer being left at the discretion of local municipalities. He commented on domestic violence and data breaches.

Ava Corey-Gruenes, Mankato, indicated concerns by the victims and survivors of domestic violence and how the funds could instead be used for victim services. She mentioned racial bias with the use of AI surveillance and how it has already affected people of color.

Natalia Orocio, no address, commented on her background in Human Resource Management and how the proposal would be an HR nightmare. She mentioned ongoing lawsuits related to the use of flock cameras.

Chris Schoenstedt, Mankato, asked what needs to be done to ensure that public concerns related to the use of AI surveillance are addressed. He summarized the comments received on the proposal and touched on the areas of concern as well as touched on issues to date.

6. **Consent Calendar**

**NOTE: All items listed under the Consent Calendar will be enacted by one motion. There will be no separate discussion of these items. If a Council Member wishes to discuss any of these items, they may ask that the item be removed from the Consent Calendar. Removed item(s) will be discussed and acted upon by separate motion.**

Mr. Laven moved and Ms. Melby-Kelley seconded a motion to approve the Consent Calendar as written. With all members voting in favor, the motion carried.

- A. Motion approving the submission of a grant to apply for 2025 Historic Preservation Funds from the State Historic Preservation Office (SHPO).
- B. Motion approving a change order for All Seasons Arena.
- C. Resolution approving application for Eagles Aeries 269-Mankato to conduct lawful gambling at The 507, 526 South Front Street, Mankato.
- D. Resolution rejecting bid for the Riverfront Drive Lighting and Streetscape project.
- E. Resolution accepting petition and waiver for private utility improvements on 8th Avenue.
- F. Resolution authorizing the City Manager to request grant agreements for State and Federal funding of the Air Traffic Control Tower Design – Phase 2 Project at the Mankato Airport.

7. **Public Hearings**

- A. Ms. Kramlinger reported that on June 8, 2020, the Council adopted the City of Mankato 2020-2024 Consolidated Plan for the utilization of Community Development Block Grant (CDBG) funding, which details how the expected annual funding from the Department of Housing and Urban Development (HUD) will be used in conformance with CDBG guidelines and guides the use of funds for each annual action plan. She noted that the final year of the plan ends on June 30, 2025, and the city is required to adopt a new plan to guide CDBG utilization for the next five years.

Ms. Kramlinger stated that in an effort to gather input on the housing, homeless, social service and economic development needs within the community, three focus groups were held in February, an online survey was developed and open to the public, and comments were solicited from local nonprofit and service organizations, as well as the public. She indicated that the community feedback and identified needs have been incorporated into the full plan.

Ms. Kramlinger added that in addition to discussing strategies to meet the identified community needs and specifying the goals over the next five years, the Consolidated Plan includes the 2025 Action Plan, which spells out the goals and spending plan for the next year. She mentioned that the funding level for the 2025 program year is \$435,932, and it is suggested that program income and past unspent funds, which total \$2,000, be reallocated for the 2025 program year. She summarized the funding and proposed activities.

Ms. Kramlinger commented that the plan was posted for public comment from April 11, 2025, through May 11, 2025, and no comments were received during the public comment period.

Brief discussion on proposed activities and funding amounts as well as the process.

Mayor Massad opened the public hearing. There being no one wishing to speak, Mayor Massad closed the public hearing.

Mr. Laven moved and Ms. Melby-Kelley seconded a motion to approve the Resolutions adopting the City of Mankato 2025-2029 Community Development Block Grant (CDBG) Consolidated Plan and 2025 Annual Action Plan. The motion carried unanimously.

- B. Mr. Keel stated that the City of Mankato has been coordinating with the State of Minnesota on their Bureau of Criminal Apprehension development, which requires the extension of Bassett Drive east of Carver Road. He noted that the road extension is also adjacent to the Blue Earth County Justice Center; thus, the County has also been part of discussions related to the extension of Bassett Drive.

Mr. Keel indicated that the City of Mankato, State of Minnesota, and Blue Earth County recently entered into a Joint Powers Agreement to initiate the design of Bassett Drive and set expectations between the governing entities. He added that the city has also hired ISG, Inc. to perform the engineering scope of work for the road extension since the Agreement was executed.

Mr. Keel explained that an existing Subdividers Agreement states that the adjoining properties to the Bassett Drive right-of-way be willing petitioners of the project and the associated costs. He stated that despite a new Subdividers Agreement being necessary for the road extension, the city is electing to move forward with the Minnesota Statute Chapter 429 process for special assessments. He commented that the feasibility report and/or new Agreement will help determine cost sharing between the State of Minnesota and Blue Earth County. He summarized the costs and funding sources for the project and mentioned that Kyle Renneke from ISG was available if there were any questions.

Mayor Massad opened the public hearing. There being no one wishing to speak, Mayor Massad closed the public hearing.

Mr. Dieken moved and Ms. Melby-Kelley seconded a motion to approve the Resolution receiving a feasibility report, ordering improvement, preparation of plans, specifications, and ordering advertisement for bids on Improvement 11188; Bassett Drive Extension. The motion carried unanimously.

8. **City Manager's Report**

None.

9. **Reports of City Council Members**

None.

10. **Miscellaneous Business**

View all city committee meetings by clicking on our [City Calendar](#)

Work Session, June 2, 2025, 6 p.m., Mankato Room

Regular Council Meeting, June 9, 2025, 6 p.m., Mankato Room (with EDA to follow)

Regular Council Meeting, June 23, 2025, 6 p.m., Mankato Room (with Work Session to follow)

11. **Adjournment**

There being no further business before the Council, Mr. Dieken moved and Mr. McLaughlin seconded a motion to adjourn. With all members voting in favor, the meeting adjourned at 6:52 p.m.

Minutes Approved.

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Mayor Massad

ATTEST:

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Renae Kopischke  
City Clerk





## AGENDA RECOMMENDATION

Consent Calendar 6. A.

### City Council Regular Meeting

**Meeting Date:** 06/09/2025

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#### **Agenda Item:**

Resolution authorizing the City Manager to enter into a Lease Agreement with Mantas Swim Club for the use of Tourtellotte Pool.

#### **Recommendation/Action(s):**

Adoption of the attached resolution.

#### **Summary:**

Tourtellotte Pool has hosted the Mantas Swim Team for many years. Their last season at Tourtellotte Pool was 2022, as the facility was closed in 2023 for construction and did not reopen until mid-July 2024. This year, the team is looking to reestablish Tourtellotte Pool as its home pool for the summer.

Much like the revamped agreement with the Mankato Family YMCA, the agreement with the Mantas Swim Team has been updated to include the City of Mankato as a party to the agreement. The YMCA and Mantas have agreed to the terms of the agreement.

These terms include Mantas' use of a storage room in the bathhouse. All parties agree to swim meet dates in the future and the YMCA shall maintain full access control over the facility when it is in use. The terms of the agreement will run for three seasons beginning in 2025 through 2027.

The City of Mankato will work with the YMCA to ensure that facility matters are maintained and addressed.

In payment to the City of Mankato for the use of the pool, and to address reimbursement costs to the YMCA, Mantas swimmers are required to purchase the Mantas swim pass (2025 rate is \$90/swimmer) for swim practice, and swim meets will cost the team \$1,000 per full day.

A final lease agreement is attached. Staff recommends adoption of the attached resolution.

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|  | <b><u>Attachments</u></b> |
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| Resolution |  |
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| Mantas Agreement |  |
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**RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A THREE SEASON  
LEASE AGREEMENT WITH MANTAS SWIM TEAM TO OPERATE A SWIM TEAM AT  
TOURTELLOTTE POOL**

WHEREAS, the Mantas Swim Team seeks to utilize the Tourtellotte Pool during the summer season for swim practices and to host swim meets, and

WHEREAS, the City of Mankato seeks to provide competitive swim opportunities for the community, and

WHEREAS, as part of this proposed agreement, the Mankato Family YMCA will operate the Tourtellotte Pool during all Mantas Swim Team events and programs, and

WHEREAS, the term of this agreement shall commence on January 1, 2025, and terminate on December 31, 2027, and

WHEREAS, Mantas participants shall be required to purchase the Mantas Swim Pass to participate in these programs, and

WHEREAS, swim meets hosted by Mantas shall be agreed upon with the City of Mankato and cost \$1,000 per day during swim meets.

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

1. That the City Manager be and is hereby authorized and directed to negotiate and enter into a three season agreement with Mantas Swim Team for the lease of Tourtellotte Pool at 310 East Mabel Street under the conditions and responsibilities contained within the agreement attached to this resolution.

This resolution shall become effective upon its adoption.

Passed this 9<sup>th</sup> day of June, 2025

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Najwa Massad  
Mayor

ATTEST: \_\_\_\_\_  
Renae Kopischke  
City Clerk

## LEASE AGREEMENT

This Operating Agreement, herein referred to as the "Agreement," is made on this \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_, by and between the City of Mankato, a municipal corporation, hereinafter referred to as the "City", Mankato Family YMCA, a non-profit corporation, hereinafter referred to as the "Operator" and the MANTAS Swim Club, a non-profit swim team, hereinafter referred to as the "Team". City, Operator and Team are at times jointly referred to as "Parties".

## RECITALS

**WHEREAS**, the City owns an outdoor aquatic facility and related facilities, including all fixtures, furnishings, and improvements there, and all rights privileges, and appurtenances thereto, located on or about the real property located at 300 East Mabel Street, Mankato, Minnesota 56001, known as the Tourtellotte Pool. Tourtellotte Pool is the location of a three-pool facility hereinafter referred to as "Pool". Adjacent to said pool is a bath house, mechanical building and concession's sales structure hereinafter referred to as "Amenities". Pool and Amenities are at times jointly referred to as "Facility". See map on Exhibit A for reference of space.

**WHEREAS**, the City desires the Operator to operate an outdoor public pool in the City and for that purpose enters into an Agreement for said operations at the Facility;

**WHEREAS**, the City desires the Team to operate a youth swim team for the public to participate in at the Facility;

**NOW, THEREFORE**, in consideration of the premises and mutual covenants of the parties hereto, it is agreed that the Team is granted access to the Facility under the following terms and conditions:

## AGREEMENT

### 1. RECITALS INCORPORATED; EFFECT OF OPERATIONS.

- 1.1 The Recitals set forth above are true and correct and are fully incorporated into this Agreement as if set forth herein.
- 1.2 This Agreement supersedes all prior leases, agreements, and amendments, whether oral or written, between the Parties hereto concerning the subject matter contemplated herein.

### 2. PREMISES.

- 2.1 Use of Facility. Subject to the terms of this Agreement, City hereby grants Team the operation of Facility in conjunction with the Operator for the City for the Term (as defined at Section 3).
- 2.2 Access.
  - a. City grants to Team, and its personnel, employees, agents, and licensees (collectively, "Personnel"), a non-exclusive right to use the Facility for scheduled practices and events.

- b. Operator shall provide Team access to the space as is scheduled.
- c. Unless under the supervision and control of Operator, neither Operator, Team nor its Personnel will provide any form of access, whether express, constructive, or implied, to the Facility to any other person.

2.3 Facility.

- a. City grants to Team access to the pool deck and the bath house.

2.4 Amenities.

- a. City grants to Team access to the lane lines, electrical access, deck lighting and sound system for scheduled events.

2.5 Storage Space.

- a. Storage access is limited to Team-specific storage areas as listed on Exhibit B. At the end of each year's Permitted Use, Team may leave items in storage but ensure that all items are appropriately winterized and tidied. Liquids may not be stored over winter. No perishable items may remain at the Facility outside of the Permitted Use.

2.6 Parking.

- a. Team shall encourage participants to park in the designated parking lot, located to the northwest of the Facility.

**3. TERM.**

- 3.1 Initial Term. The initial term of this Lease shall be for a period of three (3) years commencing on January 1, 2025, and terminating on December 31, 2027 ("Term").
- 3.2 Surrender. At the expiration or termination of this Agreement for any reason, Team shall at its expense: (i) peaceably surrender and deliver the Facility in good and clean condition, excepting only reasonable wear and tear or damage beyond the control of Team;; (ii) if directed by City, remove any leasehold improvements, alterations or additions installed by Team, and repair any damage caused thereby; and (iii) remove all of its personal property, trade fixtures, signs, and decorations, and repair any damage caused thereby. If Team fails to remove its property upon the expiration of this Agreement, said property shall be deemed abandoned and shall either become City's property or be disposed of by City at Team's expense.

**4. USE OF PREMISES.**

- 4.1 Permitted Use. The Team's Permitted Use shall be determined by the City, Operator and Team collectively.
  - a. During the Term, the City shall provide a formal date in writing to the Team acknowledging the beginning of the Permitted Use. This date will be impacted by weather and maintenance but shall make every attempt to avoid negatively impacting the Team's ability to use the facility.
  - b. City, Operator and Team shall work together to agree upon the practice schedule.
  - c. City, Operator and Team shall discuss quantity and dates of swim meets as these competitions directly impact the community's use of the facility. Team shall make

efforts to reduce the negative impact of usage on the Facility to the access of the public.

- d. Permitted Use opportunities are defined in the City of Mankato Council approved Fee Schedule as adjusted annually by the City of Mankato Council.

4.2 Team acknowledges that the Permitted Use is a use granted exclusively to Team, for swim practices and swim meets.

- a. Events not considered a Permitted Use, including non-aquatics related activities, events that reach beyond the fenced area of the pool or non-competition type events require submitting a Special Event Permit Application or Private Rental Application (depending on the circumstances) by Team that must meet the related regulations and guidelines in order to be accepted by the City.
- b. Use of space outside of the Permitted Use time frame must be requested by Team in writing.

4.3 Advanced Scheduling Notice. Team shall provide to City, on or before April 1, of the Term, the requested practice schedule and anticipated swim meets schedule.

- a. City, Operator and Team shall work together to agree upon schedule prior to advertisement.
- b. City, Operator and Team shall agree to the swim meet dates in advance. Approval of swim meets shall be made in writing prior to commitment of the Team.

4.4 Restrictions. The Facility shall not at any time be used: (i) in violation of any applicable federal, state, or local law ordinance, rule, or regulation ("**Laws**"); (ii) for any business not consisting principally of the Permitted Use; (iii) for the sale or off sale or consumption of liquor without proper licensing as required by applicable Laws. No part of the Facility shall be occupied or used by any person for any purposes or in a manner which, in order to meet any requirement of Laws, requires that City make any addition or alteration on or to the Facility.

4.5 Reservation of Rights. City reserves the right to suspend open, close, or otherwise restrict access to certain areas of the Facility if the City reasonably believes a significant risk exists that may injure, damage or otherwise be harmful to City, or the Facility, or the participants, patrons, Team, Operator, or staff at the Facility. The Team and Operator shall be solely responsible for their own safety and the safety of their guests, invitees, and anyone entering the pool area under their control or authority. The Team and Operator acknowledge and agree that City does not and shall not assume any responsibility for the safety or supervision of the Team and Operator, and their guests, invitees, or any other persons using the pool under this Agreement.

## **5. RENT AND USAGE PAYMENT.**

5.1 Date When Payment Begins. All Payments shall commence and, and begin to accrue, as of the Effective Date.

5.2 Annual Cost.

- a. Team shall require each MANTAS participant to purchase the MANTAS Pool Pass, provided by the City, prior to the start of the Term. This payment will cover the usage of the pool for practices.
  - a) Participants will be issued a scannable card to use to enter the facility upon each visit.
- b. Participants of MANTAS that do not participate frequently enough to purchase the MANTAS Pool Pass may pay the daily rate to practice. This participation must be approved by MANTAS staff onsite.
- c. Team shall pay \$1,000 per day for swim meets. This charge will include the cost to close the facility from the public and the Operator to staff the Facility.
  - a) Half day swim meets may be requested at a pro-rated rate of \$500.

5.3 Equipment Cost.

- a. Team may utilize the city provided dumpsters located at Tourtellotte Park for their events. Should refuse needs exceed the capacity of these dumpsters, additional dumpsters may be required at the sole cost of the Team.
- b. City shall provide bleachers for swim meets when requested by Team. The cost for bleachers will be \$50 per bleachers set.

5.4 Place of Payment. Except as otherwise set forth herein, all Payment hereto shall be paid in U.S. dollars, on or before the applicable date of payment during the Term. All payments shall be paid or mailed to the following address, or to such other payee or address as City may designate in writing to Team: City of Mankato, Attn: Accounts Payable, 10 Civic Center Plaza, P.O. Box 3368, Mankato, MN 56002-3368.

5.5 Late Payment Charge. Notwithstanding any other remedies for nonpayment of Rent, if any payment is not received on or before the applicable date of payment, Team shall pay a late payment charge of one and one-half percent (1.5%) per month of the unpaid balance. The obligation to make late payments shall not require prior written notice. In addition, if Team shall fail to pay Rent after the same becomes due and payable, such unpaid amounts shall bear interest from the due date thereof to the date of payment at the rate of 5% per annum. If any payment made by check and such check is returned by Team's bank, Team agrees to pay City a returned check fee equal to \$75 per check returned, and Rent shall not be deemed received until City has received good funds.

## 6. CONCESSIONS AND ADVERTISING.

6.1 Sale of Concessions. During swim meets, Team shall:

- a. have the right to the proceeds of all tickets, novelties, and programs sold at the Facility during all Team swim meets;
- b. have the right to sell concessions of the type that are usually sold at a swim meet or aquatic facility and retain the proceeds from all sales thereof;
- c. provide City with Department of Health license or Special Event Permit as applicable; and
- d. abide by and comply with all applicable Laws.

- 6.2 Branding. Team may add temporary branding in the Facility during the swim meet dates only. All branding, locations, materials and attachments must be approved by City in writing prior to installation on an annual basis.

## **7. TEAM RESPONSIBILITIES.**

- 7.1 Team Responsibilities. Team shall, at its cost, and in a manner suitable for and commensurate with USA Swimming or its equivalent:
- a. Apply for and maintain throughout the Term all licenses, including all required licenses, permits, and approvals, and diligently pursue such applications, and take all reasonable actions within Team's control to obtain such licenses, permits, and approvals, including those required for the Permitted Use;
  - b. Conduct all Permitted Use events in compliance with the sound and noise plan agreed upon among the Parties, and take such other steps to ensure that sounds and noises caused by Team's activities at the Facility will be at a reasonably acceptable level that will not adversely affect the neighborhood surrounding the Facility;
  - c. Not including facility staff and lifeguards, Team shall provide all staff necessary for Team's Permitted Use events at the Facility, including ticket attendants, score keepers, public address announcers, locker room attendants, and trainers;
  - d. Provide temporary extra amenities required by the Team beyond what a community user might need;
  - e. Remove trash from Concessions, Restrooms and Deck area and place in City provided dumpster;
  - f. Regular cleaning of the Storage Space; and
  - g. Provide the routine cleaning and regular daily maintenance of rest rooms and spectator portions of the Complex during each Team Permitted Use event with City provided equipment and supplies.
- 7.2 Notify City of maintenance needs and problems that arise in the Complex.
- 7.3 Team shall work with Operator to manage weather-related delays and closures using NOAA weather and Red Cross guidelines. In the case of weather-related delays and closures, Operator shall be responsible for notifying City and updating the public-view calendar on ActiveNet.

## **8. CITY RESPONSIBILITIES.**

- 8.1 City shall be responsible for obtaining all appropriate licensure for the operation of the Facility.
- 8.2 City shall act as the primary point of contact for Team's use.
- 8.3 Maintenance. Except as otherwise provided herein, throughout the Term, City shall maintain the Facility at its current level with no additional charge to Team. If the Facility requires an extraordinary amount of maintenance because of the acts or omissions of or on behalf of the Team or its Personnel, then Team shall pay to City



such amounts as may be required to prepare, maintain, or repair the Facility, which amounts Team shall pay to City (i) at a rate equal to one and one-half (1.5) times the cost of City's fully loaded staff, (ii) by the hour or by the mile rate established by the City of Mankato Central Garage for equipment usage, and (iii) for the actual cost of any reasonably required materials used or to be used in such preparation, maintenance, or repair.

- a. City shall provide all lawn and landscaping maintenance, electrical, plumbing and fence repairs.
- b. City shall inspect pool mechanical equipment and provide all routine maintenance associated with pool mechanics.
- c. Except as otherwise provided herein, throughout the Term, City shall be responsible for any heavy maintenance of the Facility. This maintenance may include expanded cleaning service, facility repairs, pool mechanical repairs or other incidents that may occur. If the Facility requires an extraordinary amount of maintenance because of the acts or omissions of or on behalf of Team or its Personnel, then Team may be responsible for reimbursement of said damage costs.

8.4 Facility Preparation. The City will prepare the pool and bath house in advance of the Permitted Use dates.

8.5 Fees. The City shall establish all fees related to use of the Facility.

## **9. OPERATOR RESPONSIBILITIES.**

- 9.1 Operator shall be responsible for providing access for the Team to the Facility. The Team will scan in at the front desk, serviced by the Operator, prior to each swim practice.
- 9.2 Operator shall provide oversight of the Facility in the form of lifeguards, custodial, pool chemistry management and facility management.
- 9.3 Operator will work with the City on maintenance needs, schedules, closures and pool access needs.
- 9.4 No part of this agreement shall negate or supersede the original agreement between the City and Operator.
- 9.5 Operator shall have no additional financial responsibility related to the Team. The cost of managing the facility during Team events shall be included in the general pool management costs of the facility.

## **10. EQUAL OPPORTUNITY.**

- 10.1 Non-Discrimination. Throughout the Term, Team shall not discriminate on the basis of sex, color, age, national origin, marital status, familial status, pregnancy, citizenship, creed, genetic information, disability, veteran status, status with regard to public assistance, membership in a local human rights commission, or other categories protected by law.
- 10.2 Failure to Comply by Team. If Team is found to have discriminated as determined by a court of competent jurisdiction or other appropriate public forum as agreed by Team and City, this Agreement may be terminated, in whole or in part, by City. Team shall, upon

reasonable notice, provide City with access to all records pertaining to hiring and employment and all other pertinent data and records for enabling City and its representatives to ascertain compliance with the provisions of this Agreement.

## **11. ALTERATIONS AND IMPROVEMENTS.**

- 11.1 Alterations. Team shall not make any exterior or structural alterations in any portion of the Facility, nor any alterations in the interior or the exterior of any of the facilities located at the Facility without, in each instance, first obtaining the advance written consent of City Manager or designee.
- 11.2 Improvement Requests. Team shall send all improvement requests to City contact in writing. Improvements will be considered in conjunction with annual City Improvements and long-term benefits to the entire community.
- 11.3 Any alterations and/or improvements made to the Facility by the Team shall become the property of the City and the Team shall have no further rights to said improvements except as provided within this Agreement. The City agrees to notify the Team of any contemplated improvements to the Facility and shall consult with the Team prior to performing any capital improvements that impact Team use of the Facility.

## **12. TEAM INSURANCE.**

- 12.1 Team Liability Insurance. The Team agrees to maintain, in full force and effect during their use and/or occupancy of the Facility, commercial general liability (CGL) insurance based upon an occurrence basis from a licensed carrier in the State of Minnesota in the minimum amounts set forth below covering property damage bodily injury risks including, but not limited to, premises and operations; product and completed operations; contractual; broad form property damage; and independent contractors and personal injury coverage. The Team shall furnish the City, prior to their use and occupancy of the Facility, with a certificate of insurance naming the City and its officers, employees, and agents as additional insureds on the CGL policy and Umbrella/Excess policy, if any, and providing that the insurance evidenced thereby will not be cancelled prior to the termination of this Agreement without thirty (30) days' notice of cancellation or ten (10) days' notice for non-payment of premium. Said insurance shall maintain Commercial General Liability Insurance in a minimum amount of \$2,000,000 per occurrence; \$3,000,000 annual aggregate.



## **13. PROPERTY CASUALTY INSURANCE.**

- 13.1 Property Insurance. Team agrees to carry, maintain and pay during the Term, insurance for at least 100% of the full replacement value of all Team's property located on the Premises. Team on behalf of itself and its insurer, waives all claims it may have against the City for damage to Team's property regardless of cause. This waiver does not waive liability for damage caused by willful, wanton or intentional misconduct of the City or any person acting on behalf of the City.

## **14. CITY INSURANCE REQUIREMENTS**

- 14.1 Property Insurance. City agrees to carry, maintain and pay during the Term all risk property insurance covering, fire and extended coverage, vandalism and malicious mischief, and all other perils of direct physical loss or damage to the Facility.

## **15. INDEMNIFICATION.**

- 15.1 Indemnity. Each party agrees to fully defend, indemnify and hold harmless the other party, its agents and employees, from and against all claims, actions, judgments, cost and expenses arising out of the damage or injuries to third persons or other property, caused by the negligence or a wrongful act or omission, including breach of contract of this Agreement, by a party, its agents, and employees in the use, occupancy or maintenance of the Facility, including those claims that might arise under the Unemployment Compensation or the Workers' Compensation Act of the State of Minnesota, on behalf of a party, employees, or other persons while so engaged in the performance of any services contemplated under this Agreement; provided, however, that a party shall not be liable for any injury or damage or loss occasioned by the negligence or willful misconduct of the other party, its agents, or employees; and provided further that a party shall give prompt and reasonable notice of any such claims or actions to the other party who shall have the right to investigate, comprise and defend the same. Nothing herein shall constitute a waiver by either party of any immunities, exclusions or limitations on liability provided by Minnesota Statutes, Chapter 466, or such other law as may apply. In no event, shall Team assert or rely upon such statutory limited liability of City to avoid liability for any act for which Team would otherwise be legally responsible. The obligations of this Section shall survive the expiration or other termination of this Agreement.

## **16. DEFAULT/REMEDIES.**

- 16.1 Default/Remedies. In the event of any default by either party under this Agreement, then the other party, at its option, and after thirty (30) days written notice and opportunity to cure, may, in addition to all other rights and remedies provided in this Agreement, or otherwise at law or in equity, terminate this Agreement.

## **17. ASSIGNMENT.**

- 17.1 Assignment. Team shall not assign or transfer this Agreement in whole or in part or sublet all or any part of the Premises without the prior written consent of City.

## **18. NOTICES.**

- 18.1 Notices. All notices and demands required or permitted hereunder shall be sent by email and certified mail, return receipt requested, postage prepaid, by facsimile transmission or by Federal Express or other reputable overnight courier service and shall be deemed given upon the postmarked date, if sent by certified mail, or the date deposited with Federal Express or such other reputable overnight courier service, or the date of the facsimile transmission, but shall not be deemed received until one (1) business day following deposit with Federal Express or other reputable overnight courier service, or three (3) days following deposit in the United States Mail, if sent by certified mail, and addressed to:

To City:  
City of Mankato  
ATTN: Director of Administrative Services  
10 Civic Center Plaza  
P.O. Box 3368  
Mankato, MN 56002-3368  
[pskophammer@mankatomn.gov](mailto:pskophammer@mankatomn.gov)

To Operator:  
Mankato Family YMCA  
ATTN: Executive Director  
1401 South Riverfront Drive  
Mankato, MN 56001  
[aburk@mankatoymca.org](mailto:aburk@mankatoymca.org)

To Team:  
MANTAS  
ATTN: Head Coach  
120 Red Oak Lane  
Mankato, MN 56001  
[headcoach@mantasswimclub.com](mailto:headcoach@mantasswimclub.com)

or at such other address requested in writing by a party upon thirty (30) days' notice to the other parties.

## **19. RECORDING.**

- 19.1 Recording. Team shall not record this Agreement, but may with the prior written consent of City, record at Team's cost, a memorandum of this Agreement in a form acceptable to City with the Blue Earth County Recorder's office.

## **20. FORCE MAJEURE AND PERMITTED DELAYS.**

- 20.1 Force Majeure/Permitted Delays. Except for the obligation to pay Fees, or other sums due under this Agreement, either party hereto is delayed or hindered in or prevented from the performance required hereunder by reason of strikes, lockouts, labor troubles, pandemics, epidemics, failure of power, riots, insurrection, war, acts of God, or other reason of like nature not the fault of the party delayed in performing work or doing acts ("Permitted Delay" or "Permitted Delays"), such party shall be excused for the period of time equivalent to the delay caused by such Permitted Delay, so long as the party affected diligently pursues performance as soon as reasonably possible with due diligence. Notwithstanding the foregoing, any extension of time for a Permitted Delay shall be conditioned upon the party seeking an extension of time delivering written notice of such Permitted Delay to the other party within five (5) days of the event causing the Permitted Delay, and the maximum period of time which a party may delay any act due to a Permitted Delay is be sixty (60) days.

## **21. GENERAL TERMS.**

- 21.1 Severability. If any provision of this Agreement is determined to be void by any court of competent jurisdiction, then such determination shall not affect any other provision of this Agreement, and all such other provisions shall remain in full force and effect. It is the intention of the Parties hereto that, if any provision of this Agreement is capable of two

- constructions, one of which would render the provision void and the other of which would render the provision valid, then the provision shall have the meaning that renders it valid.
- 21.2 Applicable Law. This Agreement shall be governed by the laws of the State Minnesota, without regard to any conflict of law's provisions. All legal proceedings shall be venued in the County of Blue Earth.
- 21.3 Time of the Essence. Time shall be of the essence in interpreting the provisions of this Agreement.
- 21.4 Entire Agreement and Amendments. As expressly set forth in this Agreement, this Agreement contains all of the agreements of the City and Team hereto with respect to matters covered or mentioned in this Agreement and no prior agreement, letters, representations, warranties, promises, or understandings pertaining to any such matters shall be effective for any such purpose. This Agreement may be amended or added to only by an agreement in writing signed by the Parties hereto or their respective successors in interest.
- 21.5 Relationship of the Parties. Nothing contained in this Agreement shall be deemed or construed as creating a partnership, joint venture, principal agent, or employer-employee relationship between or among the Parties.
- 21.6 Cumulative Remedies and Nonwaiver. The various rights and remedies contained in this Agreement shall not be considered as exclusive of any other right or remedy, but shall be construed as cumulative and shall be in addition to every other remedy now or hereafter existing at law, in equity, or by statute. No delay or omission of the right to exercise any power any either Party shall impair any such right or power, or shall be construed as a waiver of any default or as acquiescence therein. One or more waivers of any covenant, term or condition of this Agreement by a Party shall not be construed by any other Party as a waiver of a subsequent breach of the same covenant, term or condition. The consent or approval by the Parties to or of any act by any other party of a nature requiring consent or approval shall not be deemed to waive or render unnecessary consent to approval of any subsequent similar act. No surrender of the Premises by MAPA shall be affected by City's acceptance of Fees or by other means whatsoever unless the same is evidenced by City's written acceptance of the surrender.
- 21.7 Headings. The headings of the sections contained herein are for convenience only and do not define, limit or construe the contents of such sections.
- 21.8 Successors and Assigns. Except as set forth in the Agreement, this Agreement shall be binding upon, apply and inure to the parties hereto and their respective heirs, executors, administrators, successors, and permitted assigns.
- 21.9 Interpretation. The parties agree that no provision hereof or act of either party, shall ever be construed as creating the relationship of principal and agent, or a partnership, or a joint venture or enterprise between the parties.
- 21.10 Counterparts. This Agreement may be executed in any number of counterparts, each of which shall constitute an original, but all of which, when taken together shall constitute one and the same instrument. Facsimile or PDF counterpart signatures to this Agreement shall constitute an original signature.

IN WITNESS WHEREOF, the parties to this agreement have affixed their signatures as follows:

**CITY OF MANKATO**

The undersigned certify that they have lawfully executed this Memorandum on behalf of the Governmental Unit as required by applicable charter provisions, resolutions or ordinances.

Approved:

By: \_\_\_\_\_ Date: \_\_\_\_\_  
City Manager

**MANKATO FAMILY YMCA**

The undersigned certify that they have lawfully executed this contract on behalf of Mankato Family YMCA.

Attested:

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Executive Director

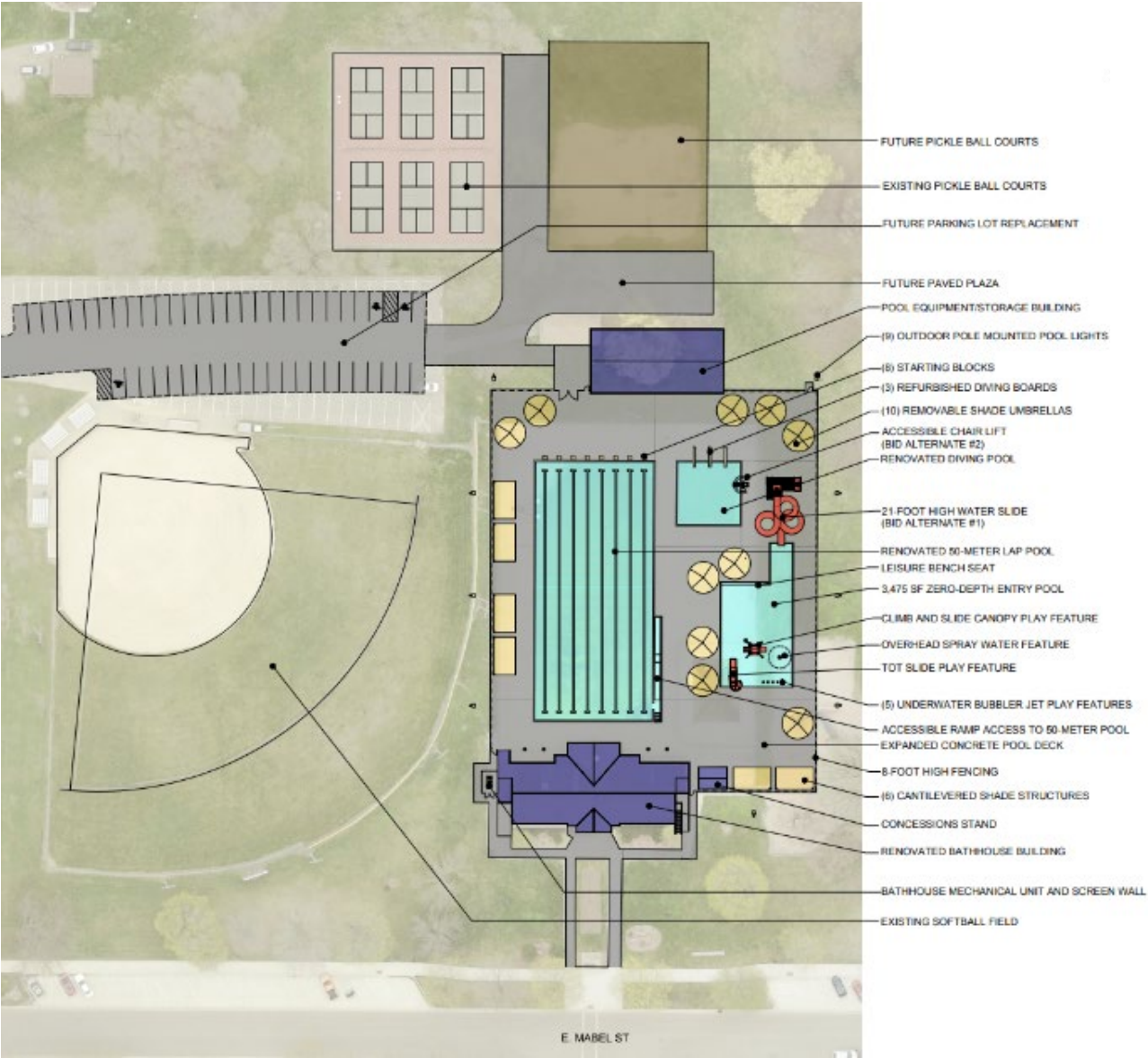
**MANKATO MANTAS SWIM CLUB**

The undersigned certify that they have lawfully executed this contract on behalf of Mankato MANTAS Swim Club.

Attested:

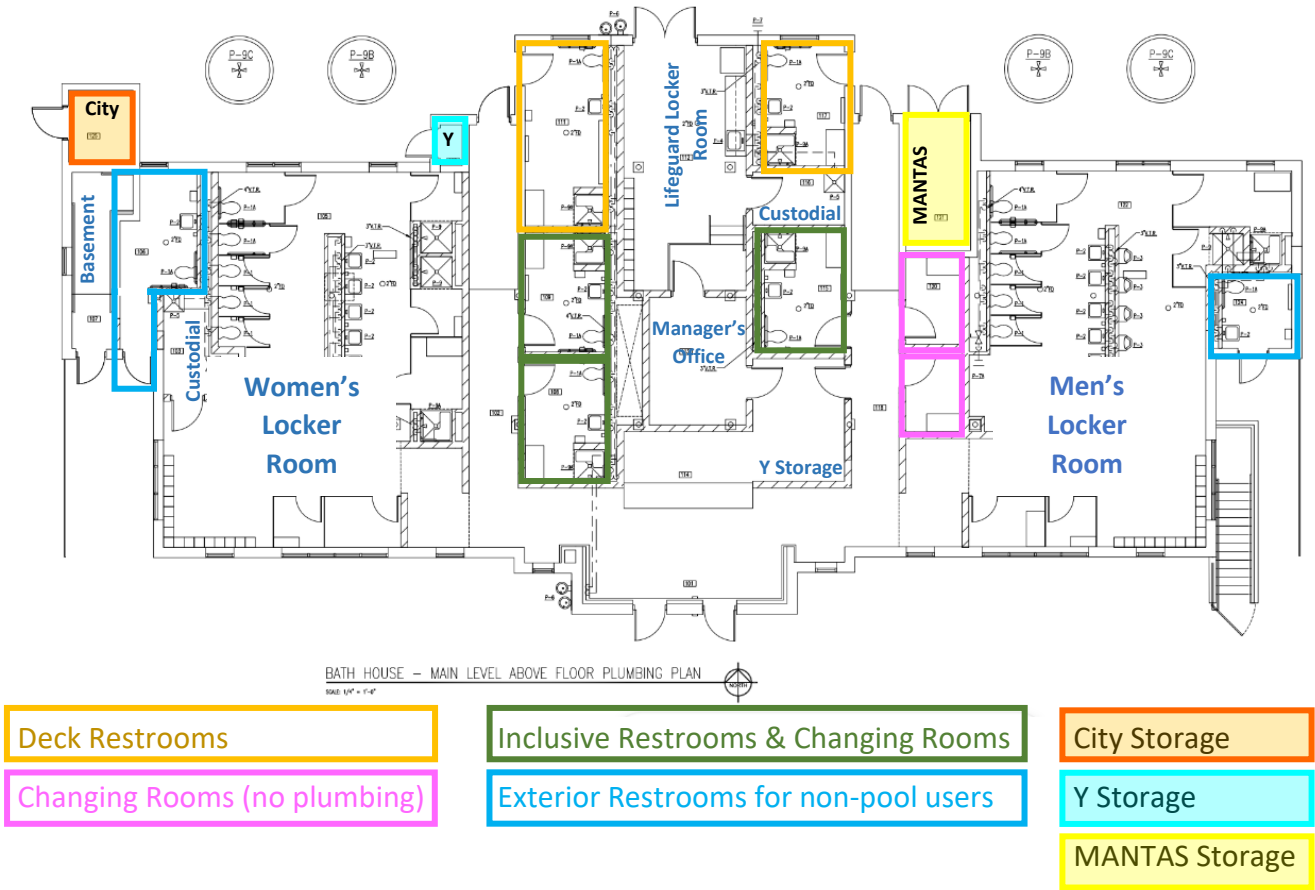
By: \_\_\_\_\_ Date: \_\_\_\_\_  
Head Coach

# Exhibit A: Tourtellotte Pool

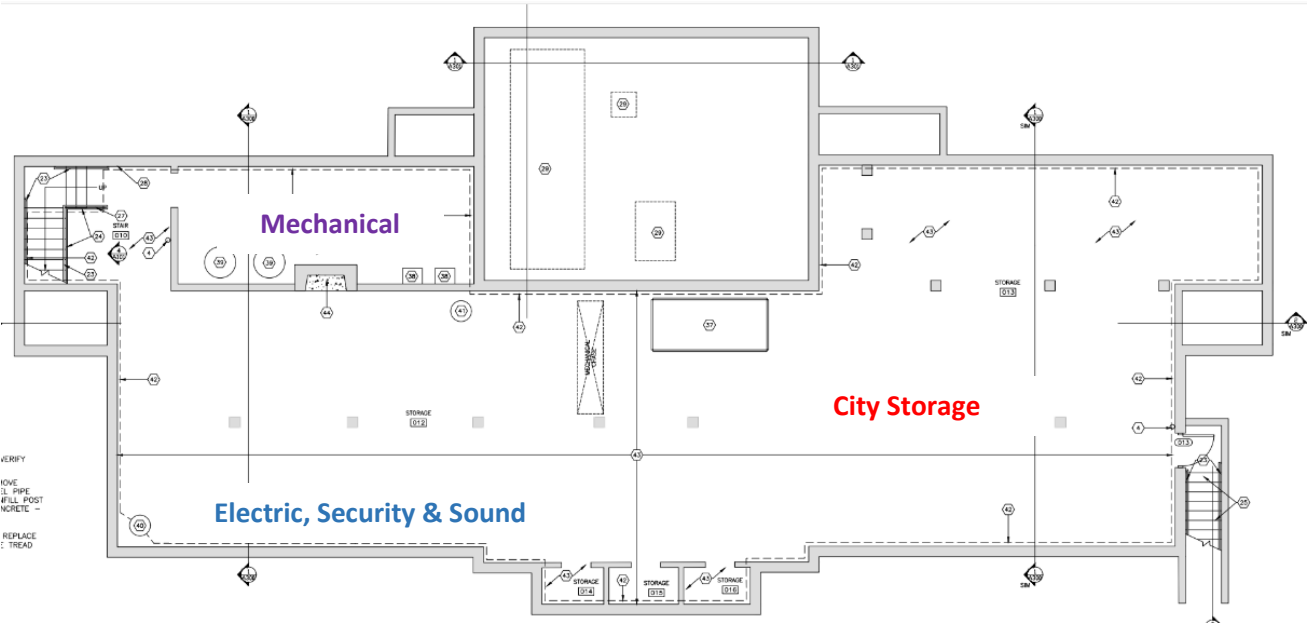


# Exhibit B: Bath House

## First Floor



Basement – City storage only. Mechanical and electrical access will be available for Operator.







## AGENDA RECOMMENDATION

Consent Calendar 6. B.

### City Council Regular Meeting

**Meeting Date:** 06/09/2025

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#### **Agenda Item:**

Resolution approving the Final Plat review of ADM Mankato First Addition (2019 3rd Avenue); by request of Archer-Daniels Midland Company.

#### **Recommendation/Action(s):**

Adoption of the attached resolution.

#### **Summary:**

Archer-Daniels Midland Company (ADM) is requesting final plat approval for the ADM Mankato First Addition. The subject property includes portions of the Northwest Quarter of the Southwest Quarter of Section 5 and the North Half of the Southeast Quarter of Section 6, all located in Township 108 North, Range 26 West, Blue Earth County. The area further encompasses parts of Block 7, Mankato Industrial Acres; Lots 5, 6, and 7 of Block 4; and Tracts A, B, and C of RLS No. 105, as well as Lot 1, Block 4 of the Industrial Acres Subdivision, all situated within the City of Mankato (commonly known as 2019 3rd Avenue and associated parcels identified as Blue Earth County PID R010906427006, R010906277004, R010906426007, R010906426006, R010906426001, and others).

The site is currently developed with an existing industrial manufacturing facility, and no physical changes to the property are proposed in conjunction with this plat. On June 13, 2022, the Mankato City Council approved a conditional use permit to allow for a building expansion to accommodate a new boiler system. As part of the conditions of approval for that permit, any unplatted portions of the property were required to be formally platted in compliance with the Mankato City Code.

In fulfillment of this requirement, the property owner submitted a preliminary plat for the ADM Mankato First Addition, which was reviewed and recommended for approval by the City Council on April 14, 2025.

The final plat is consistent with the previously approved preliminary plat and consolidates numerous underlying parcels into a newly configured one-block subdivision. Within this block, three lots are designated: Lots 1A, 1B, and 1C. While the goal was to establish a one-lot, one-block subdivision, differing title classifications, specifically abstract and Torrens, necessitated the creation of distinct lot identifiers.

The total area included in the ADM Mankato First Addition is 36.02 acres. Lot 1A is classified under the Torrens title and comprises 5.52 acres; Lot 1B, also Torrens, encompasses 3.90 acres; and Lot 1C, an abstract parcel, consists of 26.06 acres. Additionally, 0.54 acres are dedicated for the expansion of the Third Avenue right-of-way.

On the northern boundary of the plat, existing rights-of-way for Mills Street (also known locally as Lind Street) and Second Avenue will be maintained. The plat also includes a dedication of 33 feet along the eastern boundary to accommodate the CSAH 5/3rd Avenue corridor.

An irregularly shaped parcel on the southwestern edge of the site has been excluded from the plat, as it has been determined to fall outside the legal ownership of the applicant based on title review conducted during the platting process.

In compliance with subdivision requirements, the applicant performed a wetland delineation, which identified four wetland areas. These are clearly marked on both the site plan and the final plat.

A parkland dedication fee in lieu of land dedication is required for all previously unplatted parcels included in the ADM Mankato First Addition. The total fee assessed for this requirement is \$78,180.

Several non-conforming site conditions were identified through the plat review process. Any future redevelopment will be required to bring the property into full compliance with applicable zoning and development standards. In addition, existing encroachments into the Mills Street (Lind Street) and Second Avenue rights-of-way were noted along the northern edge of the property. The Site Plan and Traffic Advisory Committee recommended that the applicant coordinate with the City Engineering Department to address and resolve these encroachments. The applicant has acknowledged this recommendation, and a condition addressing this issue is proposed for inclusion in the final approval.

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### **Attachments**

Resolution

General Location Map

Aerial

Final Plat

Final Plat Exhibit

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**RESOLUTION OF THE MANKATO CITY COUNCIL  
APPROVING THE FINAL PLAT OF  
ADM MANKATO FIRST ADDITION FINAL PLAT**

**WHEREAS**, the applicants have prepared a final plat of ADM Mankato First Addition; and

**WHEREAS**, the plat (CY 22-25) has been referred to the Mankato Planning Commission, which has reviewed and recommended approval of said plat; and

**WHEREAS**, the final plat conforms to the standards set forth in Chapter 10 of the Mankato City Code; and

**WHEREAS**, it is found that the final plat complies with the preliminary plat intent as recommended:

1. General Requirements

1. The site is an existing manufacturing complex and changes to the existing development are not proposed at this time. In the future, as redevelopment or future improvements to the site occur, the site will be required to be brought into conformance.
2. Because site improvements are not currently proposed, a drainage study has not been submitted to verify compliance with the city drainage requirements. At such time as future site modifications occur, drainage, as would be applicable with a future improvement, will be required.
3. The site provides existing storm connections. In the future, if redevelopment or additional site infrastructure is proposed, stormwater will need to be provided in conformance with City Codes and as allowed by any required MS4 permit.
4. On-site wetlands have been delineated and are shown on the plat.

2. Streets

1. The street right-of-way widths are in line with the existing street right-of-way widths along the 3rd Avenue Corridor. No changes are proposed to the Mills Street, AKA Lind Street, and Second Avenue rights-of-way.

3. Easements

1. The plat provides the standard easements required in Chapter 10; article XII, of the Mankato City Code where currently feasible. As future development on the site occurs where not currently feasible to dedicate easement because of current conditions, dedication of standard easements will be necessary.

4. Block Standards

1. The blocks within the subdivision were designed for the intended end use as an industrial lot. Changes to the current use of the site are not proposed.
5. Lot Standards
  1. The lots within the subdivision are intended for industrial uses and are designed to accommodate the existing use of the site.
  2. Concept plans have not been submitted for the industrial development as redevelopment is not proposed.
6. Public Sites and Open Spaces
  1. The applicant will be required to make a payment in lieu of parkland dedication based on the 2025 values.

**WHEREAS**, a preliminary plat was reviewed by the Planning Commission on March 26, 2025, and recommended for approval; and

**WHEREAS**, it is found that the final plat complies with the preliminary plat intent as recommended.

**NOW, THEREFORE, BE IT RESOLVED** that the Council of the City of Mankato hereby approves the final plat of ADM Mankato First Addition and authorizes the Mayor and City Clerk to sign said plat.

This resolution shall become effective immediately upon passage.

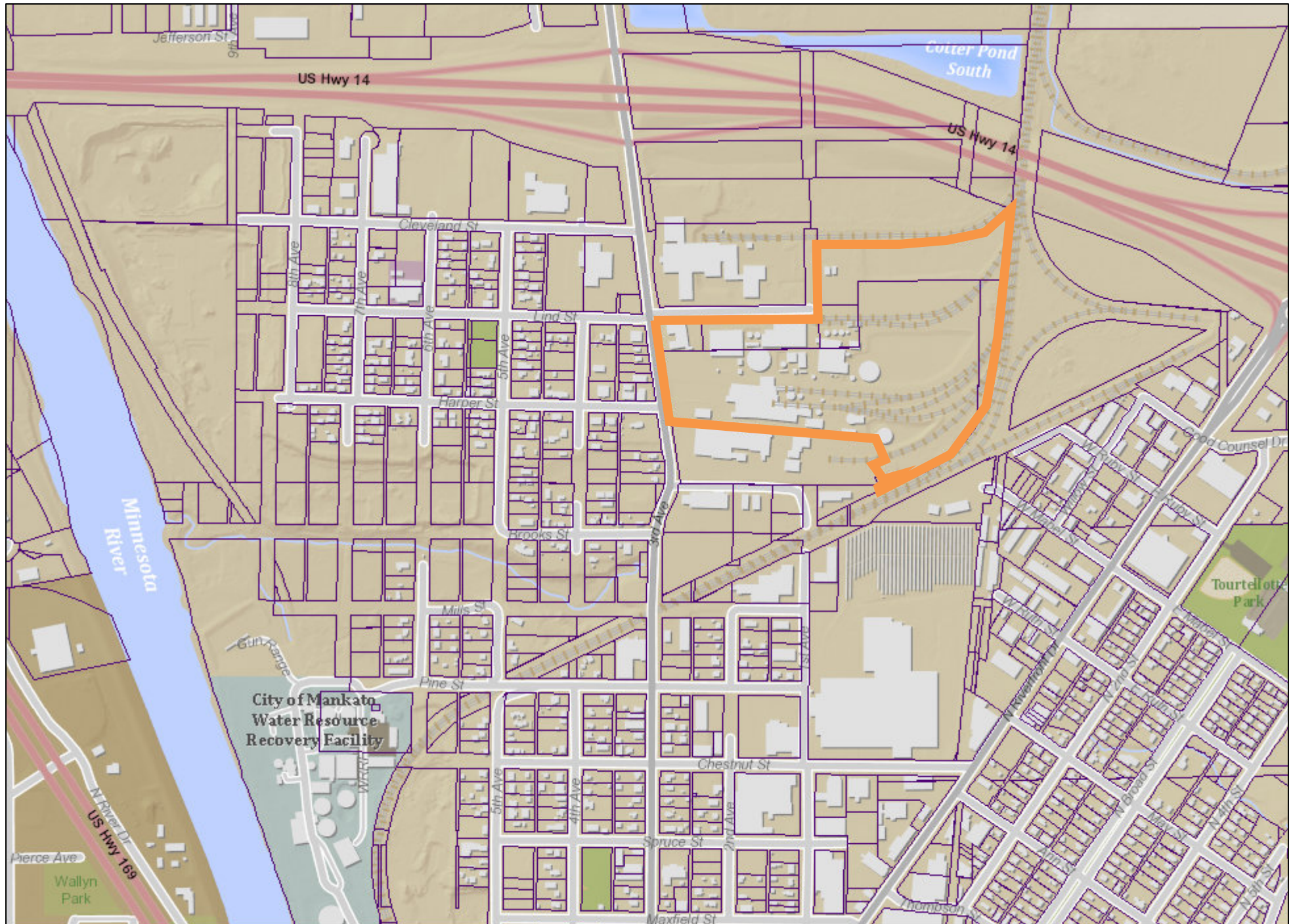
Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
Najwa Massad  
Mayor

ATTEST: \_\_\_\_\_  
Rena Kopischke, MMC  
City Clerk



# General Location Map



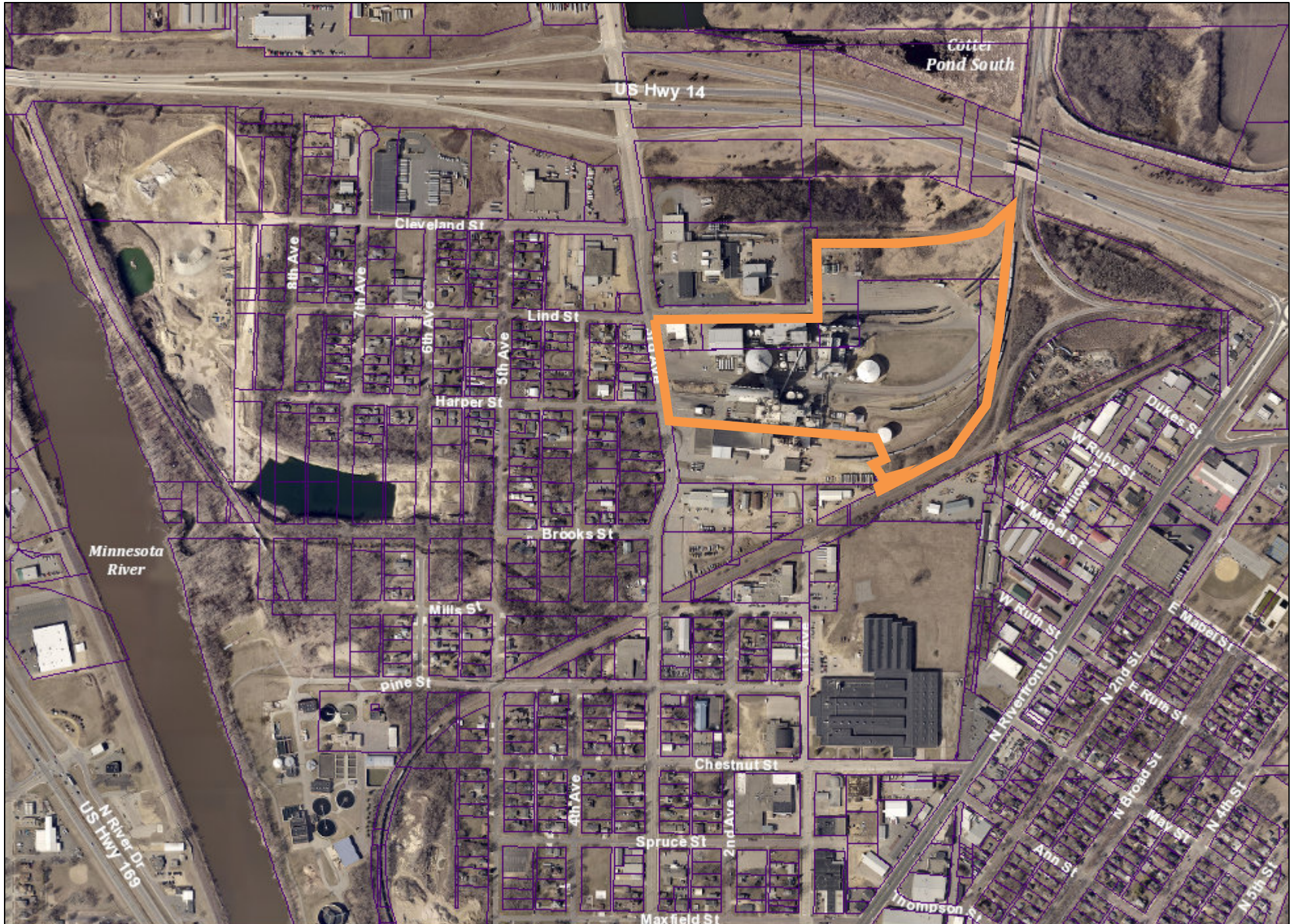
Date: February 2025

Author:

This information is to be used for reference purposes only. The City of Mankato does not guarantee accuracy of the material contained herein and is not responsible for misuser misinterpretation.



# Aerial Map



Date: February 2025

Author:

This information is to be used for reference purposes only. The City of Mankato does not guarantee accuracy of the material contained herein and is not responsible for misuser misinterpretation.



ADM MANKATO FIRST ADDITION

INSTRUMENT OF DEDICATION

Know all men by these presents that we, Archer-Daniels-Midland Company, a Delaware corporation, fee owner of the following described property situated in the County of Blue Earth, State of Minnesota:

The Land referred to herein below is situated in the County of Blue Earth, State Minnesota, and is described as follows:

T107029 (TORRENS)  
Lot 1, Block 4, of Mankato Industrial Acres, a subdivision of part of the South Half of the Northeast Quarter (S 1/2 NE 1/4) and the North Half of the Southeast Quarter (N 1/4 SE 1/4) of Section 6, Township 108, Range 26, and the Southwest Quarter of the Northwest Quarter (SW 1/4 NW 1/4) of Section 5, Township 108, Range 26, situated in the City of Mankato, Blue Earth County, Minnesota AND The vacated Easterly 25 feet of Third Avenue adjacent to said Lot 1, Block 4, of Mankato Industrial Acres.

T26412 (TORRENS)  
Lots 2, 3 and 4, Block 4, all in Mankato Industrial Acres, a Subdivision of part of the S 1/2 NE 1/4 & N 1/2 SE 1/4 Sec. 6-108-26 & SW 1/4 NW 1/4, Sec. 5-108-26 Mankato, Blue Earth County, Minnesota, subject to easements, if any, of record.

T31019 (TORRENS)  
Tracts A, B & C, Registered Land Survey No. 105, City of Mankato, Blue Earth County, Minnesota.

T26413 (TORRENS)  
Lots 5, 6, 7, of Block 4, and that portion of Block 7 easterly of and of the same depth as the East line of Lot 7, Block 4, all in Mankato Industrial Acres Subdivision, a subdivision of part of the S 1/2 NE 1/4 & N 1/2 SE 1/4, Sec. 6-108-26 & SW 1/4 NW 1/4, Sec. 5-108-26, Mankato, Blue Earth County, Minnesota.

DOCUMENT BOOK 227 PAGE 462 (ABSTRACT)  
That part of Block 7, Mankato Industrial Acres, a Subdivision of Part of the S 1/2 NE 1/4 & N 1/2 SE 1/4, Sec. 6-108-26 and SW 1/4 NW 1/4, Sec. 5-108-26, Mankato, Blue Earth County, Minnesota, which lies between the northerly and southerly boundaries of Lind Street extended easterly to the east line of said Block 7, also known as that portion of Block Seven lying Southerly of the South line of Block Three of said Mankato Industrial Acres as extended Easterly to a point where it intersects the East line of said Block Seven, EXCEPT that portion of Block Seven (7) easterly of and of the same depth as the East line of Lot 7, Block 4 all in Mankato Industrial Acres Subdivision, a subdivision of part of the S 1/2 NE 1/4 & N 1/2 SE 1/4, Sec. 6-108-26 & SW 1/4 NW 1/4, Sec. 5-108-26, Mankato, Blue Earth County, Minnesota.

DOCUMENT 611CR149 (ABSTRACT)  
That part of the Northwest Quarter of the Southwest Quarter of Section 5 and that part of the North Half of the Southeast Quarter of Section 6, all in Township 108 North Range 26 West, Blue Earth County, Minnesota, described as:

Beginning at the southeasterly corner of Tract B, Registered Land Survey No. 105, on file and of record with the Blue Earth County Registrar of Titles; thence South 88 degrees 39 minutes 45 seconds West, (Minnesota County Coordinate System - Blue Earth County Zone - NAD83 - 2011), along the exterior boundary line of said Registered Land Survey No. 105, a distance of 772.40 feet; thence South 00 degrees 59 minutes 35 seconds East, along said exterior boundary line and along the exterior boundary line of Mankato Industrial Acres, according to the plat thereof on file and of record with the Blue Earth County Recorder, a distance of 348.80 feet; thence South 87 degrees 45 minutes 42 seconds West, along the exterior boundary line of said Mankato Industrial Acres, a distance of 1029.40 feet to the southwesterly corner of Lot 1, Block Four, Mankato Industrial Acres; thence continuing South 87 degrees 45 minutes 42 seconds West, along said exterior boundary line and its westerly extension, a distance of 58.23 feet; thence South 08 degrees 24 minutes 07 seconds East, a distance of 707.09 feet to a point on the northerly line of Mankato City, according to the plat thereof on file and of record with the Blue Earth County Recorder; thence North 89 degrees 56 minutes 24 seconds East, along said northerly line, a distance of 33.35 feet to the southwesterly corner of Lot 1, Block One, Hubbard North Addition, according to the plat thereof on file and of record with the Blue Earth County Recorder; thence North 08 degrees 24 minutes 07 seconds West, along the westerly line of said Lot 1, a distance of 340.48 feet to the northwesterly corner of said Lot 1; thence South 85 degrees 06 minutes 48 seconds East, along the northerly line of said Lot 1, a distance of 1091.12 feet; thence South 26 degrees 21 minutes 48 seconds East, along the easterly line of said Lot 1, a distance of 114.29 feet; thence South 63 degrees 32 minutes 12 seconds West, along the easterly line of said Lot 1, a distance of 69.53 feet; thence South 26 degrees 21 minutes 48 seconds East, along the easterly line of said Lot 1, a distance of 72.68 feet; thence South 87 degrees 48 minutes 34 seconds West, along the easterly line of said Lot 1, a distance of 24.40 feet; thence South 24 degrees 11 minutes 36 seconds East, along the easterly line of said Lot 1, a distance of 47.51 feet to the southeasterly corner of said Lot 1, said point being on the northerly line of said Mankato City; thence North 89 degrees 56 minutes 24 seconds East, along said northerly line, a distance of 4.56 feet to the northeast corner of Block Seven of said Mankato City; thence South 00 degrees 32 minutes 16 seconds West, along the easterly line of said Block Seven, a distance of 46.06 feet; thence North 63 degrees 54 minutes 57 seconds East, a distance of 266.41 feet; thence northeasterly a distance of 677.52 feet, along a tangential curve to the left, having a radius of 666.00 feet and a central angle of 58 degrees 17 minutes 12 seconds; thence North 05 degrees 37 minutes 45 seconds East, along the tangent of said curve, a distance of 506.13 feet to the point of beginning.

EXCEPTING therefrom Outlot "A", Hubbard North Addition, according to the plat thereof on file and of record with the Blue Earth County Recorder.

Contains 26.27 acres.

do hereby declare that we have caused the above described property to be surveyed and platted and monuments to be set, that we have named said platted area ADM MANKATO FIRST ADDITION, and that we dedicate to the public use the public ways and easements as shown hereon.

In witness whereof, said Archer-Daniels-Midland Company, a Delaware corporation, has caused these presents to be signed by its proper officer this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
\_\_\_\_\_, \_\_\_\_\_

NOTARY CERTIFICATE  
State of \_\_\_\_\_  
  
County of \_\_\_\_\_

The foregoing instrument was acknowledged before me, this \_\_\_\_\_ day of \_\_\_\_\_, 2025 by \_\_\_\_\_, \_\_\_\_\_ of Archer-Daniels-Midland Company, a Delaware corporation, on behalf of the corporation.

\_\_\_\_\_  
\_\_\_\_\_, Notary Public,  
  
State of \_\_\_\_\_  
  
My Commission Expires \_\_\_\_\_

SURVEYOR'S CERTIFICATE

I, Janele Fowlds, do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
Janele Fowlds, Land Surveyor  
Minnesota License Number 26748

NOTARY'S CERTIFICATE  
State of Minnesota )  
County of Blue Earth ) ss

This instrument was acknowledged before me on \_\_\_\_ day of \_\_\_\_\_, 2025, by Janele Fowlds, Land Surveyor, Minnesota License No. 26748.

\_\_\_\_\_  
Nathan P Myhra, Notary Public  
Notary Public-Minnesota  
My Commission Expires Jan. 31, 2028

APPROVALS

Be it known that on this the \_\_\_\_ day of \_\_\_\_\_, 2025, the Planning Commission of the City of Mankato did duly review this plat of ADM MANKATO FIRST ADDITION.

\_\_\_\_\_  
Chair person: \_\_\_\_\_ Secretary:

Be it known that on this the \_\_\_\_ day of \_\_\_\_\_, 2025, the City Council of the City of Mankato did duly approve this plat of ADM MANKATO FIRST ADDITION.

\_\_\_\_\_  
Mayor: \_\_\_\_\_ Clerk:

TITLE OPINION  
I, XXXXXXX, Licensed Attorney, State of Minnesota, do hereby certify that the owner as indicated hereon represents all ownership interest in the land encompassed by this plat.

\_\_\_\_\_  
XXXXXXXX, Licensed Attorney

BLUE EARTH COUNTY PROPERTY AND ENVIRONMENTAL RESOURCES  
I hereby certify that there are no delinquent taxes and/or delinquent special assessments, that the current taxes have been paid and that the transfer has been entered on the land described herein on the \_\_\_\_ day of \_\_\_\_\_, 2025.

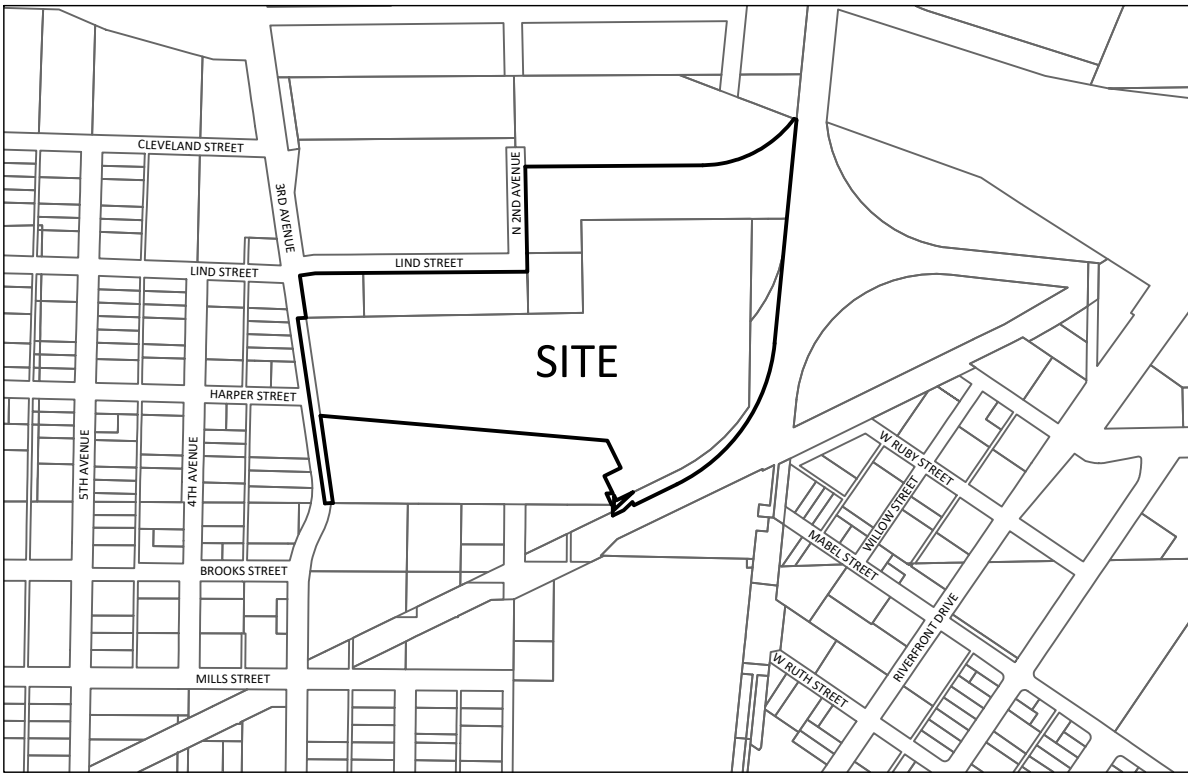
\_\_\_\_\_  
Blue Earth County Property and Environmental Resources Director

COUNTY RECORDER  
I hereby certify that this instrument Document Number \_\_\_\_\_ was filed in my office for record on this, the \_\_\_\_ day of \_\_\_\_\_, 2025, at \_\_\_\_ o'clock, \_\_m., and that it was duly recorded on \_\_\_\_\_ Plats, Number \_\_\_\_\_.

\_\_\_\_\_  
County Recorder

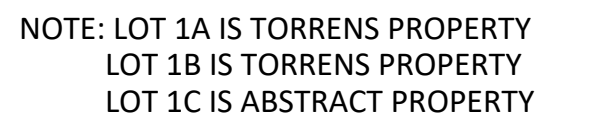
REGISTER OF TITLES  
I hereby certify that this plat was filed in the office of the Register of Titles for record on this, the \_\_\_\_ day of \_\_\_\_\_, 2025, at \_\_\_\_ o'clock, \_\_m., as Document Number \_\_\_\_\_.

\_\_\_\_\_  
Registrar of Titles



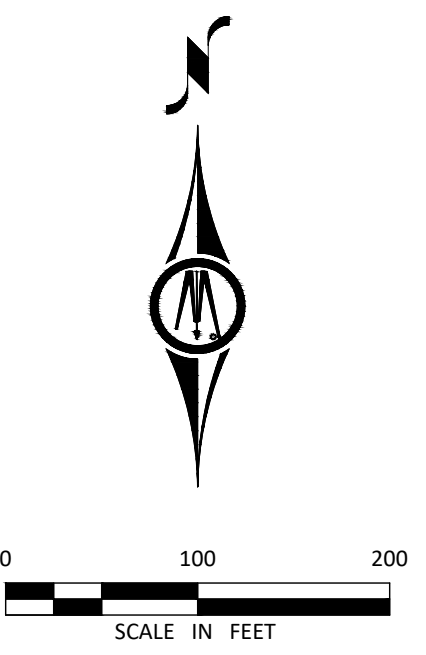
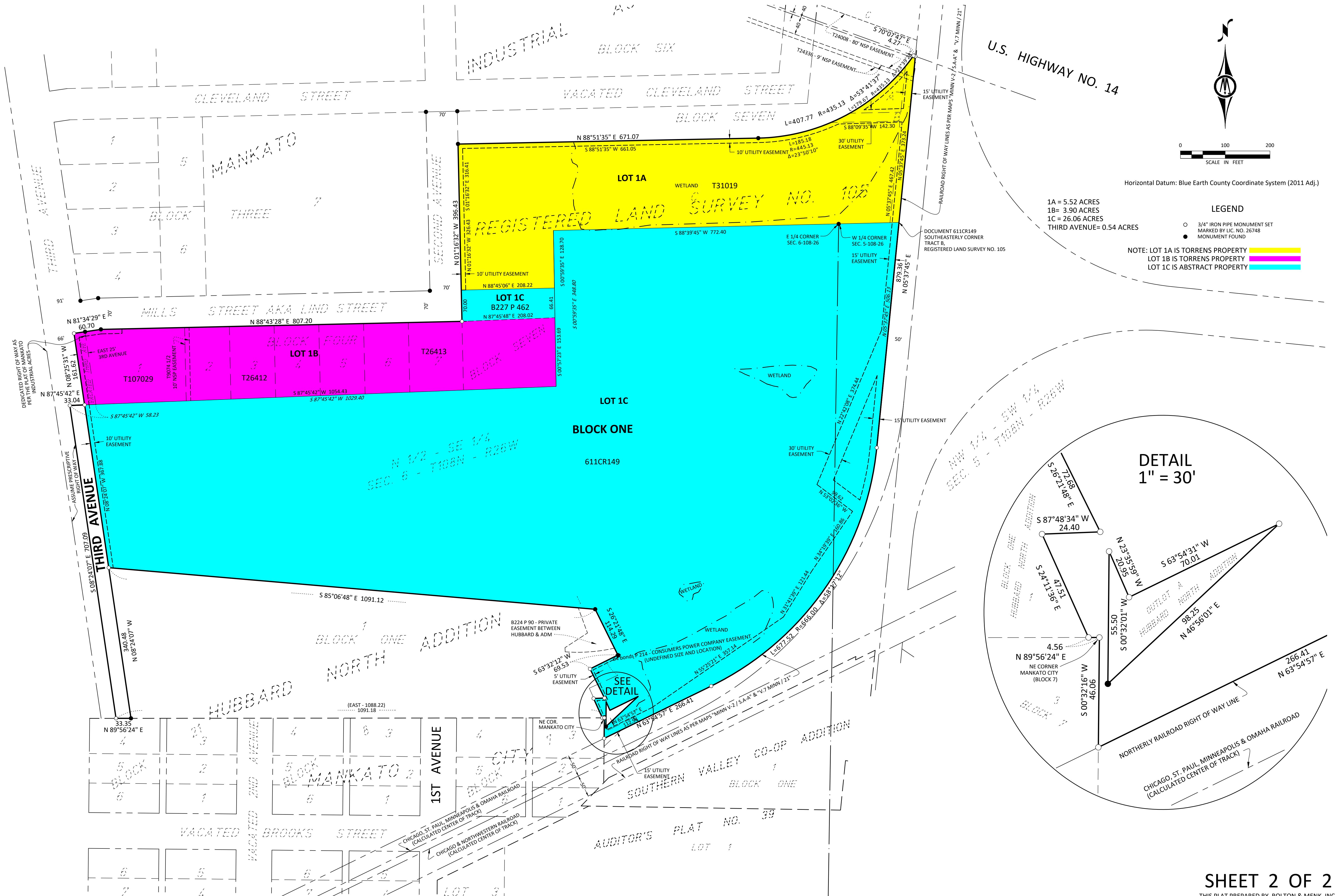
CITY OF MANKATO  
VICINITY MAP  
NOT TO SCALE







# ADM MANKATO FIRST ADDITION



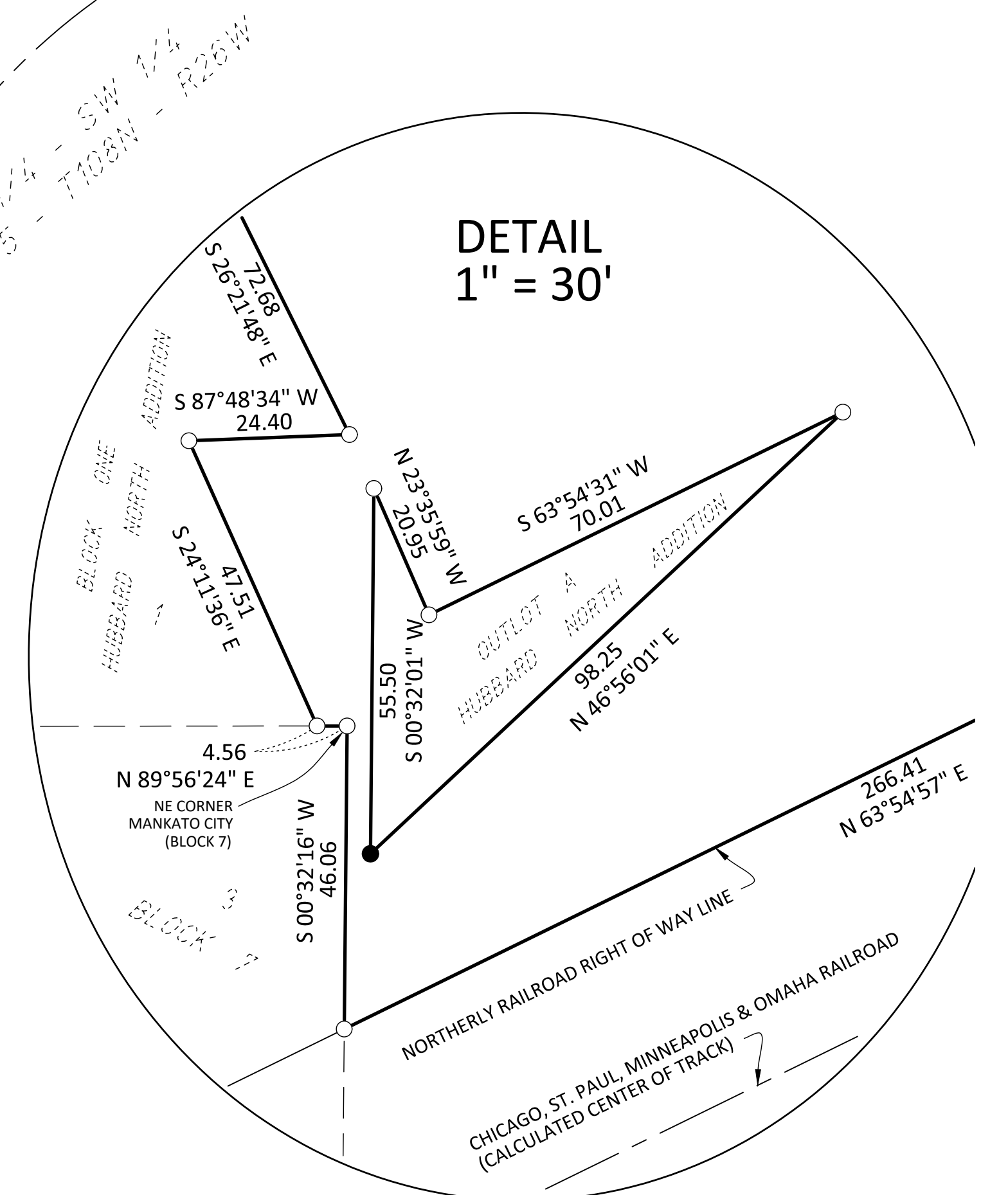
Horizontal Datum: Blue Earth County Coordinate System (2011 Adj.)

1A = 5.52 ACRES  
1B = 3.90 ACRES  
1C = 26.06 ACRES  
THIRD AVENUE = 0.54 ACRES

## LEGEND

- 3/4" IRON PIPE MONUMENT SET MARKED BY LIC. NO. 26748
- MONUMENT FOUND

NOTE: LOT 1A IS TORRENS PROPERTY  
LOT 1B IS TORRENS PROPERTY  
LOT 1C IS ABSTRACT PROPERTY





## AGENDA RECOMMENDATION

Consent Calendar 6. C.

### City Council Regular Meeting

**Meeting Date:** 06/09/2025

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#### **Agenda Item:**

Resolution approving a Conditional Use Permit to allow gym/fitness center/health club use in the B-2, General Business District. (1215 North Riverfront Drive); by request of Jay Sallstrom.

#### **Recommendation/Action(s):**

Adoption of the attached resolution.

#### **Summary:**

The applicant is seeking a Conditional Use Permit to allow for gym, fitness center, and health club operations within the B-2, General Business District. The subject property is legally described as Unit 100 and 73% interest in Common Element A of Common Interest Community Plat Number 118, Riverfront Commercial Properties, located at 1215 North Riverfront Drive.

The Conditional Use Permit is requested under the provision allowing "other commercial uses determined by the Planning Agency to be of the same general character as the permitted and conditional uses" within the district, provided such uses are not detrimental to existing uses or to the general public's health, safety, and welfare.

#### **Kato Karate**

Kato Karate offers martial arts instruction for individuals aged three and older. Operating hours are from 10:00 a.m. to 8:00 p.m., with classes scheduled in 40-minute increments. Afternoon programming includes homeschool classes, parent-and-child sessions, and traditional martial arts instruction.



In the narrative submitted with the application, the applicant draws parallels between their proposed use and other permitted uses in the B-2 District. Specifically, they compare their request to previously approved uses, including a karate training center and a cycle studio.

According to the floor plan, Kato Karate will occupy Suite 1, which comprises 1,800 square feet.

### **Spin Studio**

The spin studio will offer instructor-led indoor cycling classes using stationary bikes. Class lengths will range from 30 to 45 minutes. Operations are scheduled Monday through Friday from 5:15 a.m. to 5:30 p.m., with additional classes on Saturdays at 9:30 a.m. and 12:00 p.m., and on Sundays at 10:00 a.m. and 12:00 p.m. The studio will open 15 minutes before each class and remain open for approximately 15 minutes after class concludes.

The studio will be located in Suite 3, which includes 515 square feet.

### **Site Considerations**

According to the submitted site plan, no exterior modifications to the building are proposed. Both uses will occupy existing tenant spaces. A total of seven off-street parking spaces are required to support the proposed uses, while the site currently provides 23 stalls. As a condition of approval, the parking lot must be striped to clearly delineate these spaces. Additionally, no outdoor storage of materials will be permitted. A Conditional Use Permit for the site was previously approved in 2024; all applicable conditions and recommendations from that approval shall remain in effect for the proposed new uses.

### **Zoning and Land Use Analysis**

Per the City Code, the B-2, General Business District is intended to accommodate a broad range of commercial and light industrial developments. The Land Use Plan for this district emphasizes compatibility with adjacent residential areas and supports retail, office, institutional, and limited light industrial uses. Performance standards within the district are designed to minimize potential adverse impacts, such as noise and traffic, on nearby residential properties.

Although gym, fitness center, or health club uses are not explicitly listed as permitted or conditional uses in the B-2 District, the City may approve other commercial uses deemed by the Planning Agency to be of the same general character. In this case, the applicant's proposed use exhibits characteristics consistent with several existing permitted and conditional uses:

- **Dance Halls:** Like dance halls, the proposed use involves structured, instructor-led group classes.
- **Health Equipment and Sporting Goods Stores:** The business involves regular customer activity and the use of fitness-related equipment, including stationary bikes and martial arts gear, which aligns with the function and character of retail sporting goods establishments.
- **Meeting Halls:** The facility hosts gatherings of individuals for a common activity, akin to how meeting halls serve organized groups.
- **Professional Service Offices:** The classes are led by trained professionals who offer specialized instruction, similar in structure to professional offices that provide expert services.
- **Medical, Dental, and Scientific Clinics:** Like clinics, the business operates on a scheduled basis, with patrons arriving for specific appointment times. This results in moderate and predictable traffic flow, rather than high-volume, continuous traffic typical of retail uses.

Based on the similarities noted above, the proposed uses meet the intent of the B-2 District and can reasonably be considered conditional uses within the district.

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### **Attachments**

Resolution  
General Location Map  
Aerial  
Site Plan  
Floor Plans  
Narrative

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**RESOLUTION OF THE MANKATO CITY COUNCIL  
GRANTING A CONDITIONAL USE PERMIT UNDER  
THE MANKATO ZONING ORDINANCE**

**WHEREAS**, the applicant of the following property located in the City of Mankato, to wit:

The subject property is described as Unit 100 and 73% interest in the common element A, Common Interest Community Plat Number 118, Riverfront Commercial Properties (1215 N. Riverfront Drive).

Has applied for a conditional use permit to allow for the operation of a gym/fitness center in the B-2, General Business District; and

**WHEREAS**, the Planning Agency of the City of Mankato has completed a review of the application and made a report pertaining to said request (CY 23-25), a copy of which has been presented to the City Council; and

**WHEREAS**, the Planning Commission of the City, on the 28th day of May, 2025, following proper notice, held a public hearing regarding the request, and following said public hearing, adopted a recommendation that the request for a conditional use permit be approved; and

**WHEREAS**, the minutes of such public hearing and recommendation of the Commission have been presented to the City Council; and

**WHEREAS**, based upon the Planning Agency report, minutes, and recommendation, the City Council hereby finds that:

1. The proposed use as a karate and spin studio has the same general character as the permitted and conditional uses found in Section 10.46, B-2, General Business District, which is a conditional use within the section.
2. The request is in keeping with the comprehensive planning policies of the City as the underlying land use plan identifies this parcel as "commercial", which allows a wide variety of uses which may include: a spin studio and karate organization.
3. The proposal does not interfere with or diminish the use of property in the immediate vicinity. The North Riverfront corridor has other commercial uses.
4. The proposal is served by public facilities and services.
5. The proposal does not cause undue traffic congestion.
6. There are no known historical or architectural resources on the site.
7. There are no known natural or environmental features on the site.
8. It will not cause a negative cumulative effect and effect on the city as a whole.
9. To the extent known, the development conforms with all other applicable regulations of the district, and other applicable ordinances.
10. The proposal will not jeopardize the public's health, safety, or general welfare.

**NOW, THEREFORE BE IT RESOLVED** by the City Council of the City of Mankato that the conditional use permit to allow the operation of a gym/fitness center in the B-2, General Business District be approved subject to the following conditions:

1. There shall be no outside storage of any material.
2. A master sign plan for the development shall be provided which provides for the total site signage. The master plan shall be submitted and approved prior to the submission, issuance, or installation of any signs upon development.
3. Parking stalls shall be hard surfaced and striped.
4. Uses in development shall conform to permitted uses in the B-2, General Business District uses and self-storage approved with a Conditional Use Permit. Prior to application for a building permit, future tenants shall confirm uses with city staff to determine if a conditional use permit is required.
5. Conditions and recommendations from the previously approved Conditional Use Permit for self-storage garages will continue to apply.

This resolution shall become effective immediately upon passage.

Dated this \_\_\_\_ day of \_\_\_\_\_, 2025.

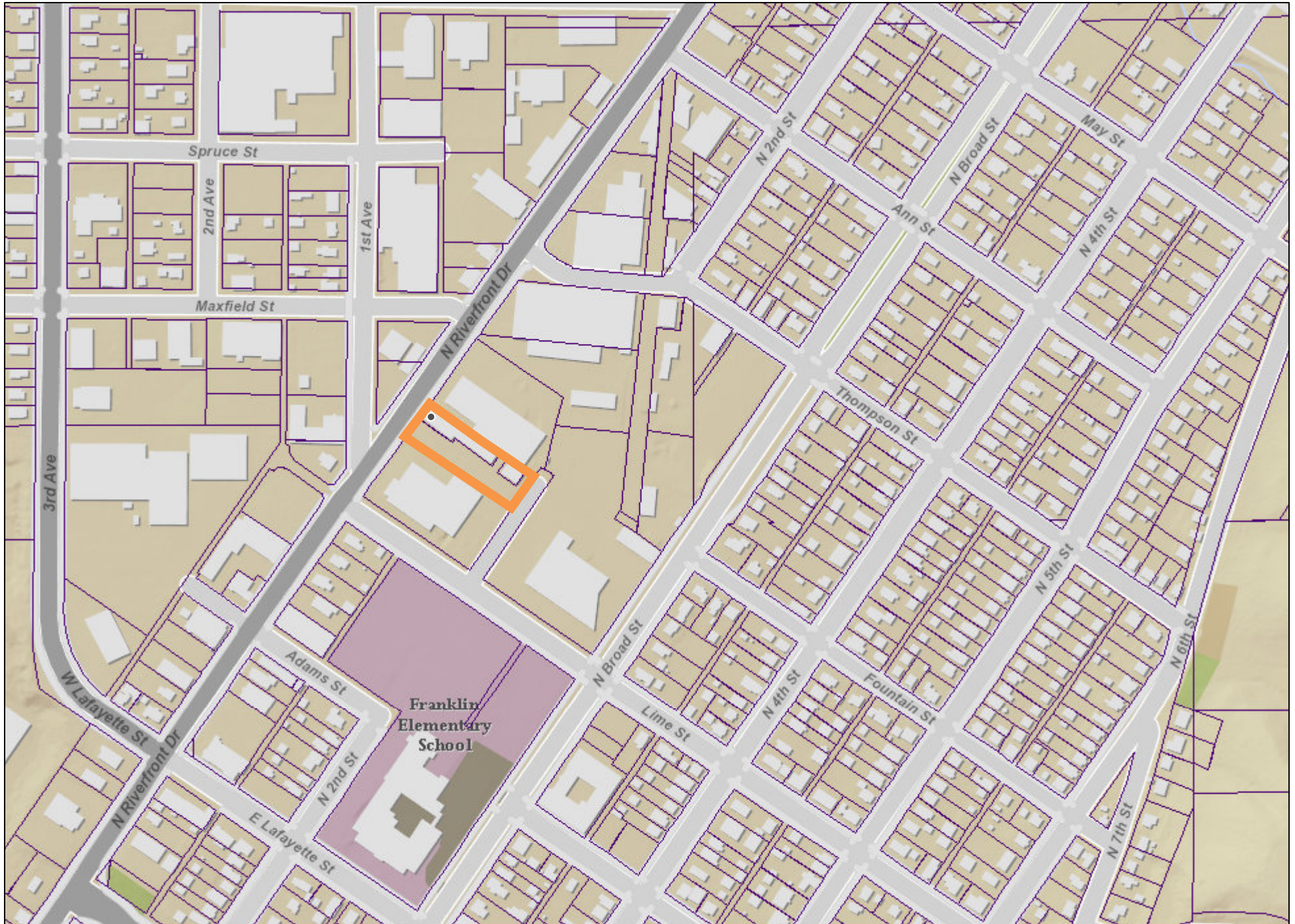
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Najwa Massad  
Mayor

ATTEST: \_\_\_\_\_  
Renae Kopischke, MMC  
City Clerk



# 1215 N Riverfront Drive



Date: May 2025

Author:

This information is to be used for reference purposes only. The City of Mankato does not guarantee accuracy of the material contained herein and is not responsible for misuse or misinterpretation.



# 1215 N Riverfront Drive

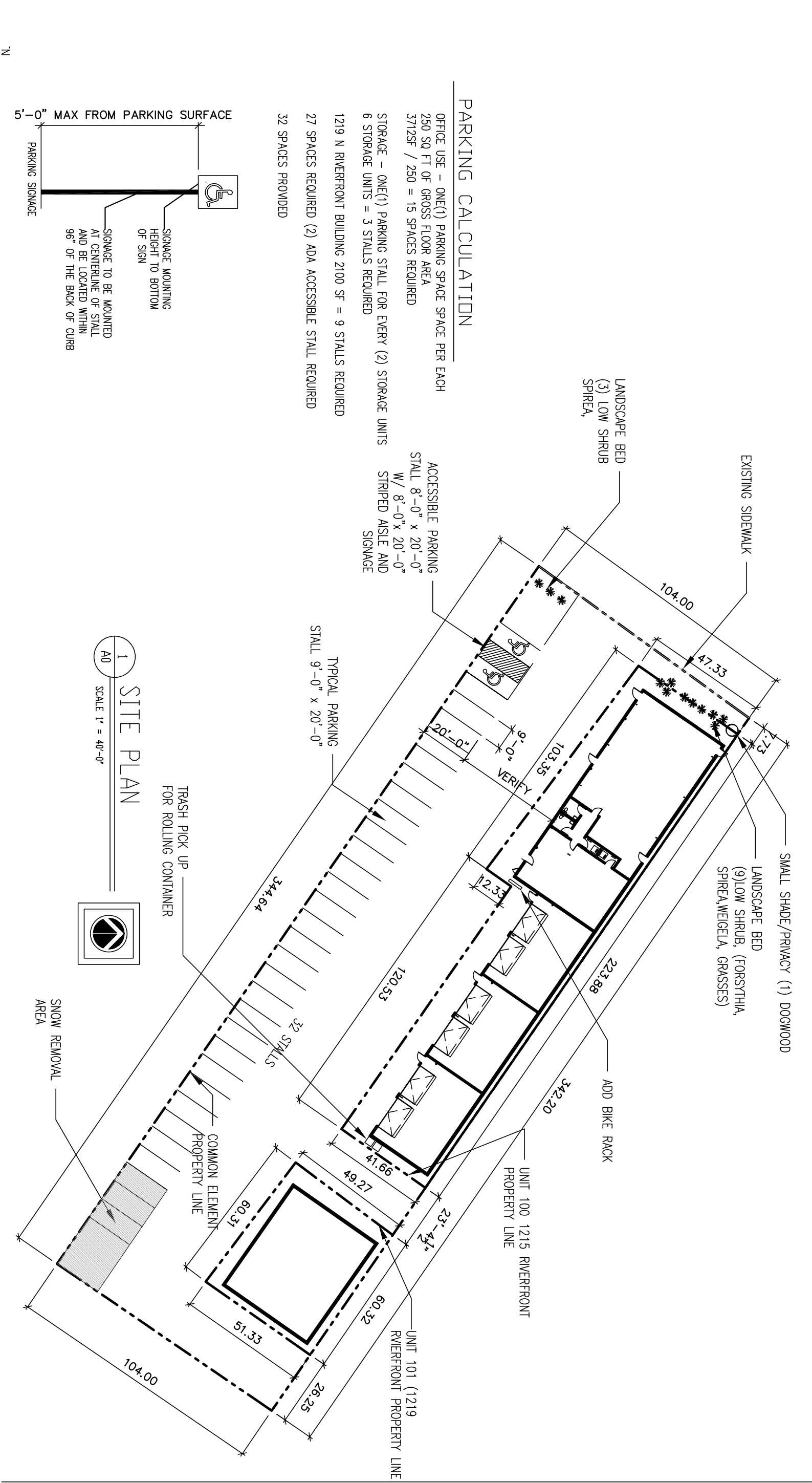


Date: May 2025

Author:

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# BUILDING ALTERATIONS

15 N RIVERFRO  
DRIVE  
MANKATO, MN

GENERAL CONTRACTOR

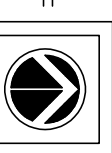
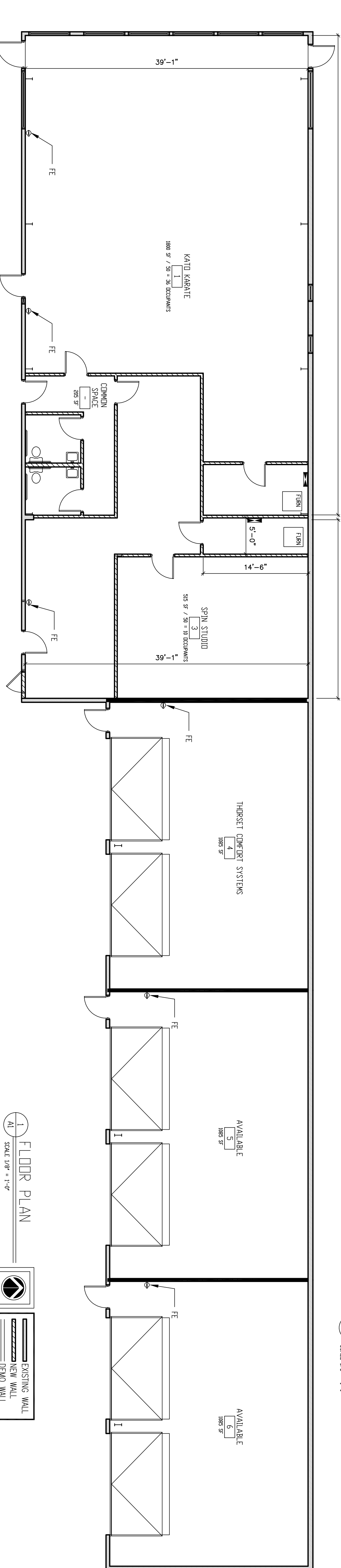
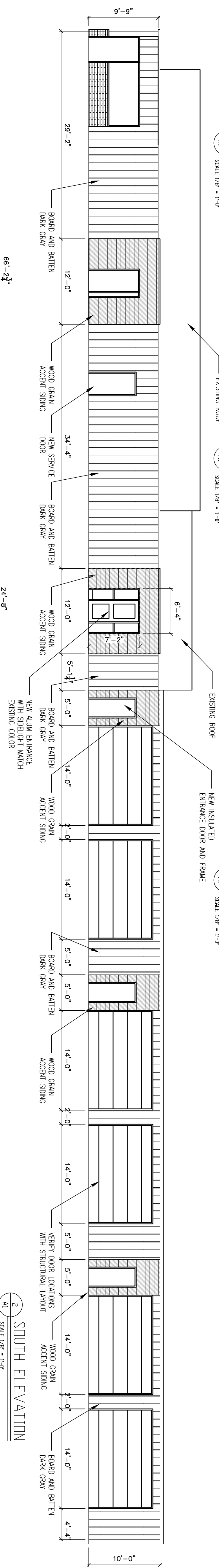
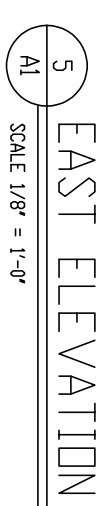
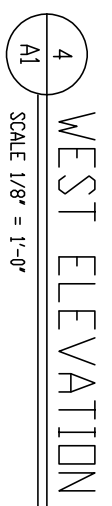
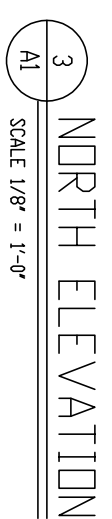
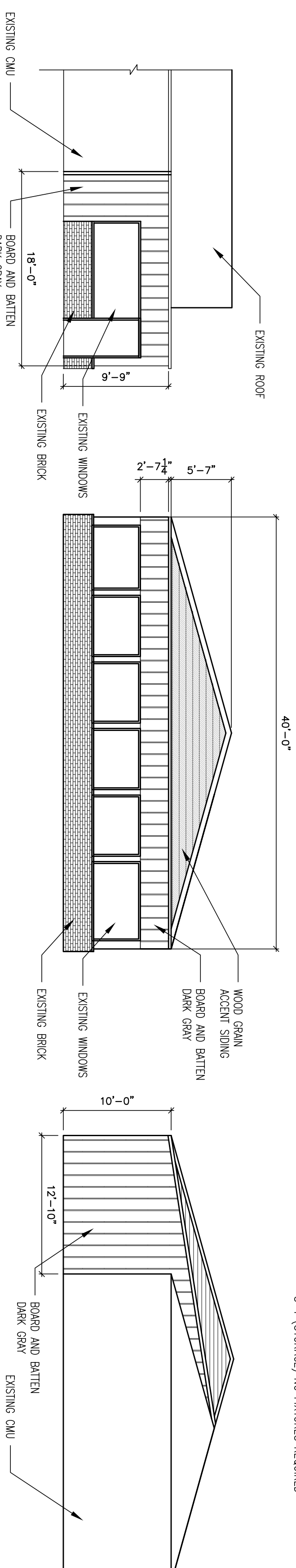
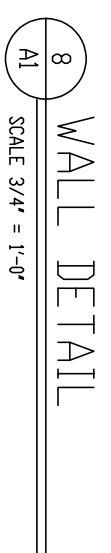
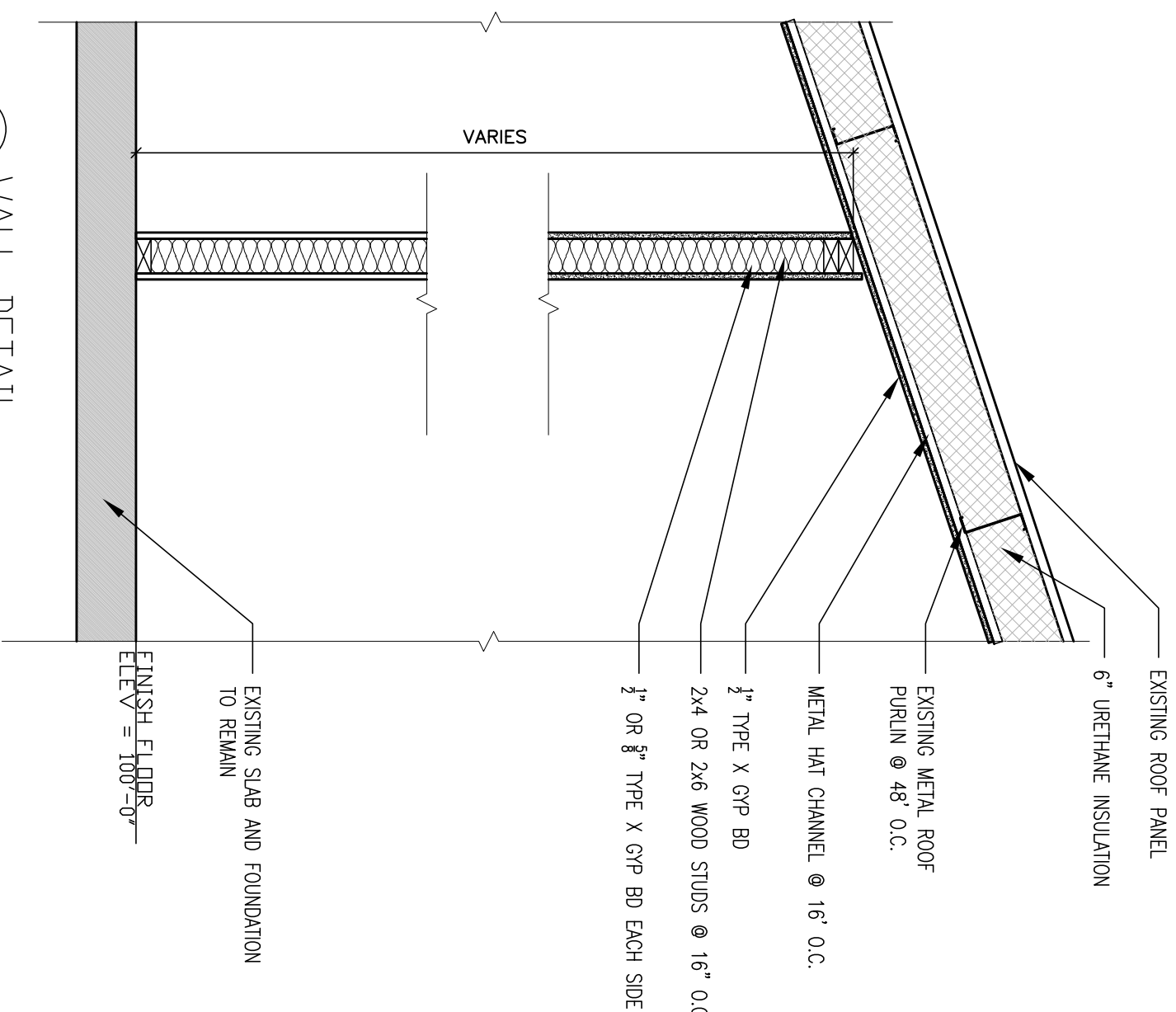
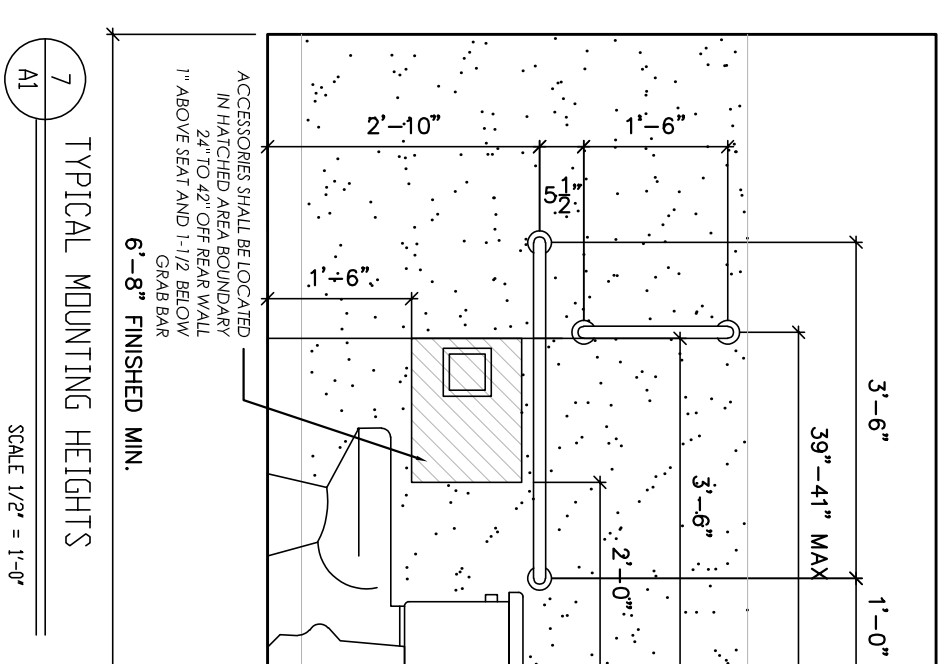
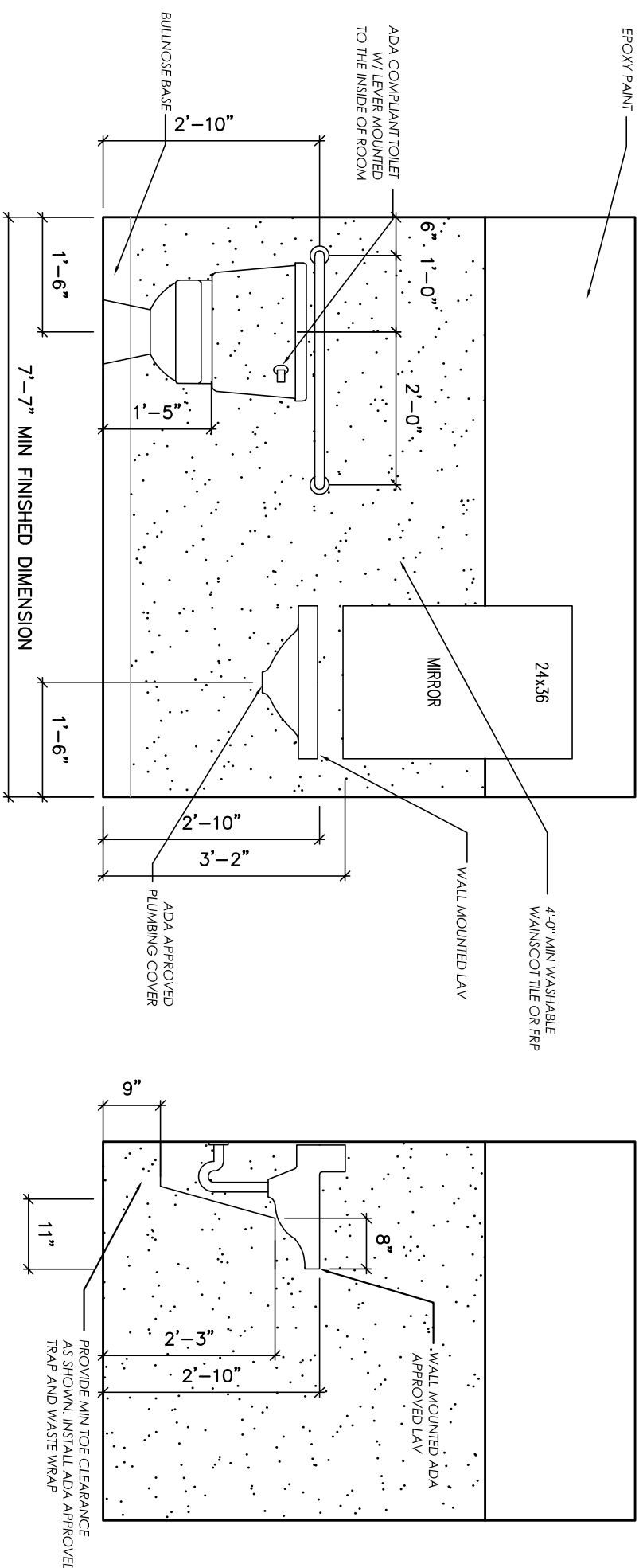
| No. | SUBMISSIONS & REVISIONS | Date       |
|-----|-------------------------|------------|
| 1   | DESIGN DOCUMENTS        | 03-18-2022 |
| 2   | PLAN REVIEW COMMENTS    | 04-29-2022 |

[illegible]

## FLOOR PLAN ELEVATIONS

|             |            |
|-------------|------------|
| PROJ. NO.:  | C2351      |
| DATE:       | 04-29-2024 |
| DRAWN BY:   | AMS        |
| CHECKED BY: |            |

# AI



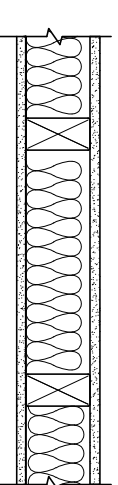
GENERAL PLAN NOTES:

1. ALL INTERIOR AND EXTERIOR MATERIALS SHALL BE INSTALLED PER MANUFACTURERS SPECIFICATION / RECOMMENDATIONS
2. ALL INTERIOR SELECTIONS BY OWNER
3. PROVIDE WOOD BLOCKING FOR ALL WALL MOUNTED ACCESSORIES
4. ALL INTERIOR WALL, FILL WITH SOUND ATTENUATION BLANKETS TYPICAL,
5. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CODES OF LOCAL, STATE, AND NATIONAL CODES, ORDINANCES AND ADA
6. INSTAL, EXIT AND EMERGENCY LIGHTING, LOCATION AND QUANTITY TO BE VERIFIED BY ELECTRICAL CONTRACTOR.
7. ELECTRICAL DRAWINGS TO BE DESIGN BUILD
8. ALL NEW DOORS TO HAVE LEVER TYPE ADA APPROVED HARDWARE
9. INTERIOR WALLS TO BE 3-1/2" WOOD STUDS @ 16" O.C. BUILT TO ROOF DECK WITH 5/8" FIRE CODE GYP BD EACH SIDE. UNLESS NOTED OTHERWISE
10. FIRE EXTINGUISHER TO BE INSTALLED AT MAXIMUM DISTANCE OF 75'-0" BETWEEN EXTINGUISHERS.

## UL DESIGN U-305 - GENERIC

ONE HOUR FIRE:  
WOOD STUDS, GYPSUM WALLBOARD, MINERAL  
FIBER INSULATION

One layer 5/8" type X gypsum wall board or gypsum veneer bas applied parallel or at right angles to each side of 2X4 wood studs  
16: o.c. with 1-1/4" type W drywall screws 12" o.c.  
3" thermofiber insulation



1215 N RIVERFRONT

## DRIVE

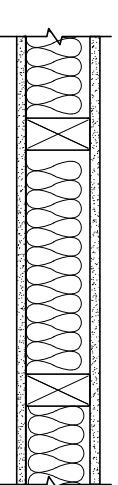
MANKATO, MN

10. FIRE EXTINGUISHER TO BE INSTALLED AT MAXIMUM DISTANCE OF 75'-0" BETWEEN EXTINGUISHERS,

1 HOUR FIRE:

ONE HOUR FIRE:  
WOOD STUDS, GYPSUM WALLBOARD, MINERAL  
FIBER INSULATION

One layer 5/8" type X gypsum wall board or gypsum veneer bas applied parallel or at right angles to each side of 2X4 wood studs  
16: o.c. with 1-1/4" type W drywall screws 12" o.c.  
3" thermofiber insulation



**Kato Karate- Tim Flynn**

At Kato Karate, we are more than just a martial arts school—we are a cornerstone of our community's commitment to youth empowerment and personal growth. It has proudly served Mankato for nine years and was founded by Tim Flynn, a dedicated advocate for children's well-being and empowerment.

Our mission is simple yet profound: to inspire and equip students with lifelong skills in self-defense, confidence, and respect. Through our specialized programs, including our renowned 'Karate Chop Bullying' initiative, we instill values that go beyond the dojo, preparing our students to face life's challenges with resilience and integrity.

Located in the heart of Mankato, our spacious and welcoming facility offers a safe environment where students ages three and up can learn and grow. From our youngest beginners to seasoned martial artists, each class is designed to nurture physical fitness, mental discipline, and personal achievement.

As a valued community member, Kato Karate actively engages in outreach programs and partnerships with local schools and organizations to promote anti-bullying education and youth development. Our commitment to excellence extends to every aspect of our operations, ensuring every student receives personalized attention and achieves their full potential.

Kato Karate operates from 10 a.m. to 8 p.m., teaching classes in 40-minute increments. In the afternoon, we offer homeschool, parents-and-me, and traditional martial arts classes.

**Martial Arts School Is Similar to Permitted Uses**

| <b>Permitted Use</b>                                   | <b>Similarity to Martial Arts School</b>                                                                                                                                                                                |
|--------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Dance Halls / Bowling Alleys / Billiard Parlors</b> | These are all indoor recreational facilities that involve structured, physical activity and often operate on a class or event schedule. Martial arts classes follow a similar format, promoting fitness and discipline. |
| <b>Barber Shops / Dental &amp; Medical Clinics</b>     | While different in service, all focus on personal development and wellness—whether physical health, appearance, or mental                                                                                               |



| Permitted Use                                             | Similarity to Martial Arts School                                                                                                                                                                                      |
|-----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                           | discipline. Martial arts improves physical fitness, mental focus, and self-confidence.                                                                                                                                 |
| Meeting Halls / Clubs & Lodges                            | These are spaces where people gather regularly around a shared interest or activity—just like a martial arts school that builds community through training and discipline.                                             |
| Health Equipment and Sporting Goods Stores                | While retail in nature, these uses serve a similar fitness-oriented customer base. A martial arts school serves the same demographic—individuals and families interested in health, fitness, and personal improvement. |
| Professional Services / Photo Studios / Art Supply Stores | These uses represent skills-based, appointment-driven services. Martial arts schools operate on a similar structure with scheduled classes and skilled instruction.                                                    |

**Existing Similar Uses in the B-2 Zoning District**

We also note that two other fitness-focused facilities—Kato CrossFit and Body Concepts—are currently operating within the B-2 General Business District. These businesses provide structured, instructor-led fitness training to members of the community and focus on improving health, physical conditioning, and overall wellness.

Our proposed martial arts school offers a similar service model: organized group classes, qualified instruction, and a mission centered around personal development, physical fitness, discipline, and community engagement. Like these existing uses, our facility will operate entirely indoors, maintain regular business hours, and generate minimal impact on traffic, parking, and noise levels.

**Request for Approval**

For the reasons outlined above, we respectfully request that the Planning Commission approve our application for a **Conditional Use Permit**. We are confident that our business will be a valuable asset to the B-2 district and to the Mankato community at large.

Thank you for your time and consideration.

Sincerely,

Tim Flynn

## **Spin Studio- Jenna Sheppard and Karla Risen**

### **What is a Spin Studio?**

A spin studio is a fitness facility specializing in indoor cycling classes, also known as spinning. These studios are equipped with high-quality stationary bikes and often feature a dynamic, music-driven atmosphere designed to motivate participants. Spin classes are typically 30 to 90 minutes long and involve cycling through various simulated terrains, such as hills and sprints, guided by an instructor. The sessions are set to energetic music, creating an engaging environment that enhances the workout experience.

### **Our Mission Statement**

Our mission as a company is to provide a space dedicated to promoting health through movement and to share our passion for cycling by providing an energetic, fun, and welcoming environment where everyone, regardless of their age and fitness level, can challenge themselves, build confidence, and find personal growth amongst a community. Through high energy classes, dedicated instructors, and fostering a sense of belonging, we strive to make each experience one that uplifts and inspires a lifelong passion for fitness and caring for one's own health and well-being.

### **Hours of Operation**

Our studio will be solely instructor-led classes, varying in length from 30 to 45 minutes. Our purposed class schedule is as follows:

Monday-Friday: 5:15am, 6:15am, 8:30am, 12pm, 4:30pm, and 5:30pm

Saturday: 9am and 12pm

Sunday: 10am and 12pm

The studio will open 15 minutes prior to class times and remain open for approximately 15 minutes at the conclusion of class times.

### **What it looks like**

Walking in we will have a lobby with a front desk for registration/check in/administrative tasks, as well as cubbies and lockers for members' personal belongings. The main space will be utilized for the spin studio. The spin studio is walled off from everything else and accessed by a service door. We will have twenty (20) high-quality stationary bikes in the studio. 19 for members and one (1) for the instructor allowing for an optimal fitness experience while creating a sense of community at the same time. The space will have mirrored walls, a sound system for music and instructor



mic, and be soundproofed to not interfere with neighboring businesses. We will also have two (2) ADA compliant bathrooms.

**Comparison of Spin Studio to Permitted Uses**

| <b>Permitted Use</b>                                           | <b>Similarity to Spin Studio</b>                                                                                                                                                                                               |
|----------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Barber Shops /<br/>Dental &amp; Medical<br/>Clinics</b>     | All focus on personal care, wellness, and health. Like these uses, a spin studio provides services that promote physical and mental well-being in a one-on-one or small group setting.                                         |
| <b>Dance Halls /<br/>Bowling Alleys /<br/>Billiard Parlors</b> | These uses involve indoor recreational activities and group participation. Similarly, a spin studio offers a structured, indoor fitness experience centered on physical activity and social engagement.                        |
| <b>Health Equipment<br/>and Sporting Goods<br/>Store</b>       | Both serve a health-conscious demographic and cater to the fitness lifestyle. While a retail store sells fitness-related products, a spin studio provides a service that supports the same goal: physical health and wellness. |
| <b>Meeting Halls /<br/>Clubs &amp; Lodges</b>                  | These are community-focused spaces designed for organized gatherings and activities. A spin studio also functions as a gathering place for scheduled, instructor-led classes that build community and promote healthy living.  |

**Existing Similar Uses in the B-2 Zoning District**

We also note that two other fitness-focused facilities—Kato CrossFit and Body Concepts—are currently operating within the B-2 General Business District. These businesses, like our proposed spin studio, provide health and wellness services through structured, membership-based fitness programming.

We aim to exceed the goals lined out in our mission statement for the people of Mankato and the surrounding areas and to provide a service that betters the lives and well-being of those who visit our studio. Mankato has a very active cycling and fitness conscious community, and our studio will provide a space that supports the continued health and growth of the residents of this town

year-round, while strengthening the community by bringing people together in a supportive and encouraging environment.

**Request for Approval**

For the reasons outlined above, we respectfully request that the Planning Commission approve our application for a Conditional Use Permit. We are confident that our business will be a valuable asset to the B-2 district and to the Mankato community at large.

Thank you for your time and consideration.

Sincerely,

Jenna Sheppard and Karla Risen



## AGENDA RECOMMENDATION

Consent Calendar 6. D.

### City Council Regular Meeting

**Meeting Date:** 06/09/2025

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#### **Agenda Item:**

Resolution approving a Conditional Use Permit to allow for a parking lot providing off-street parking for a permitted use, a school, in the R-1, One-Family Dwelling District (West High School, 1351 South Riverfront Drive); by request of Mankato Area Public Schools.

#### **Recommendation/Action(s):**

Adoption of the attached resolution.

#### **Summary:**

Mankato Area Public Schools is requesting a Conditional Use Permit to allow for the expansion of an existing parking lot within the R-1, One-Family Dwelling District. The subject property is legally described as a 36.27-acre tract located between Riverfront Drive and West Pleasant Street, excluding a 0.475-acre tract and the Stoltzman Road right-of-way (Subdivision 013 108 27 024.490A – West High). The property is addressed as 1351 South Riverfront Drive.

The proposed project involves the removal of the existing athletic fields situated east of the current parking lot to facilitate the construction of an expanded parking facility. The new parking area is intended to enhance service for students, staff, and visitors, while also improving traffic flow and safety within the surrounding neighborhood. The existing driveway access from Stoltzman Road will be maintained, as will the traffic signal at the adjacent pedestrian crosswalk. As part of the project, interior lot landscaping, lighting, and stormwater management infrastructure will be incorporated in accordance with applicable regulations.

Currently, the site provides 348 parking stalls. The proposed expansion will increase the total number of stalls to 505, including 17 stalls designated as accessible. The expansion is not anticipated to result in a net increase in traffic volume but is expected to significantly improve internal traffic circulation and traffic efficiency on the site.

In compliance with the Mankato City Code, the applicant will be required to implement landscaping consistent with established municipal standards.

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**Attachments**

Resolution

General Location Map

Aerial

Site Plan

Stormwater Memo

Neighborhood Correspondence

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**RESOLUTION OF THE MANKATO CITY COUNCIL  
GRANTING A CONDITIONAL USE PERMIT UNDER  
THE MANKATO ZONING ORDINANCE**

**WHEREAS**, the applicant of the following property located in the City of Mankato, to wit:

See Exhibit "A"

Has applied for a conditional use permit to allow for a parking lot expansion in a R-1, One Family Dwelling District; and

**WHEREAS**, the Planning Agency of the City of Mankato has completed a review of the application and made a report pertaining to said request (CY 24-25), a copy of which has been presented to the City Council; and

**WHEREAS**, the Planning Commission of the City, on the 28th day of May, 2025, following proper notice, held a public hearing regarding the request, and following said public hearing, adopted a recommendation that the request for a conditional use permit be approved; and

**WHEREAS**, the minutes of such public hearing and recommendation of the Commission have been presented to the City Council; and

**WHEREAS**, based upon the Planning Agency report, minutes, and recommendation, the City Council hereby finds that:

1. The use, parking lot expansion at West High School, is considered a conditional use permit in the R-1, one-family dwelling district.
2. The request is in keeping with the comprehensive planning policies of the City by facilitating safe and efficient access to an educational facility. The expansion promotes improvement of public infrastructure and institutions within an established residential neighborhood.
3. The proposal does not interfere with or diminish the use of property in the immediate vicinity. The expansion design aims to be compatible with the surrounding land uses and includes revised interior landscaping, lighting controls, and buffering/screening to minimize impacts on adjacent properties.
4. The proposal will be served by public utilities and services. Any necessary modifications will be coordinated with city staff.
5. The proposal will not cause undue traffic congestion. The parking lot expansion is expected to increase traffic entering and exiting at certain times during the day. A recent intersection control evaluation was conducted that analyzed future traffic conditions. It was determined that despite the increase in traffic, congestion would not be an issue.
6. There are no known historical or architectural resources on the site.
7. There are no known natural or environmental features on the site.



8. The proposal will not cause a negative cumulative effect on the city as a whole. The parking lot expansion is a necessary extension of an existing institutional use. By expanding the existing parking, it will minimize the need for students to cross Pleasant St during busy commute times. Improving safety and accessibility.
9. To the extent known, the proposal conforms to all other applicable regulations of the district, and other applicable ordinances.
10. The proposal will not jeopardize the public's health, safety, or general welfare.

**NOW, THEREFORE BE IT RESOLVED** by the City Council of the City of Mankato that the conditional use permit to allow the expansion of a parking lot in a R-1, One Family Dwelling District be approved subject to the following conditions:

1. The applicant shall submit a preliminary and final plat for review and approval by the city council.
2. All exterior lighting shall conform to Mankato City Code, section 10.89 standards. Lighting shall be directed away from adjacent properties.
3. The parking lot shall be stripped, curbed, and hard surfaced.
4. Bicycle parking shall be provided in compliance with the City Code.
5. The landscaping plan shall be submitted to the City at the time of building permit submission.
6. A snow removal plan shall be submitted at the time of building permit submission.
7. Any new driveway access shall be approved by Blue Earth County prior to the building permit application.

This resolution shall become effective immediately upon passage.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
Najwa Massad  
Mayor

ATTEST: \_\_\_\_\_  
Rena Kopischke, MMC  
City Clerk

### Exhibit "A"

All that part of the West Half of the Southeast Quarter of Section 13, Township 108, Range 27, Blue Earth County, Minnesota, which lies southerly of the South right-of-way line of W. Pleasant Street in the City of Mankato, easterly of Auditor's Plat No. 37 and westerly of Stoltzman Road Subdivision, EXCEPTING THEREFROM:

Commencing at a point on the southerly line of Pleasant Street One Hundred Thirty (130) feet northeasterly of the northeast corner of Lot One (1) of Pelton's Subdivision of a part of the Southwest Quarter of the Southeast Quarter (SW 1/4 SE 1/4), Section 13, Township One Hundred Eight (108) North, Range Twenty-seven (27) West; thence running northeasterly along said southerly line of Pleasant Street a distance of Sixty-six (66) feet; thence southeasterly at an angle of One Hundred degrees ( $100^{\circ}$ ) a distance of One Hundred Fifty Nine and Thirty Six hundredths (159.36) feet; thence Southwesterly at an angle of Eight-four degrees Fifteen minutes ( $84^{\circ} 15'$ ) a distance of Seventy Nine and Fifty Two hundredths (79.52) feet; thence Northwesterly at an angle of One Hundred One degrees ( $101^{\circ}$ ) a distance of One Hundred Fifty Six (156) feet to the place of beginning.

AND

All that portion of the Northwest Quarter of the Southeast Quarter and the Southwest Quarter of the Northeast Quarter of Section 13, Township 108 North, Range 27, lying south of Front Street, west of Stoltzman Road Subdivision and northerly of W. Pleasant Street, Blue Earth County, Minnesota, EXCEPTING THEREFROM THE FOLLOWING TRACTS:

1. West Street Subdivision
2. West Mankato Trail
3. Auditor's Plat No. 83
4. The Northerly 82 feet of the following tract or parcel of land lying Easterly of Winona Street in West Mankato described as follows: Beginning at the Northeasterly intersection of West Seventh Street and Winona Street, thence Northerly along Winona Street to West Sixth Street, thence Easterly along West Sixth Street to Government Quarter line of Section 13-108-27, thence Southerly along said quarter line to West Seventh Street, thence Westerly along West Seventh Street to the place of beginning, except the Southerly 140 feet thereof: subject to existing street and alley easements, if any, and subject to all easements and restrictions of record; said tract lying East of Block 166 and Winona Street, in the City of Mankato.

A strip of land adjoining and easterly of the land described in Book 219 of Blue Earth County Records, page 65, said strip of land is described as: The West 43.00 feet of the North 82.00 feet of the South 238.22 feet of the North 975.27 feet of the Northwest quarter of the Southeast quarter of Section 13, Township 108 North, Range 27 West, Blue Earth County, Minnesota.

And the East 87.00 feet of the West 130.00 feet of the North 82.00 feet of the South 238.22 feet of the North 975.27 feet of the Northwest Quarter of the Southeast Quarter of Section 13, Township 108 North, Range 27 West, Blue Earth County, Minnesota.

\*\*The North-South centerline of Section 13, Township 108 North, Range 27 West is, as indicated on the plat of West Mankato Trail, City of Mankato, Blue Earth County, Minnesota.

5. Beginning at a point 258 feet North of the Southwest corner of the Northwest Quarter of the Southeast Quarter, Section 13, Township 108, Range 27, thence North  $82\frac{1}{2}$  feet, thence northeasterly 58 degrees 30 minutes, 127 feet, thence southeasterly 59 degrees 30 minutes, 58.75 feet, thence southeasterly 45 degrees, 126.5 feet, thence west 107 degrees, 197.32 feet to the place of beginning.

AND

The North 8 feet of the following described tract of land, to-wit: Commencing at a point 138 feet North of the Southwest corner of the Northwest Quarter of the Southeast Quarter of Section 13, Township 108, Range 27, thence North on the West line of said Northwest Quarter of the Southeast Quarter of said Section 13, 120 feet, thence East 197.32 feet, thence Southeasterly 125.50 feet to a point 234 feet directly east of the point of beginning, thence West 234 feet to the place of beginning.

6. Commencing at a point 138 feet North of the Southwest corner of the NW  $\frac{1}{4}$  SE  $\frac{1}{4}$  of Section 13-108-27, thence North on the West line of said NW  $\frac{1}{4}$  SE  $\frac{1}{4}$  of said Sec. 13, 120 feet, thence east 197.32 feet, thence southeasterly 125.50 feet to a point 234 feet directly east of the point of beginning, thence West 234 feet to the place of beginning; except the North 8 feet of said premises, together with easement for a driveway in the West 20 feet of said Northerly 8 foot strip; and except that part of the aforesaid Tract lying Easterly of the East line of the West 197.32 feet of the Northwest Quarter of the Southeast Quarter of Section 13, Township 108 North, Range 27 West.

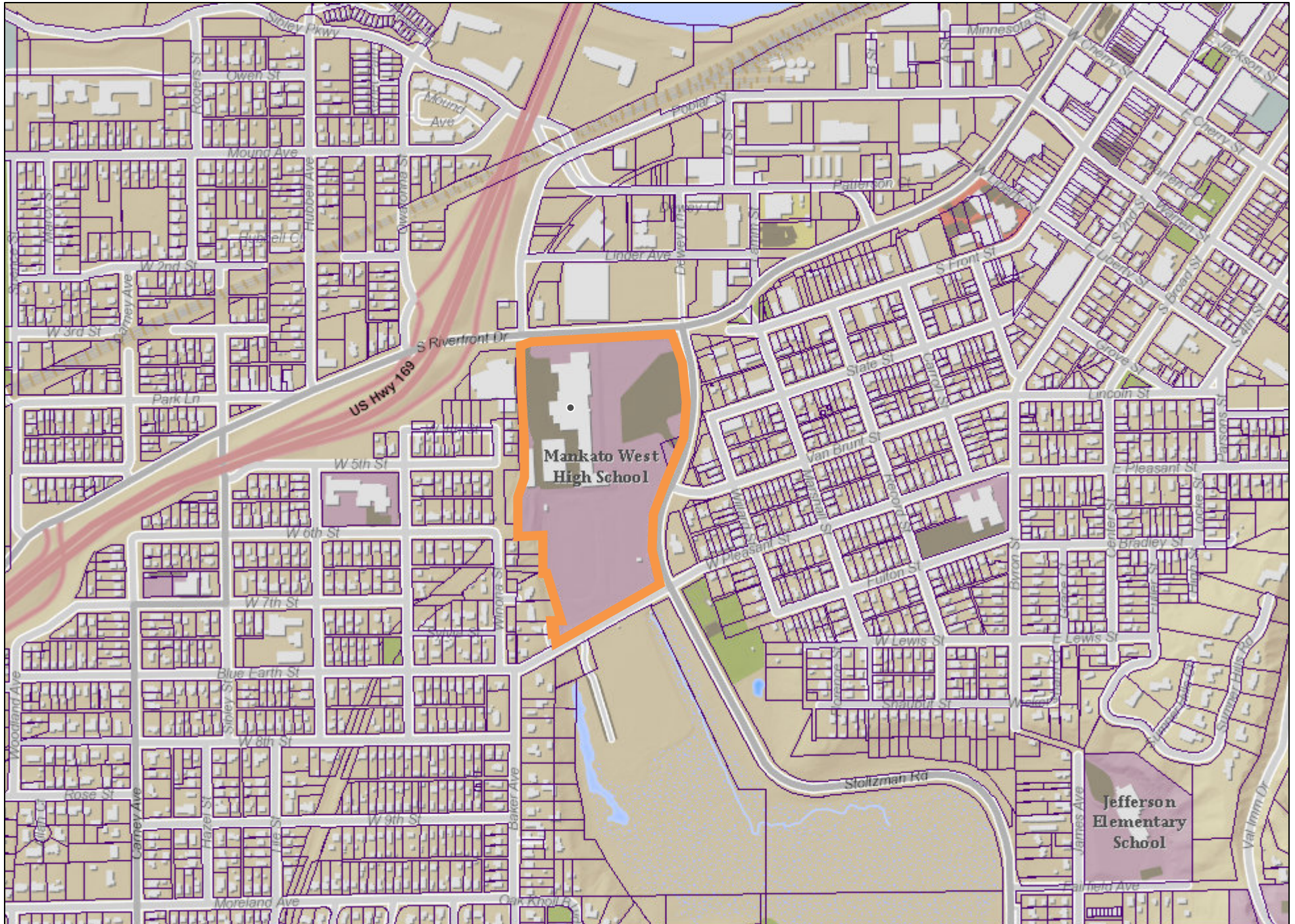
7. All that part of the Northwest Quarter (NW  $\frac{1}{4}$ ) of the Southeast Quarter (SE  $\frac{1}{4}$ ), of Section Thirteen (13), Township One Hundred Eight (108) North of Range Twenty-seven (27) West, described as follows: Commencing at a point on the West line of said Northwest Quarter (NW  $\frac{1}{4}$ ) of the Southeast Quarter (SE  $\frac{1}{4}$ ) Seventy-two (72) feet North of the Southwest corner

thereof; running thence East at right angles to said West line One Hundred Eighty-five (185) feet; thence North Sixty-six (66) feet; thence West on a line parallel with South line of said tract One Hundred Eighty-five (185) feet to said West line of said Forty-acre tract; thence South along said West line Sixty-six (66) feet to the place of beginning; also a right of way adjoining said tract hereby conveyed Fifteen (15) feet in width, and thence South to Pleasant Street in City of Mankato, said right of way following present traveled track.

8. That part of the Southwest Quarter of the Southeast Quarter of Section 13 and that part of the Northwest Quarter of the Southeast Quarter of Section 13, all in Township 108 North, Range 27 West Blue Earth County, described as: Commencing at the northwest corner of the Southwest Quarter of the Southeast Quarter of Section 13, thence North 89 degrees 00 minutes 25 seconds East (assumed bearing), along the north line of the Southwest Quarter of the Southeast Quarter of Section 13 a distance of 8.32 feet to the point of beginning; thence North 00 degrees 27 minutes 42 seconds East along a line parallel with the North-South center line of Section 13 a distance of 71.79 feet; thence South 89 degrees 32 minutes 18 seconds East at right angles to the North-South center line of Section 13, a distance of 202.06 feet; thence South 00 degrees 27 minutes 42 seconds West along a line parallel with the North-South center line of Section 13, a distance of 45.40 feet to a point on the northerly right of way line of Pleasant Street; thence South 60 degrees 35 minutes 51 seconds West, along said northerly line, 233.00 feet to the point of intersection with a line parallel with and distant 8.32 feet easterly of the North-South center line of Section 13; thence North 00 degrees 27 minutes 42 seconds East along said parallel line, 89.63 feet to the point of beginning.



# GLM



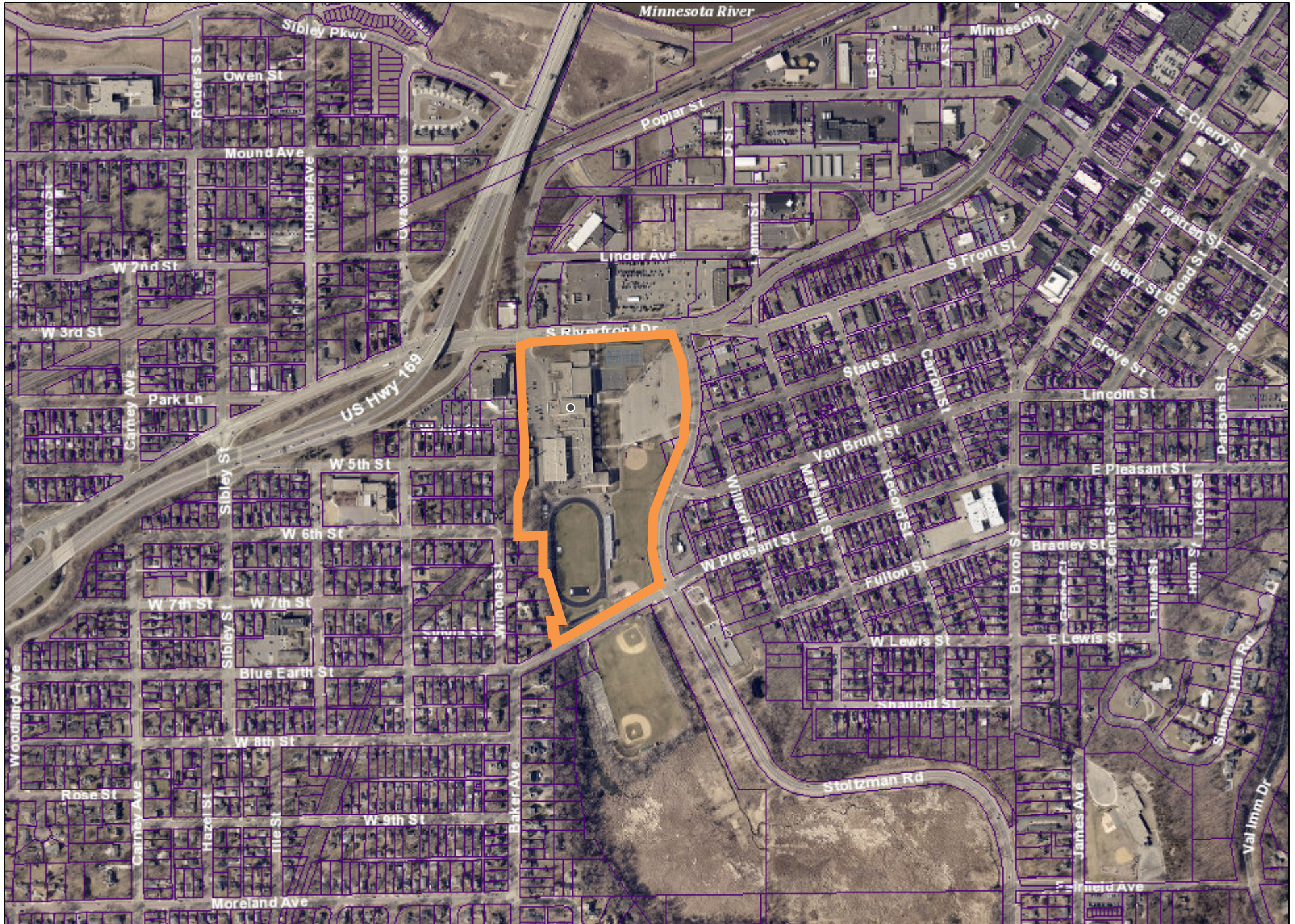
Date: May 2025

Author:

This information is to be used for reference purposes only. The City of Mankato does not guarantee accuracy of the material contained herein and is not responsible for misuse or misinterpretation.



# Aerial Map



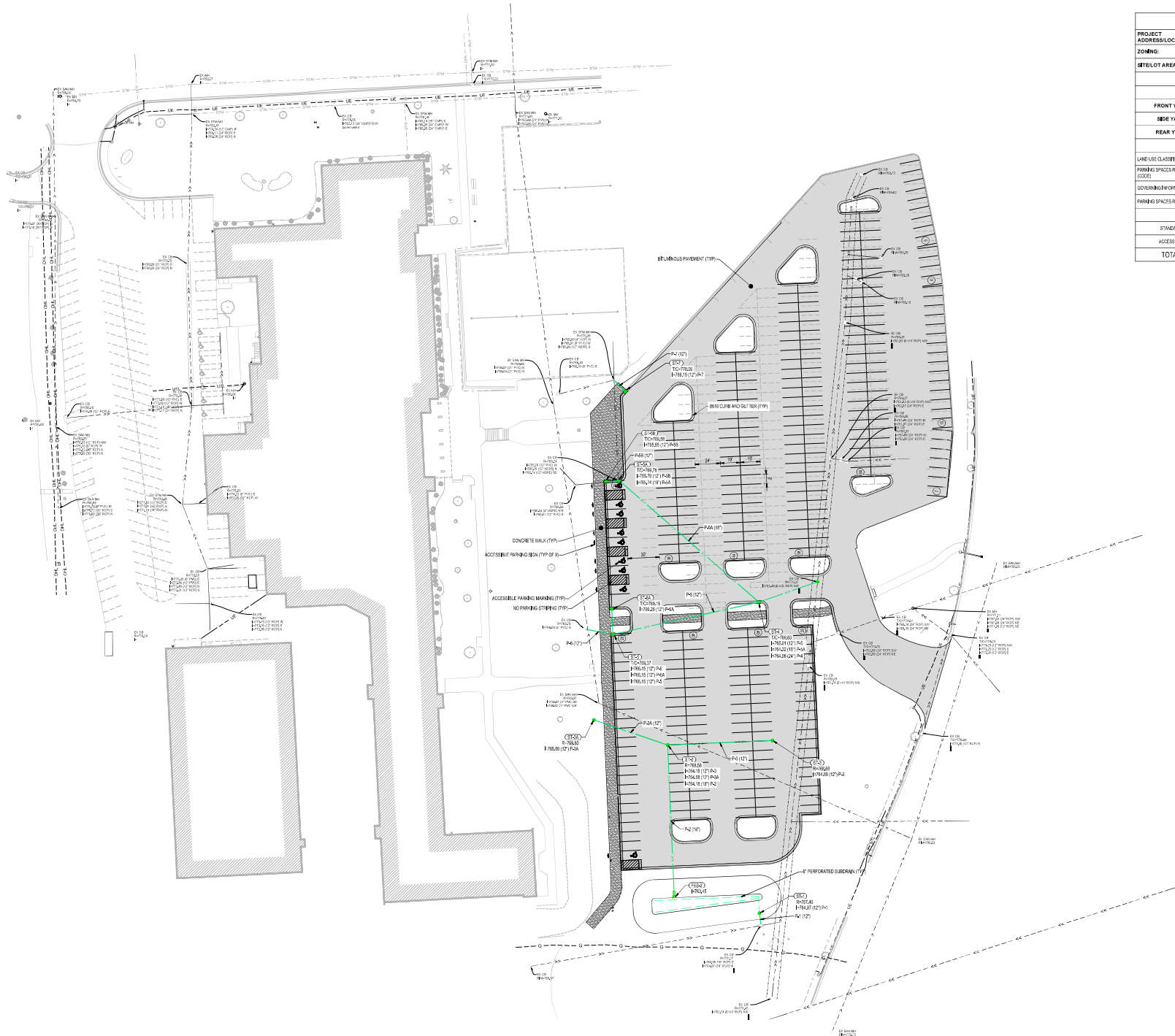
Date: May 2025

Author:

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DATE: 07/25/2019



| SITE SUMMARY                   |                                                                            |          |
|--------------------------------|----------------------------------------------------------------------------|----------|
| PROJECT ADDRESS/LOCATION:      | 1311 S RIVERFRONT DR. PO BOX 8713                                          |          |
| ZONING:                        | S-1 (ONE FAMILY DWELLING)                                                  |          |
| SETBACK AREA:                  | 1,666.00' SF                                                               | (S1, A1) |
| REQUIRED SETBACKS              |                                                                            |          |
|                                | PARKING                                                                    | BUILDING |
| FRONT YARD                     | 3'                                                                         | 30'      |
| SIDE YARD                      | 3'                                                                         | 6'       |
| REAR YARD                      | 3'                                                                         | 25'      |
| PARKING DATA                   |                                                                            |          |
| LAND USE CLASSIFICATION        | SENIOR HIGH SCHOOL                                                         |          |
| PARKING SPACES REQUIRED (CODE) | ONE (1) SPACE PER STUDENT MEMBER, PLUS ONE (1) SPACE PER FIVE (5) STUDENTS |          |
| COVERING INFORMATION           | 100 STALLS + 1100 STUDENTS                                                 |          |
| PARKING SPACES REQUIRED        | 100 + 227 = 346                                                            |          |
| PARKING SPACES PROVIDED        |                                                                            |          |
| STANDARD                       | 488                                                                        |          |
| ACCESSIBLE                     | 17                                                                         |          |
| TOTAL                          | 505                                                                        |          |

| PAVEMENT LEGEND |                                        |
|-----------------|----------------------------------------|
| SYMBOL          | DESCRIPTION                            |
|                 | BITUMINOUS PAVEMENT                    |
|                 | CONCRETE WALK                          |
|                 | TURN DOWN CONCRETE CURB                |
|                 | REVERSE PITCH CONCRETE CURB AND GUTTER |



PRELIMINARY NOT FOR CONSTRUCTION

NOTE: THE CLARITY OF THESE PLANS DEPEND UPON COLOR COPIES. IF THIS TEXT DOES NOT APPEAR IN COLOR, THIS IS NOT AN ORIGINAL PLAN SET AND MAY RESULT IN MISINTERPRETATION.

THEREBY CERTIFY THAT THE PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A QUALIFIED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE: 07/25/2019

THEREBY CERTIFY THAT THE PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A QUALIFIED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

DATE: 07/25/2019

SHEET NOT VALID UNLESS THIS TEXT IS COLOR.

PROJECT: MANKATO WEST HIGH SCHOOL PARKING LOT EXPANSION

MANKATO MINNESOTA

| DATE | REVISION | SCHEDULE |
|------|----------|----------|
|      |          |          |
|      |          |          |
|      |          |          |
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PROJECT NO. 22-27129

FILE NAME: 22-27129-SHARK

DRAWN BY: GRU

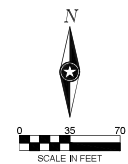
DESIGNED BY: GRU/NH

REVIEWED BY: NH

ORIGINAL ISSUE DATE: 07/25/2019

CLIENT PROJECT NO.:

TITLE: SITE & UTILITY PLAN



SHEET C310.1

PRELIMINARY NOT FOR CONSTRUCTION

# Memorandum

Mankato West Parking Expansion

The logo for ISG (Infrastructure Systems Group) is located in the top right corner. It consists of the letters "ISG" in a white, sans-serif font, centered within a dark gray square.

**To:** Alec Pietz, PE

**From:** Nathan Hermer, PE

**Date:** May 19th, 2025

**Subject:** Mankato West Parking Expansion Stormwater Design

**CC:**

---

## MANKATO WEST PARKING EXPANSION STORM DESIGN

The existing Mankato West High School parking lot was proposed to just be resurfaced as part of the school addition project, but additional parking stalls are now proposed south of the existing parking lot where the existing softball field sits. This project along with the school addition project will add 36,900 SF (0.85 AC) of new impervious area to the site. A filtration basin on the south side of the new proposed parking lot was designed to treat the water quality volume (WQV).

The WQV was determined by multiplying 1.1" of stormwater over the new impervious area on the site.

$$\text{WQV} = (1.1"/12) * 36,900 \text{ SF} = 3382.5 \text{ cubic feet}$$

The filtration basin is designed with MnDOT media mix D and provide a 1" per hour infiltration rate. This allows 4' of water to drawdown in the basin within 48 hours. The basin bottom elevation is 764.70' and the overflow structure is set at 768.70'. The area of the basin bottom is designed at 1,080 SF which provides a WQV of 4320 cubic feet. There is a proposed future secondary access to the parking lot that would add approximately 1500 SF of additional impervious area and an additional 140 cubic feet to the water quality volume. The proposed basin was designed with the capacity for this additional impervious area.

HydroCAD modeling of the filtration basin for the 2yr, 5yr, 10yr, and 100yr 24hr storm events is attached.

rcd  
5/19/25  
W

May 9, 2025

City of Mankato  
Planning Commission  
Attn: Molly Westman  
Intergovernmental Center  
10 Civic Center Plaza  
Mankato, MN 56001

RE: Conditional Use Permit for parking lot expansion at West High School

As a next door neighbor to West High School I would like to comment in support of the expanded lot for the same reasons that are indicated in the narrative. However, I would also like to make comment on what may be a slight increase in light pollution from added parking lot lights. Our property is directly affected by light leak and diffusion from West High School. Perhaps this is already in the plan, but implementing the use of directional lighting or shades to limit diffused light leak would be appreciated.

I am also in favor of this expansion especially if this allows more students to park in the main lot as opposed to the lot south of West Pleasant St at the baseball fields. The pedestrian crossing from the south lot is precarious and the students who park there often cross outside of the designated crosswalk. We've lived on our property for just over a year and have witnessed several near misses between drivers who seem to like to use the hill between the Baker/West Pleasant/Blue Earth intersection and the West Pleasant and Stoltzman Ave as a speedway, accelerating while traveling either up or down the hill, often reaching speeds clearly beyond the speed limit. The signage for the crosswalk is inadequate and the poor traffic habits of both the drivers who frequent that road and the students who cross it make that spot a safety hazard. I strongly advocate for the district via West High School to implement or enhance a parking permit policy and parking code of conduct to both reduce the amount of students who use the south lot and educate the students who do with proper safety protocols.

This could also be a moment where the city of Mankato considers the pedestrian safety options available to slow traffic and provide a clear pedestrian right of way for the students with flashing crosswalk signage and by changing the crosswalk location to the east side of the parking lot entrance instead of the west side (which is a little ways up the hill, and that much more out of the way for the crossing students). It's clear why students would not want to take a less efficient route to cross the street, so maybe it should change to meet the more logical and direct path.

Thank you for considering my comments.



Evan Bierer  
808 W Pleasant St



## AGENDA RECOMMENDATION

Consent Calendar 6. E.

### City Council Regular Meeting

**Meeting Date:** 06/09/2025

---

#### **Agenda Item:**

Resolution Directing Parking Control on Lafayette Street.

#### **Recommendation/Action(s):**

Adoption of attached resolution.

#### **Summary:**

Staff received a petition requesting a change to parking status at 930 North Fourth Street. The petition requests a disabled parking sign on Lafayette Street to maintain access to a disability ramp at the property. A petition for a disability sign requires that the applicant meets the legal requirements for parking next to a disability sign and that parking is allowable on the corridor. Lafayette Street is a 36-foot-wide road with parking allowed on both sides.

The following change is proposed:

- Install Disability Parking at 930 North Fourth Street on Lafayette Street.

---

#### **Attachments**

Resolution

Parking Petition - 930 North Fourth Street

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## **RESOLUTION DIRECTING PARKING CONTROL**

BE IT RESOLVED, by the City Council of the City of Mankato, that, pursuant to Section 16-2 of the Mankato City Code, the City Council does hereby approve and the City Manager is hereby directed to:

Install Disabled Parking at 930 North Fourth Street on Lafayette Street.

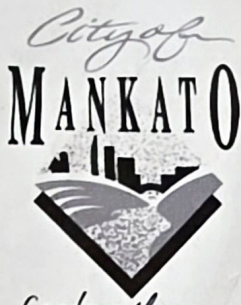
This resolution shall become effective upon its  
adoption. Passed this 9<sup>th</sup> day of June, 2025

---

Najwa Massad  
Mayor

ATTEST: \_\_\_\_\_

Renae Kopischke  
City Clerk



Att: Ethan

ekuznia@  
mankatommn.  
gov

## PETITION FOR CHANGES TO PUBLIC PARKING

Leading the way...

Applicant/Contact: Tracy Andrade Date: 2/20/25  
Phone: 507-340-5377 Email: June december 33@yahoo.com

### Location of Parking Change Request:

Street: Lafayette from Broad to 4th (side streets)  
Side of Street: E W N S (circle all that apply)

Current Parking Status: 24 parking (example: 24-hr parking, 2-hr parking, No Parking, Seasonal No Parking)

Side of Street: E W N S (circle all that apply)

### Requested Change:

1 spot in front of property  
handicap spot + is to be located on the "Lafayette  
side" of 930 N. 4th St. property closest to 4th as possible  
with 20 feet back from crosswalk so parking space  
place

All properties (including each apartment unit/duplex) on both sides of the affected street must be represented on this petition. List all properties under House Number. Residents agreeing to the requested change are to sign and date the form. Only one signature is permitted per household. 9 @ only

| House Number | Own or Rent? | Printed Name     | Signature           | Date   |
|--------------|--------------|------------------|---------------------|--------|
| 307 Lab      | OWN          | George Mocar     | <i>George Mocar</i> | 2-1-25 |
| 311 Lab      | own          | Greg Mocar       | <i>Greg Mocar</i>   | 2/1/25 |
| 306 Lab.     | OWN          | Mocar's Sup. LLC | <i>George Mocar</i> | 2-1-25 |
| 316          |              |                  |                     |        |
| 318          |              |                  |                     |        |
| 320          |              |                  |                     |        |
| 322          |              |                  |                     |        |
| 1002         |              |                  |                     |        |
| 324          |              |                  |                     |        |
| 312          |              |                  |                     |        |
| 1001         |              |                  |                     |        |
| 303          |              |                  |                     |        |





## An aerial photograph of a residential street intersection. The streets are labeled 'N 4th St' and 'E Lafayette St'. The intersection is marked with a red 'X' and a green arrow pointing to it. Text annotations include '20 ft intersection clearance' in red and '23 ft parking stall' in green. Various house numbers are visible on the surrounding properties, such as 312, 316, 318, 320, 322, 326, 1002, 1006, 1016, 1021, 1015, 1011, 1007, 1003, 406, 412, 416, 413, 417, 929, 927, 923, 916, 918, 920, 926, 928, 930, 307, 311, 317, and 1000.

**Author:**



ArcGIS Web Map



Date: May 2025

Author:

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## AGENDA RECOMMENDATION

**Consent Calendar 6. F.**

### **City Council Regular Meeting**

**Meeting Date:** 06/09/2025

---

#### **Agenda Item:**

Resolutions ordering preparation of feasibility reports for Capital Improvement Projects:

- 11192 Bellevue Avenue, Jayro Court, and Riverview Street
- 11121 Long Street and Emerson Lane
- 11066 Plum Street
- 11194 Dolph Reservoir
- 11193 2026 Resurfacing and Miscellaneous Sidewalks

#### **Recommendation/Action(s):**

Adoption of the attached resolutions.

#### **Summary:**

The Engineering Department is in the planning stages for the 2026 Capital Improvement Projects and is requesting authorization from the Council to prepare feasibility reports for planned projects. This earlier and more proactive approach to the Capital Improvement Projects may differ from previous years with the goal of having a less constrained schedule and providing additional opportunities for public engagement. The proposed projects include the following:

#### **Bellevue Avenue, Jayro Court, and Riverview Street**

This is a city-initiated full reconstruction project that includes the following streets and their utilities:

- Bellevue Avenue from Woodshire Drive to Swiss Street
- Jayro Court from Bellevue Avenue to its northern terminus
- Riverview Street from Bellevue Avenue to its northern terminus

The proposed project is adjacent to City Project 11120 Woodshire Drive, which has been approved for reconstruction in 2025. A rough estimate of this proposed project is \$1.60 million, which will be refined with the feasibility report.

### Long Street and Emerson Lane

Another city initiated a full reconstruction project that includes the following streets and their utilities:

- Long Street from Main Street to Fair Street
- Emerson Lane from Pfau Street to North Belmont Drive

These streets are located adjacent to recent reconstruction projects and are a continuation of area improvements. A rough estimate of this proposed project is \$2.54 million, to be further reviewed with the feasibility report.

### Plum Street

Plum Street is a petitioned project that begins at the 2024 Riverfront Drive project limits and terminates at North Second Street. Initial conversations with the petitioners were held in late 2024 for public input on the project vision. The rough estimate of the petitioned project is \$870,000, which will be reviewed further with the feasibility report.

### Dolph Reservoir

The Dolph Reservoir is located adjacent to Val Imm Drive and the Minnesota State University – Mankato campus. The project is requested by the Water Department and the scope of work is limited to site improvements, including reconstruction of pavement, curb, and drainage improvements.

### 2026 Resurfacing and Miscellaneous Sidewalks

The City of Mankato performs a yearly resurfacing project and miscellaneous sidewalk improvements in various parts of the city. The proposed areas for 2026 consist of:

- Main Street from Hinckley Street to Victory Drive – the project scope includes pavement section reclamation, minor drainage improvements, select curbing and sidewalks, and general ADA improvements.
- Miscellaneous Sidewalks – The city's yearly miscellaneous sidewalk improvement project includes various replacements throughout the city to generally improve ADA compliance and make necessary sidewalk repairs.

The rough estimated cost of these improvements is \$2.55 million, with additional review to be provided in the feasibility report.

Staff recommends the Council adopt the resolution authorizing the Engineering Department to prepare the feasibility reports for the listed projects.

The feasibility report provides the background of the project, the proposed improvements, the cost of the improvements and the method and amount of proposed special assessments. Approximate schedules of the projects will be provided in the feasibility reports with construction ultimately planned for 2026.

After the feasibility reports are completed, a Call for Hearing will be requested for Council review and decision on the projects. The preliminary special assessments will be discussed in the improvement hearing and the reports will be received by the Council during the hearing. This is the basis of information to provide the Council with

information to consider the project. The hearing allows all interested people to provide testimony to the Council on the project for Council deliberations prior to ordering the project. Should the Council find the project feasible, a resolution is passed ordering the project designed and bids solicited for the work.

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### **Attachments**

Resolution - 11192

Resolution - 11121

Resolution - 11066

Resolution - 11194

Resolution - 11193

Map of Belleview, Jayro and Riverview

Map of Long Street & Emerson Lane

Map of Plum Street

Map of Dolph Reservoir

Map of Main Street Resurfacing

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## RESOLUTION ORDERING PREPARATION OF REPORT ON IMPROVEMENT NUMBER 11192 WITHOUT PETITION

WHEREAS, it is proposed to improve:

- Belleview Avenue from Woodshire Drive to Swiss Street, Jayro Court from Belleview Avenue to its northern terminus, and Riverview Street from Belleview Avenue to its northern terminus

by installing sanitary sewer, domestic water, and storm sewer mains; curb and gutter; aggregate base; bituminous surfacing; sidewalks, sewer and water services; signage, and to assess the benefitted property for all or a portion of the cost of the improvement, pursuant to Minnesota Statutes, Chapter 429.

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

1. That the proposed improvements be referred to the City Engineer for study and that that person is instructed to report to the Council with all convenient speed advising the Council in a preliminary way as to whether the proposed improvement is necessary, cost-effective, and feasible; whether it should best be made as proposed or in connection with some other improvement; the estimated cost of the improvement as recommended; and a description of the methodology used to calculate individual assessments for the affected parcels.

This resolution shall become effective upon its adoption.

Dated this 9th day of June 2025.

---

Najwa Massad  
Mayor

ATTEST: \_\_\_\_\_  
Rena Kopischke  
City Clerk



## RESOLUTION ORDERING PREPARATION OF REPORT ON IMPROVEMENT NUMBER 11121 WITHOUT PETITION

WHEREAS, it is proposed to improve:

- Long Street from Main Street to Fair Street and Emerson Street from Pfau Street to N Belmont Drive

by installing sanitary sewer, domestic water, and storm sewer mains; curb and gutter; aggregate base; bituminous surfacing; sidewalks, sewer and water services; signage, and to assess the benefitted property for all or a portion of the cost of the improvement, pursuant to Minnesota Statutes, Chapter 429.

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

1. That the proposed improvements be referred to the City Engineer for study and that that person is instructed to report to the Council with all convenient speed advising the Council in a preliminary way as to whether the proposed improvement is necessary, cost-effective, and feasible; whether it should best be made as proposed or in connection with some other improvement; the estimated cost of the improvement as recommended; and a description of the methodology used to calculate individual assessments for the affected parcels.

This resolution shall become effective upon its adoption.

Dated this 9th day of June 2025.

---

Najwa Massad  
Mayor

ATTEST: \_\_\_\_\_  
Renae Kopischke  
City Clerk

## RESOLUTION ORDERING PREPARATION OF REPORT ON IMPROVEMENT NUMBER 11066 WITH PETITION

WHEREAS, it is proposed to improve:

- Plum Street from Riverfront Drive to N Second Street

by installing sanitary sewer, domestic water, and storm sewer mains; curb and gutter; aggregate base; bituminous surfacing; sidewalks, sewer and water services; signage, and to assess the benefitted property for all or a portion of the cost of the improvement, pursuant to Minnesota Statutes, Chapter 429.

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

1. That the proposed improvements be referred to the City Engineer for study and that that person is instructed to report to the Council with all convenient speed advising the Council in a preliminary way as to whether the proposed improvement is necessary, cost-effective, and feasible; whether it should best be made as proposed or in connection with some other improvement; the estimated cost of the improvement as recommended; and a description of the methodology used to calculate individual assessments for the affected parcels.

This resolution shall become effective upon its adoption.

Dated this 9th day of June 2025.

---

Najwa Massad  
Mayor

ATTEST: \_\_\_\_\_  
Renae Kopischke  
City Clerk

**RESOLUTION ORDERING PREPARATION OF REPORT ON IMPROVEMENT NUMBER  
11194 WITHOUT PETITION**

WHEREAS, it is proposed to improve:

- The existing site features of Dolph Reservoir without assessments.

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

1. That the proposed improvements be referred to the City Engineer for study and that that person is instructed to report to the Council with all convenient speed advising the Council in a preliminary way as to whether the proposed improvement is necessary, cost-effective, and feasible; whether it should best be made as proposed or in connection with some other improvement; the estimated cost of the improvement as recommended.

This resolution shall become effective upon its adoption.

Dated this 9th day of June 2025.

---

Najwa Massad  
Mayor

ATTEST: \_\_\_\_\_  
Rena Kopischke  
City Clerk

## RESOLUTION ORDERING PREPARATION OF REPORT ON IMPROVEMENT NUMBER 11193 WITHOUT PETITION

WHEREAS, it is proposed to improve:

- Main Street from Hinckley Street to Victory Drive by rehabilitating the pavement section, providing sidewalk and ADA improvements, and drainage improvements, and assessing the benefitted property for all or a portion of the cost of the improvement, pursuant to Minnesota Statutes, Chapter 429.
- Miscellaneous sidewalks throughout the City and assessing the benefitted property for all or a portion of the cost of the improvement, pursuant to Minnesota Statutes, Chapter 429.

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

1. That the proposed improvements be referred to the City Engineer for study and that that person is instructed to report to the Council with all convenient speed advising the Council in a preliminary way as to whether the proposed improvement is necessary, cost-effective, and feasible; whether it should best be made as proposed or in connection with some other improvement; the estimated cost of the improvement as recommended; and a description of the methodology used to calculate individual assessments for the affected parcels.

This resolution shall become effective upon its adoption.

Dated this 9th day of June 2025.

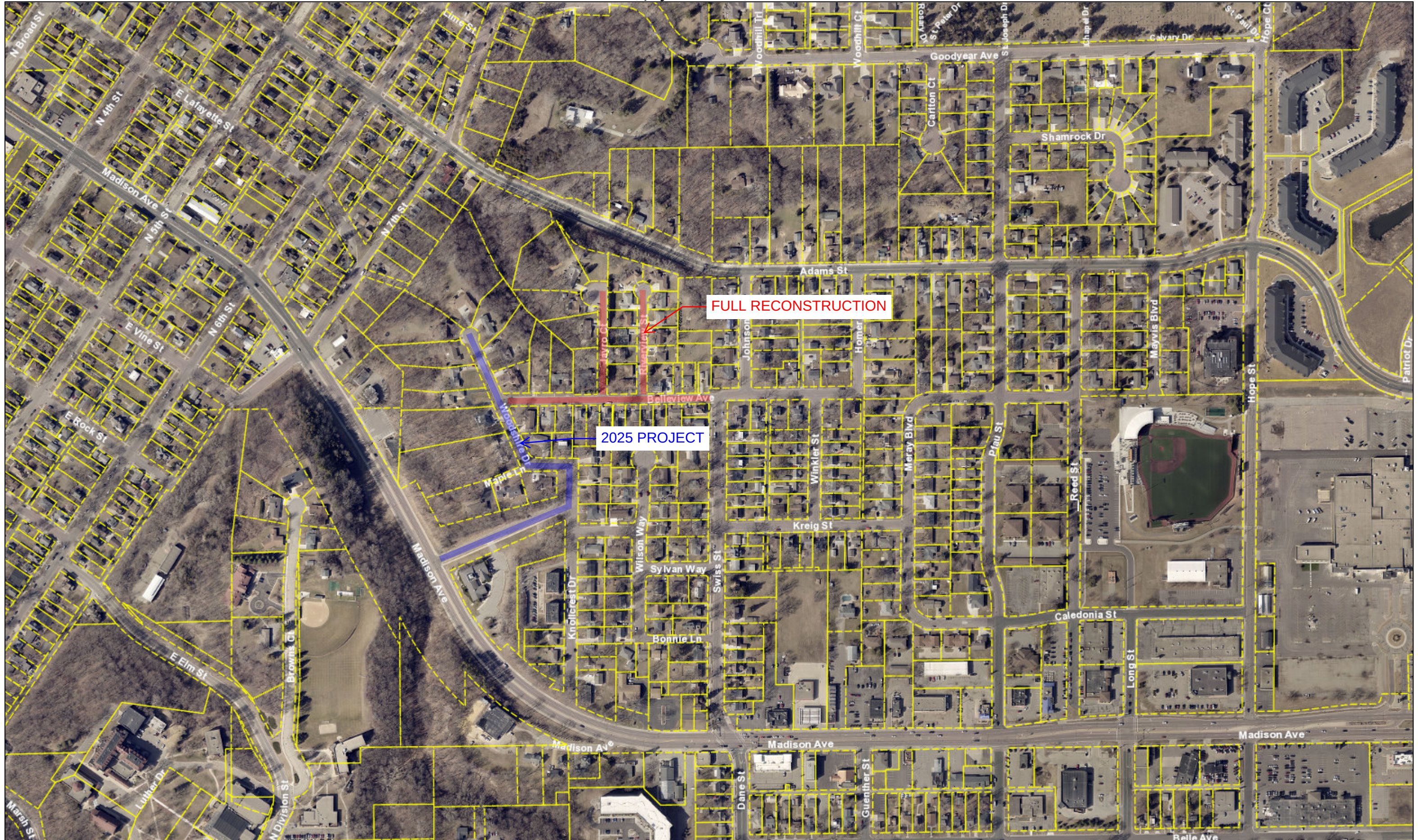
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Najwa Massad  
Mayor

ATTEST: \_\_\_\_\_  
Renae Kopischke  
City Clerk



## Bellevue Avenue, Jayro Court, and Riverview Street



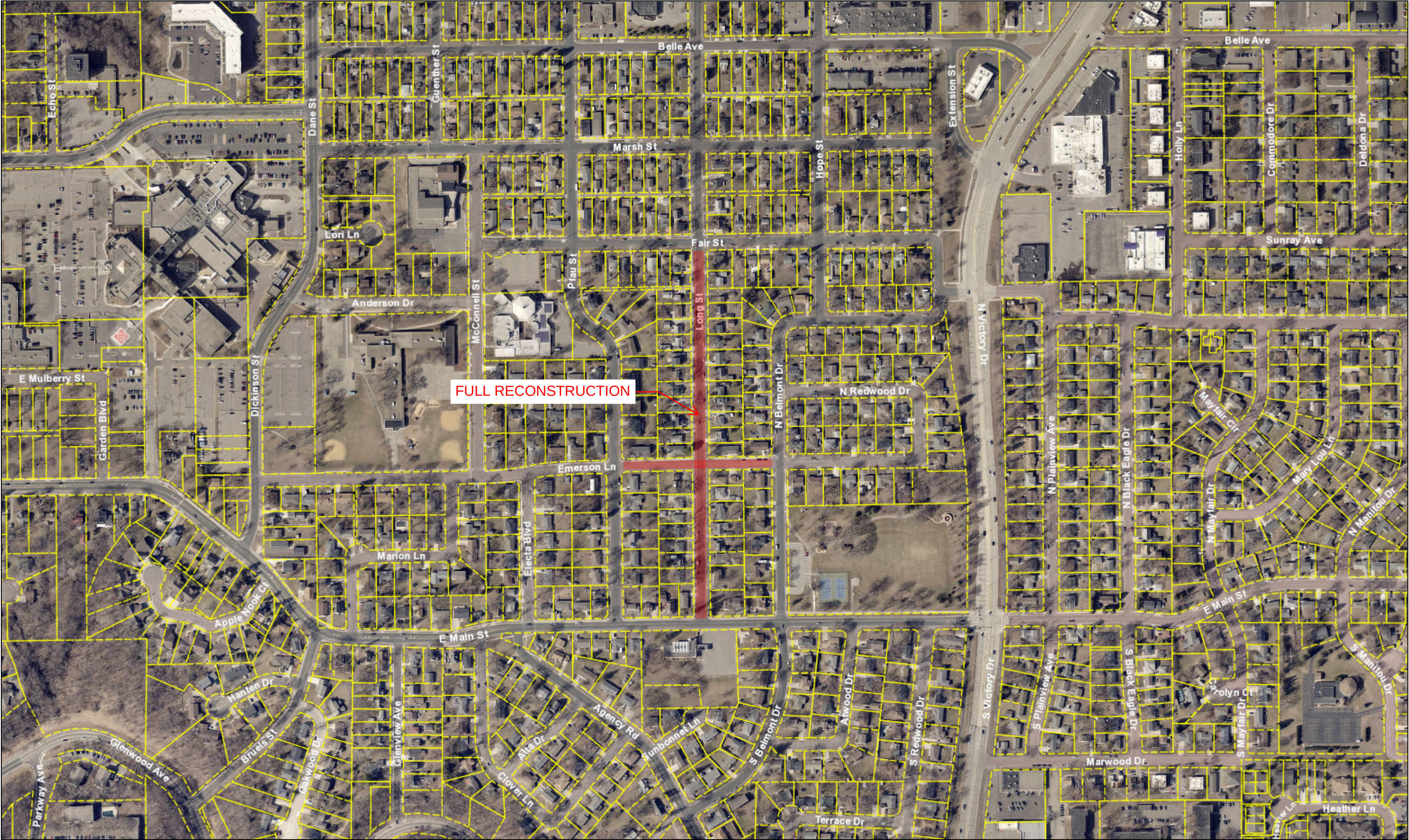
**Date: April 2025**

**Author:**

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Long Street and Emerson Lane



Date: June 2025

Author:

This information is to be used for reference purposes only. The City of Mankato does not guarantee accuracy of the material contained herein and is not responsible for misuse or misinterpretation.





Plum Street



Date: April 2025

Author:

This information is to be used for reference purposes only. The City of Mankato does not guarantee accuracy of the material contained herein and is not responsible for misuse or misinterpretation.





Dolph Reservoir



Date: April 2025

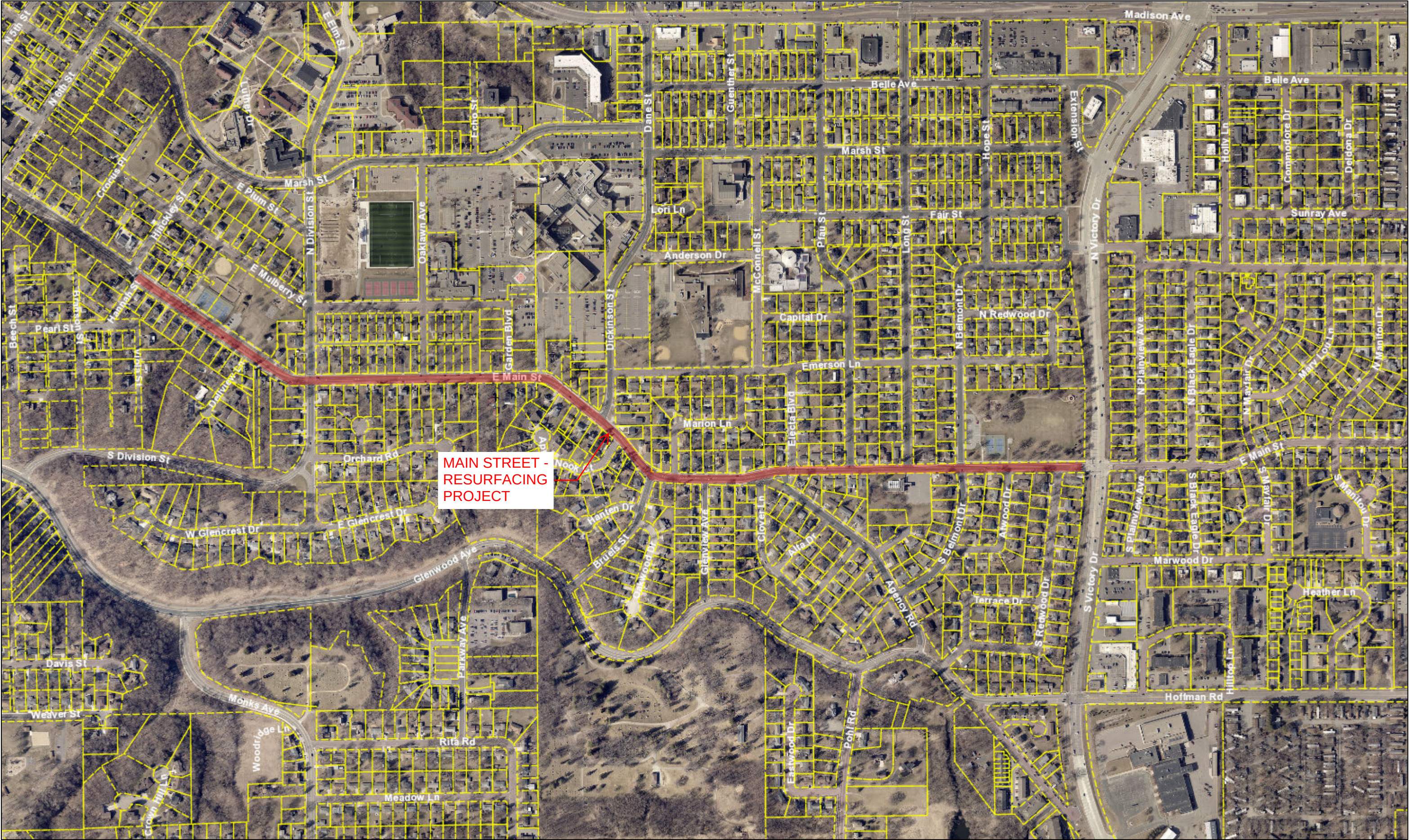
Author:

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Main Street



Date: June 2025

Author:

This information is to be used for reference purposes only. The City of Mankato does not guarantee accuracy of the material contained herein and is not responsible for misuse or misinterpretation.







## AGENDA RECOMMENDATION

Consent Calendar 6. G.

### City Council Regular Meeting

**Meeting Date:** 06/09/2025

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#### **Agenda Item:**

Resolution authorizing the City Manager request grant agreements for State and Federal funding of the Perimeter Road Construction Project – Phase 1 at the Mankato Regional Airport.

#### **Recommendation/Action(s):**

Adoption of the attached resolution.

#### **Summary:**

The 2025 Mankato Budget and Capital Improvement Plan includes construction of Perimeter Road at the Mankato Regional Airport. The USDA Wildlife Management Plan and Part 139 Certification require the project which provides for the construction of a gravel perimeter service road in the southwestern and southeastern quadrants of the Mankato Regional Airport. Phase 1 of the work will include excavation and embankment and aggregate roadway construction. The bid alternate provides for an extension of the access road in the southeastern quadrant.

The City of Mankato authorized a Professional Services Agreement with TKDA on April 25, 2025, for the project formulation, design phase, construction phase, and post-construction phase engineering services associated with the project in the amount of \$88,600. The City of Mankato has also included \$2,000 for administration expenses, which includes advertising for bids.

On May 29, 2025, the city opened bids on the project, at which time, six bids were received, resulting in Borneke Construction Inc. being the apparent low bidder, which is 10% below the Engineer's Estimate of \$460,499.

| <b>ITEM</b>                | <b>COST</b>         |
|----------------------------|---------------------|
| Construction Base Bid      | \$307,534.40        |
| Construction Bid Alternate | \$105,096.75        |
| <b>TOTAL CONSTRUCTION</b>  | <b>\$412,631.15</b> |
| Engineering                | \$88,600.00         |
| Administration             | \$2,000.00          |
| <b>TOTAL</b>               | <b>\$503,231.15</b> |

| <b>SOURCE</b>                                     | <b>FUNDING</b>      | <b>PERCENT</b> |
|---------------------------------------------------|---------------------|----------------|
| Federal Share, Airport Infrastructure Grant (AIG) | \$478,069.00        | 95%            |
| State Share                                       | \$12,580.78         | 2.50%          |
| Local Share                                       | \$12,581.37         | 2.50%          |
| <b>TOTAL</b>                                      | <b>\$503,231.15</b> | <b>100%</b>    |

Staff recommend conditionally awarding the base bid and bid alternate quote to Borneke Construction, Inc. of Janesville, MN in the amount of \$412,631.15.

If the grant request is awarded by the FAA and MnDOT Aeronautics, Council approval for grant execution will be requested.

This award is conditionally based upon the receipt of funding.

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### **Attachments**

Resolution  
Bid Selection

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**RESOLUTION AUTHORIZING THE CITY MANAGER REQUEST GRANT AGREEMENTS  
FOR STATE AND FEDERAL FUNDING OF THE PERIMETER ROAD CONSTRUCTION  
PROJECT – PHASE 1 AT THE MANKATO AIRPORT**

**WHEREAS;** the City of Mankato is the sponsor of the Mankato Regional Airport; and

**WHEREAS;** the USDA Wildlife Management Plan and Part 139 Certification require construction of a Perimeter Road, and the project is included in the 2025 Mankato Budget and Capital Improvement Plan; and

**WHEREAS;** the City opened bids on the Project, at which time, six bids were received complying with the advertisement, the two lowest are indicated below, with Borneke Construction Inc, being the apparent lowest responsible bidder; and

| Company Name              | Base Bid     | Bid Alternate | Total Construction |
|---------------------------|--------------|---------------|--------------------|
| Borneke Construction Inc. | \$307,534.40 | \$105,096.75  | \$412,631.15       |
| BCM Construction Inc.     | \$349,786.00 | \$117,504.00  | \$467,290.00       |

**WHEREAS;** total Construction with Base Bid and Bid Alternate of \$412,631.15 and Engineering \$88,600.00 and Administration \$2,000 for a total project cost of \$503,231.15; and

**WHEREAS;** FAA provides 95% of the federally eligible project expenses, Minnesota Department of Transportation provides 2.5% and local funds provides 2.5%.

**NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MANKATO, MINNESOTA** that the City Manager is authorized to conditionally award the project to Borneke Construction Inc. and apply for the FAA Airport Infrastructure Grant and MnDOT funding for the construction of the Perimeter Road Phase 1 Project.

This resolution shall become effective upon passage without further publication.

**CERTIFICATION**

I hereby certify that the foregoing resolution is a true and correct copy of the resolution presented to and adopted by the City Council of the City of Mankato at a duly authorized meeting held on June 9, 2025.

Adopted this 9th day of June 2025.

\_\_\_\_\_  
Najwa Massad, Mayor

ATTEST: \_\_\_\_\_  
Renae Kopischke, MMC  
City Clerk



June 2, 2025

Shawn Schloesser  
Associate Director – Transportation Planning Services  
Intergovernmental Center  
10 Civic Center Plaza  
Mankato, Minnesota 56001

Re: Mankato Regional Airport  
Perimeter Road Construction – Phase 1  
Contract Award Recommendation  
State Project No. A0701-128  
TKDA Project No. 22273

Dear Mr. Schloesser:

Bids on the above-referenced project were received and opened at 2:00 PM on May 29, 2025. Six bidders submitted a bid as follows for the Base Bid, which was the basis of award:

|                           |               |
|---------------------------|---------------|
| Borneke Construction, Inc | \$ 307,534.40 |
| BCM Construction, Inc     | \$ 349,786.00 |
| OMG Midwest, Inc          | \$ 358,900.50 |
| W W Black Topping, Inc    | \$ 362,230.80 |
| W. Lorentz Construction   | \$ 412,949.15 |
| Dirt Merchant, Inc        | \$ 434,691.90 |

The same six bidders submitted bids for the Bid Alternate. The totals for Base Bid and Bid Alternate are as follows:

|                           |               |
|---------------------------|---------------|
| Borneke Construction, Inc | \$ 412,631.15 |
| BCM Construction, Inc     | \$ 467,290.00 |
| OMG Midwest, Inc          | \$ 480,883.35 |
| W W Black Topping, Inc    | \$ 473,806.70 |
| W. Lorentz Construction   | \$ 550,348.30 |
| Dirt Merchant, Inc        | \$ 591,090.95 |

The Engineer's Estimate for this construction was \$337,644.00 for the Base Bid, and \$460,499.00 for the Base Bid and Bid Alternate, as shown on the attached bid tabulation. We have reviewed the bids and found no improprieties in the bid proposal from the low bidder, Borneke Construction, Inc. The low bid is 10% below the Engineer's Estimate. The City of Mankato also has the option to award the Bid Alternate that was included in the bid, to be awarded based on availability of funds. The Bid Alternate was \$105,096.75 and provides for an extension of the access road in the southeastern quadrant.

The City of Mankato submitted a Grant Initiation Request to the FAA for federal assistance on October 2, 2024. The project will be funded utilizing FAA Airport Infrastructure Grant (AIG) funds at a 95% funding rate, in addition to a State Airport Funds (SAF) match at 2.5%. The City's local share of the project construction costs would be \$10,315.78.

We therefore recommend that a contract be awarded to Borneke Construction Inc, the lowest responsible bidder, for the Base Bid and Bid Alternate. The resulting contract value for the Perimeter Road Construction – Phase 1 would total \$412,631.15. A grant is anticipated in summer 2025; therefore, the resolution for award should be subject to receipt of federal and state funding.

Please contact us at your convenience with any related questions or comments.

Sincerely,

John N. Peterson, PE  
Project Manager

Enclosures



BIDS OPENED: MAY 29, 2025  
TABULATION BY: JNP

**TABULATION OF BIDS**  
**PERIMETER ROAD CONSTRUCTION - PHASE 1**  
**MANKATO REGIONAL AIRPORT**

FAA AIP NO. 3-27-0055-039-2025  
STATE PROJECT NO. A0701-128  
TKDA PROJECT NO. 22273

| ITEM NO.                                  | DESCRIPTION                                     | QUANTITY | ENGINEER'S ESTIMATE |           | BORNEKE CONSTRUCTION INC. |           | BCM CONSTRUCTION INC. |           | OMG MIDWEST INC.<br>dba MN PAVING & MATERIALS |           |            |
|-------------------------------------------|-------------------------------------------------|----------|---------------------|-----------|---------------------------|-----------|-----------------------|-----------|-----------------------------------------------|-----------|------------|
|                                           |                                                 |          | UNIT PRICE          | EXTENSION | UNIT PRICE                | EXTENSION | UNIT PRICE            | EXTENSION | UNIT PRICE                                    | EXTENSION |            |
| BASE BID -SOUTH ROAD, TAXIWAY ACCESS ROAD |                                                 |          |                     |           |                           |           |                       |           |                                               |           |            |
| 01 55 26-1                                | TRAFFIC CONTROL                                 | 1        | LS                  | 3,000.00  | 3,000.00                  | 5,460.00  | 5,460.00              | 2,500.00  | 2,500.00                                      | 11,200.00 | 11,200.00  |
| 01 71 13-1                                | MOBILIZATION                                    | 1        | LS                  | 25,000.00 | 25,000.00                 | 13,100.00 | 13,100.00             | 25,000.00 | 25,000.00                                     | 19,600.00 | 19,600.00  |
| 10 14 53-1                                | TRAFFIC SIGNAGE (MUTCD R1-1 STOP SIGN)          | 1        | Ea                  | 300.00    | 300.00                    | 910.00    | 910.00                | 1,000.00  | 1,000.00                                      | 875.00    | 875.00     |
| 31 23 00-1                                | COMMON EXCAVATION                               | 15,600   | Cu Yd               | 8.00      | 124,800.00                | 4.00      | 62,400.00             | 6.50      | 101,400.00                                    | 5.50      | 85,800.00  |
| 31 23 00-7                                | WATER                                           | 135      | MGAL                | 50.00     | 6,750.00                  | 67.50     | 9,112.50              | 55.00     | 7,425.00                                      | 45.00     | 6,075.00   |
| 31 23 00-9                                | TOPSOIL PLACEMENT                               | 3,450    | Cu Yd               | 3.00      | 10,350.00                 | 3.50      | 12,075.00             | 4.00      | 13,800.00                                     | 9.80      | 33,810.00  |
| 31 25 00-1                                | SILT FENCE                                      | 6,700    | Ln Ft               | 2.00      | 13,400.00                 | 2.50      | 16,750.00             | 2.25      | 15,075.00                                     | 1.90      | 12,730.00  |
| 31 25 00-2                                | SEDIMENT LOG                                    | 260      | Ln Ft               | 4.00      | 1,040.00                  | 3.00      | 780.00                | 3.50      | 910.00                                        | 3.50      | 910.00     |
| 31 25 00-3                                | APRON INLET PROTECTION                          | 2        | Ea                  | 300.00    | 600.00                    | 200.00    | 400.00                | 100.00    | 200.00                                        | 208.00    | 416.00     |
| 31 25 00-4                                | STORM DRAIN PROTECTION                          | 2        | Ea                  | 300.00    | 600.00                    | 200.00    | 400.00                | 100.00    | 200.00                                        | 185.00    | 370.00     |
| 31 32 19-1                                | GEOTEXTILE FILTER FABRIC                        | 196      | Sq Yd               | 8.00      | 1,568.00                  | 3.50      | 686.00                | 2.00      | 392.00                                        | 3.50      | 686.00     |
| 31 37 00-1                                | RIPRAP, CLASS II                                | 38       | Cu Yd               | 20.00     | 760.00                    | 93.50     | 3,553.00              | 105.00    | 3,990.00                                      | 119.00    | 4,522.00   |
| 31 37 00-2                                | GRANULAR FILTER MATERIAL                        | 4        | Cu Yd               | 20.00     | 80.00                     | 78.50     | 314.00                | 111.00    | 444.00                                        | 64.00     | 256.00     |
| 32 02 00-1                                | AGGREGATE SURFACING (CV), CLASS 5               | 1,975    | Cu Yd               | 50.00     | 98,750.00                 | 47.50     | 93,812.50             | 41.00     | 80,975.00                                     | 40.50     | 79,987.50  |
| 32 02 00-2                                | BITUMINOUS TACK COAT                            | 50       | GAL                 | 3.00      | 150.00                    | 2.50      | 125.00                | 7.50      | 375.00                                        | 4.00      | 200.00     |
| 32 02 00-3                                | PLANT MIXED ASPHALT PAVEMENT, TYPE SP 9.5 - WE  | 30       | TN                  | 100.00    | 3,000.00                  | 130.00    | 3,900.00              | 160.00    | 4,800.00                                      | 215.00    | 6,450.00   |
| 32 02 00-4                                | PLANT MIXED ASPHALT PAVEMENT, TYPE SP 9.5 - BA: | 30       | TN                  | 100.00    | 3,000.00                  | 130.00    | 3,900.00              | 160.00    | 4,800.00                                      | 215.00    | 6,450.00   |
| 32 17 23-1                                | PAVEMENT MARKING                                | 1        | LS                  | 1,000.00  | 1,000.00                  | 1,014.00  | 1,014.00              | 1,100.00  | 1,100.00                                      | 975.00    | 975.00     |
| 32 92 00-1                                | SEEDING, CLASS 1                                | 4        | Acre                | 3,000.00  | 13,200.00                 | 5,033.50  | 22,147.40             | 5,500.00  | 24,200.00                                     | 5,000.00  | 22,000.00  |
| 32 92 00-4                                | EROSION CONTROL BLANKET                         | 10,600   | Sq Yd               | 2.00      | 21,200.00                 | 2.00      | 21,200.00             | 2.00      | 21,200.00                                     | 1.95      | 20,670.00  |
| 33 41 00-1                                | 12" CLASS 5 RC PIPE                             | 242      | Ln Ft               | 20.00     | 4,840.00                  | 79.50     | 19,239.00             | 95.00     | 22,990.00                                     | 88.00     | 21,296.00  |
| 33 41 00-2                                | 24" CLASS 5 RC PIPE                             | 58       | Ln Ft               | 32.00     | 1,856.00                  | 120.50    | 6,989.00              | 145.00    | 8,410.00                                      | 148.00    | 8,584.00   |
| 33 41 00-3                                | 12" RC PIPE APRON                               | 8        | Ea                  | 200.00    | 1,600.00                  | 877.00    | 7,016.00              | 800.00    | 6,400.00                                      | 1,461.00  | 11,688.00  |
| 33 41 00-4                                | 24" RC PIPE APRON                               | 2        | Ea                  | 400.00    | 800.00                    | 1,125.50  | 2,251.00              | 1,100.00  | 2,200.00                                      | 1,675.00  | 3,350.00   |
| TOTAL BASE BID                            |                                                 |          |                     | \$        | 337,644.00                | \$        | 307,534.40            | \$        | 349,786.00                                    | \$        | 358,900.50 |
| ALTERNATE BID - EAST ROAD                 |                                                 |          |                     |           |                           |           |                       |           |                                               |           |            |
| 01 71 13-1                                | MOBILIZATION                                    | 1        | LS                  | 12,000.00 | 12,000.00                 | 5,540.00  | 5,540.00              | 5,000.00  | 5,000.00                                      | 6,000.00  | 6,000.00   |
| 31 23 00-2                                | COMMON EXCAVATION                               | 6,250    | Cu Yd               | 8.00      | 50,000.00                 | 4.00      | 25,000.00             | 6.50      | 40,625.00                                     | 5.50      | 34,375.00  |
| 31 23 00-7                                | WATER                                           | 53       | MGAL                | 50.00     | 2,650.00                  | 67.50     | 3,577.50              | 55.00     | 2,915.00                                      | 45.00     | 2,385.00   |
| 31 23 00-9                                | TOPSOIL PLACEMENT                               | 1,213    | Cu Yd               | 3.00      | 3,639.00                  | 3.50      | 4,245.50              | 3.00      | 3,639.00                                      | 9.80      | 11,887.40  |
| 31 25 00-1                                | SILT FENCE                                      | 867      | Ln Ft               | 2.00      | 1,734.00                  | 2.50      | 2,167.50              | 3.00      | 2,601.00                                      | 1.85      | 1,603.95   |
| 31 25 00-2                                | SEDIMENT LOG                                    | 120      | Ln Ft               | 4.00      | 480.00                    | 3.00      | 360.00                | 3.00      | 360.00                                        | 3.50      | 420.00     |
| 31 25 00-3                                | APRON INLET PROTECTION                          | 1        | Ea                  | 300.00    | 300.00                    | 200.00    | 200.00                | 100.00    | 100.00                                        | 260.00    | 260.00     |
| 31 32 19-1                                | GEOTEXTILE FILTER FABRIC                        | 34       | Sq Yd               | 8.00      | 272.00                    | 3.50      | 119.00                | 2.00      | 68.00                                         | 5.00      | 170.00     |
| 31 37 00-1                                | RIPRAP, CLASS II                                | 6        | Cu Yd               | 20.00     | 120.00                    | 93.50     | 561.00                | 117.00    | 702.00                                        | 145.00    | 870.00     |
| 31 37 00-2                                | GRANULAR FILTER MATERIAL                        | 2        | Cu Yd               | 20.00     | 40.00                     | 78.50     | 157.00                | 68.00     | 136.00                                        | 64.00     | 128.00     |
| 32 02 00-1                                | AGGREGATE SURFACING (CV), CLASS 5               | 730      | Cu Yd               | 50.00     | 36,500.00                 | 47.50     | 34,675.00             | 41.00     | 29,930.00                                     | 40.50     | 29,565.00  |
| 32 92 00-1                                | SEEDING, CLASS 1                                | 2        | Acre                | 3,000.00  | 4,500.00                  | 5,033.50  | 7,550.25              | 5,400.00  | 8,100.00                                      | 5,000.00  | 7,500.00   |
| 32 92 00-4                                | EROSION CONTROL BLANKET                         | 3,630    | Sq Yd               | 2.00      | 7,260.00                  | 2.00      | 7,260.00              | 2.00      | 7,260.00                                      | 1.95      | 7,078.50   |
| 33 41 00-1                                | 12" CLASS 5 RC PIPE                             | 128      | Ln Ft               | 20.00     | 2,560.00                  | 79.50     | 10,176.00             | 106.00    | 13,568.00                                     | 110.00    | 14,080.00  |
| 33 41 00-3                                | 12" RC PIPE APRON                               | 4        | Ea                  | 200.00    | 800.00                    | 877.00    | 3,508.00              | 625.00    | 2,500.00                                      | 1,415.00  | 5,660.00   |
| TOTAL ALTERNATE BID                       |                                                 |          |                     | \$        | 122,855.00                | \$        | 105,096.75            | \$        | 117,504.00                                    | \$        | 121,982.85 |
| TOTAL BASE + ALTERNATE BID                |                                                 |          |                     | \$        | 460,499.00                | \$        | 412,631.15            | \$        | 467,290.00                                    | \$        | 480,883.35 |

BIDS OPENED: MAY 29, 2025  
TABULATION BY: JNP

**TABULATION OF BIDS**  
**PERIMETER ROAD CONSTRUCTION - PHASE 1**  
**MANKATO REGIONAL AIRPORT**

FAA AIP NO. 3-27-0055-039-2025  
STATE PROJECT NO. A0701-128  
TKDA PROJECT NO. 22273

| ITEM                                      |                                                | ENGINEER'S ESTIMATE |       |            |            | W W BLACKTOPPING INC. |            | W. LORENTZ CONSTRUCTION |            | DIRT MERCHANT INC. |            |
|-------------------------------------------|------------------------------------------------|---------------------|-------|------------|------------|-----------------------|------------|-------------------------|------------|--------------------|------------|
| NO.                                       | DESCRIPTION                                    | QUANTITY            |       | UNIT PRICE | EXTENSION  | UNIT PRICE            | EXTENSION  | UNIT PRICE              | EXTENSION  | UNIT PRICE         | EXTENSION  |
| BASE BID -SOUTH ROAD, TAXIWAY ACCESS ROAD |                                                |                     |       |            |            |                       |            |                         |            |                    |            |
| 01 55 26-1                                | TRAFFIC CONTROL                                | 1                   | LS    | 3,000.00   | 3,000.00   | 3,350.00              | 3,350.00   | 2,250.00                | 2,250.00   | 4,750.00           | 4,750.00   |
| 01 71 13-1                                | MOBILIZATION                                   | 1                   | LS    | 25,000.00  | 25,000.00  | 39,200.00             | 39,200.00  | 33,500.00               | 33,500.00  | 43,993.00          | 43,993.00  |
| 10 14 53-1                                | TRAFFIC SIGNAGE (MUTCD R1-1 STOP SIGN)         | 1                   | Ea    | 300.00     | 300.00     | 1,000.00              | 1,000.00   | 875.00                  | 875.00     | 875.00             | 875.00     |
| 31 23 00-1                                | COMMON EXCAVATION                              | 15,600              | Cu Yd | 8.00       | 124,800.00 | 7.40                  | 115,440.00 | 10.64                   | 165,984.00 | 10.00              | 156,000.00 |
| 31 23 00-7                                | WATER                                          | 135                 | MGAL  | 50.00      | 6,750.00   | 50.00                 | 6,750.00   | 50.00                   | 6,750.00   | 60.00              | 8,100.00   |
| 31 23 00-9                                | TOPSOIL PLACEMENT                              | 3,450               | Cu Yd | 3.00       | 10,350.00  | 5.50                  | 18,975.00  | 5.65                    | 19,492.50  | 5.00               | 17,250.00  |
| 31 25 00-1                                | SILT FENCE                                     | 6,700               | Ln Ft | 2.00       | 13,400.00  | 2.00                  | 13,400.00  | 2.10                    | 14,070.00  | 2.25               | 15,075.00  |
| 31 25 00-2                                | SEDIMENT LOG                                   | 260                 | Ln Ft | 4.00       | 1,040.00   | 3.30                  | 858.00     | 2.95                    | 767.00     | 6.00               | 1,560.00   |
| 31 25 00-3                                | APRON INLET PROTECTION                         | 2                   | Ea    | 300.00     | 600.00     | 204.00                | 408.00     | 350.00                  | 700.00     | 200.00             | 400.00     |
| 31 25 00-4                                | STORM DRAIN PROTECTION                         | 2                   | Ea    | 300.00     | 600.00     | 204.00                | 408.00     | 250.00                  | 500.00     | 200.00             | 400.00     |
| 31 32 19-1                                | GEOTEXTILE FILTER FABRIC                       | 196                 | Sq Yd | 8.00       | 1,568.00   | 2.80                  | 548.80     | 2.50                    | 490.00     | 5.00               | 980.00     |
| 31 37 00-1                                | RIPRAP, CLASS II                               | 38                  | Cu Yd | 20.00      | 760.00     | 113.00                | 4,294.00   | 56.20                   | 2,135.60   | 203.70             | 7,740.60   |
| 31 37 00-2                                | GRANULAR FILTER MATERIAL                       | 4                   | Cu Yd | 20.00      | 80.00      | 122.00                | 488.00     | 56.20                   | 224.80     | 84.20              | 336.80     |
| 32 02 00-1                                | AGGREGATE SURFACING (CV), CLASS 5              | 1,975               | Cu Yd | 50.00      | 98,750.00  | 37.60                 | 74,260.00  | 32.91                   | 64,997.25  | 39.50              | 78,012.50  |
| 32 02 00-2                                | BITUMINOUS TACK COAT                           | 50                  | GAL   | 3.00       | 150.00     | 2.50                  | 125.00     | 250.00                  | 12,500.00  | 2.50               | 125.00     |
| 32 02 00-3                                | PLANT MIXED ASPHALT PAVEMENT, TYPE SP 9.5 - WE | 30                  | TN    | 100.00     | 3,000.00   | 130.00                | 3,900.00   | 200.00                  | 6,000.00   | 130.00             | 3,900.00   |
| 32 02 00-4                                | PLANT MIXED ASPHALT PAVEMENT, TYPE SP 9.5 - BA | 30                  | TN    | 100.00     | 3,000.00   | 130.00                | 3,900.00   | 200.00                  | 6,000.00   | 130.00             | 3,900.00   |
| 32 17 23-1                                | PAVEMENT MARKING                               | 1                   | LS    | 1,000.00   | 1,000.00   | 1,000.00              | 1,000.00   | 975.00                  | 975.00     | 975.00             | 975.00     |
| 32 92 00-1                                | SEEDING, CLASS 1                               | 4                   | Acre  | 3,000.00   | 13,200.00  | 4,500.00              | 19,800.00  | 1,650.00                | 7,260.00   | 6,000.00           | 26,400.00  |
| 32 92 00-4                                | EROSION CONTROL BLANKET                        | 10,600              | Sq Yd | 2.00       | 21,200.00  | 2.00                  | 21,200.00  | 1.75                    | 18,550.00  | 2.75               | 29,150.00  |
| 33 41 00-1                                | 12" CLASS 5 RC PIPE                            | 242                 | Ln Ft | 20.00      | 4,840.00   | 72.00                 | 17,424.00  | 64.00                   | 15,488.00  | 50.55              | 12,233.10  |
| 33 41 00-2                                | 24" CLASS 5 RC PIPE                            | 58                  | Ln Ft | 32.00      | 1,856.00   | 120.00                | 6,960.00   | 170.00                  | 9,860.00   | 114.55             | 6,643.90   |
| 33 41 00-3                                | 12" RC PIPE APRON                              | 8                   | Ea    | 200.00     | 1,600.00   | 800.00                | 6,400.00   | 2,298.00                | 18,384.00  | 1,502.00           | 12,016.00  |
| 33 41 00-4                                | 24" RC PIPE APRON                              | 2                   | Ea    | 400.00     | 800.00     | 1,071.00              | 2,142.00   | 2,598.00                | 5,196.00   | 1,938.00           | 3,876.00   |
| TOTAL BASE BID                            |                                                |                     |       | \$         | 337,644.00 | \$                    | 362,230.80 | \$                      | 412,949.15 | \$                 | 434,691.90 |
| ALTERNATE BID - EAST ROAD                 |                                                |                     |       |            |            |                       |            |                         |            |                    |            |
| 01 71 13-1                                | MOBILIZATION                                   | 1                   | LS    | 12,000.00  | 12,000.00  | 4,109.00              | 4,109.00   | 15,400.00               | 15,400.00  | 7,400.00           | 7,400.00   |
| 31 23 00-2                                | COMMON EXCAVATION                              | 6,250               | Cu Yd | 8.00       | 50,000.00  | 6.00                  | 37,500.00  | 10.64                   | 66,500.00  | 12.00              | 75,000.00  |
| 31 23 00-7                                | WATER                                          | 53                  | MGAL  | 50.00      | 2,650.00   | 93.00                 | 4,929.00   | 50.00                   | 2,650.00   | 60.00              | 3,180.00   |
| 31 23 00-9                                | TOPSOIL PLACEMENT                              | 1,213               | Cu Yd | 3.00       | 3,639.00   | 6.30                  | 7,641.90   | 5.65                    | 6,853.45   | 5.00               | 6,065.00   |
| 31 25 00-1                                | SILT FENCE                                     | 867                 | Ln Ft | 2.00       | 1,734.00   | 2.00                  | 1,734.00   | 2.10                    | 1,820.70   | 2.25               | 1,950.75   |
| 31 25 00-2                                | SEDIMENT LOG                                   | 120                 | Ln Ft | 4.00       | 480.00     | 2.90                  | 348.00     | 2.95                    | 354.00     | 6.00               | 720.00     |
| 31 25 00-3                                | APRON INLET PROTECTION                         | 1                   | Ea    | 300.00     | 300.00     | 204.00                | 204.00     | 350.00                  | 350.00     | 200.00             | 200.00     |
| 31 32 19-1                                | GEOTEXTILE FILTER FABRIC                       | 34                  | Sq Yd | 8.00       | 272.00     | 6.00                  | 204.00     | 2.50                    | 85.00      | 5.00               | 170.00     |
| 31 37 00-1                                | RIPRAP, CLASS II                               | 6                   | Cu Yd | 20.00      | 120.00     | 150.00                | 900.00     | 56.20                   | 337.20     | 207.05             | 1,242.30   |
| 31 37 00-2                                | GRANULAR FILTER MATERIAL                       | 2                   | Cu Yd | 20.00      | 40.00      | 120.00                | 240.00     | 56.50                   | 113.00     | 87.55              | 175.10     |
| 32 02 00-1                                | AGGREGATE SURFACING (CV), CLASS 5              | 730                 | Cu Yd | 50.00      | 36,500.00  | 37.60                 | 27,448.00  | 22.91                   | 16,724.30  | 39.50              | 28,835.00  |
| 32 92 00-1                                | SEEDING, CLASS 1                               | 2                   | Acre  | 3,000.00   | 4,500.00   | 4,500.00              | 6,750.00   | 1,650.00                | 2,475.00   | 6,000.00           | 9,000.00   |
| 32 92 00-4                                | EROSION CONTROL BLANKET                        | 3,630               | Sq Yd | 2.00       | 7,260.00   | 2.00                  | 7,260.00   | 1.75                    | 6,352.50   | 2.75               | 9,982.50   |
| 33 41 00-1                                | 12" CLASS 5 RC PIPE                            | 128                 | Ln Ft | 20.00      | 2,560.00   | 71.00                 | 9,088.00   | 64.00                   | 8,192.00   | 50.55              | 6,470.40   |
| 33 41 00-3                                | 12" RC PIPE APRON                              | 4                   | Ea    | 200.00     | 800.00     | 805.00                | 3,220.00   | 2,298.00                | 9,192.00   | 1,502.00           | 6,008.00   |
| TOTAL ALTERNATE BID                       |                                                |                     |       | \$         | 122,855.00 | \$                    | 111,575.90 | \$                      | 137,399.15 | \$                 | 156,399.05 |
| TOTAL BASE + ALTERNATE BID                |                                                |                     |       | \$         | 460,499.00 | \$                    | 473,806.70 | \$                      | 550,348.30 | \$                 | 591,090.95 |





## AGENDA RECOMMENDATION

### City Council Regular Meeting

6. H.

**Meeting Date:** 06/09/2025

---

#### **Agenda Item:**

Resolution supporting State Bonding request for Air Traffic Control Tower Construction.

#### **Recommendation/Action(s):**

Adoption of the attached resolution.

#### **Summary:**

To this date, the City of Mankato has worked on a multiple-step process in acquiring an Air Traffic Control Tower at the Mankato Regional Airport. As part of the current design step, we have received a 10% design cost estimate of \$20,802,000. Due to the anticipated costs of this project, city staff have reviewed different funding options, including a State Bonding request for part of the project.

The State of Minnesota Office of Management and Budget (OMB) requests that all capital budget projects for the coming legislative session be submitted prior to the bonding year.

The City of Mankato recently submitted a request for State Bonding dollars to help in funding the construction of the Air Traffic Control Tower. As part of the request, formal Council support for the project is recommended.

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### **Attachments**

Resolution

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## **RESOLUTION SUPPORTING STATE BONDING REQUEST FOR AIR TRAFFIC CONTROL TOWER CONSTRUCTION PROJECT**

**WHEREAS**, the City of Mankato has engaged in the planning of constructing an Air Traffic Control Tower at the City of Mankato Regional Airport; AND

**WHEREAS**, the City of Mankato has completed multiple steps prior to construction including updating the master plan, site selection, environmental assessment; AND

**WHEREAS**, as the City of Mankato finishes the design process and looks at the next steps of site preparation and construction; AND

**WHEREAS**, the City of Mankato has received 10% design cost estimates of \$20,802,000; AND

**WHEREAS**, City Council supports a state bonding request to help fund the construction of the Air Traffic Control Tower at the City of Mankato's Regional Airport;

### **NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF MANKATO, MINNESOTA:**

1. The Council hereby supports the submittal of a state bonding request for the City of Mankato's Air Traffic Control Tower Construction project.

This resolution shall become effective upon its adoption.

Passed this 9th day of June, 2025

\_\_\_\_\_  
Najwa Massad  
Mayor

ATTEST: \_\_\_\_\_  
Rena Kopischke  
City Clerk





## AGENDA RECOMMENDATION

### City Council Regular Meeting

6. I.

**Meeting Date:** 06/09/2025

---

#### **Agenda Item:**

Resolution supporting State Bonding request for the Southeast Water Quality.

#### **Recommendation/Action(s):**

Adoption of the attached resolution.

#### **Summary:**

The Southeast Water Quality project seeks to implement drainage management and associated water quality enhancements that are focused on the Southeast Drainage District and associated stream courses, including the main stem of the Minnesota River. Phase 1 has been completed and consisted of a comprehensive watershed study. Several projects have been identified from the study with the next step being land acquisition.

Due to the anticipated costs of this project, which are currently estimated at \$13,500,000, city staff have reviewed different funding options, including a State Bonding request for part of the project.

The State of Minnesota Office of Management and Budget (OMB) requests that all capital budget projects for the coming legislative session be submitted prior to the bonding year. As part of the request, formal Council support for the project is recommended.

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#### **Attachments**

Resolution

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**RESOLUTION SUPPORTING STATE BONDING REQUEST FOR SOUTHEAST  
WATER QUALITY PROJECT**

**WHEREAS**, the City of Mankato has previously identified a need for a Southeast Water Quality Project; AND

**WHEREAS**, the City of Mankato has completed a comprehensive watershed study to identify the needs; AND

**WHEREAS**, as the City of Mankato looks to move forward with future phases of the project including land acquisition and restoration; AND

**WHEREAS**, as the City of Mankato estimates the future phases to cost upwards of \$13,500,000; AND

**WHEREAS**, City Council supports a state bonding request to help fund the project objectives;

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

1. The Council hereby supports the submittal of a state bonding request for the City of Mankato's Southeast Water Quality project.

This resolution shall become effective upon its adoption.

Passed this 9th day of June, 2025

\_\_\_\_\_  
Najwa Massad  
Mayor

ATTEST: \_\_\_\_\_  
Rena Kopischke  
City Clerk



## AGENDA RECOMMENDATION

**Consent Calendar 6. J.**

### **City Council Regular Meeting**

**Meeting Date:** 06/09/2025

---

#### **Agenda Item:**

Set July 14, 2025, as the date of the Public Hearing for a Land Use Plan amendment to change the guided land use from Public-Semi-Public to Central Business District (401 South 2nd Street); by request of Big Blue Hospitality, LLC.

#### **Recommendation/Action(s):**

At the May 28, 2025, meeting, the Planning Commission recommended setting the date of hearing for the proposed Land Use Plan Amendment.

#### **Summary:**

Big Blue Hospitality, LLC, has requested to set the date of hearing for a land use amendment to change the land use designation of the property from Public-Semi-Public to Central Business District to allow for the redevelopment of the existing post office.

In accordance with Mankato's City Charter, on April 28, 2025, the Mankato City Council referred the Land Use Plan request to the Planning Commission for review and consideration. The Commission reviewed the request at their May 28, 2025, meeting, and has provided a recommendation of approval with conditions. Following the Planning Commission's review and with their recommendation, the City Council will conduct a public hearing before adopting the proposed plan or modifications by resolution, with or without amendments.

#### **Land Use**

The City of Mankato Land Use Plan is utilized for guiding and accomplishing the coordinated, adjusted, and harmonious development of the city and its environs which will, in accordance with present and future needs, best promote health, safety, order and general welfare. As a guideline, the Land Use Plan is not a zoning document. The policies, goals, and objectives are complimentary to the City of Mankato Comprehensive Plan and the City of Mankato Strategic Plan. The Land Use Plan is intended to promote efficiency and economy in the process of development, including, among other things, adequate provisions for traffic; the promotion and protection of environmentally sensitive



areas, distribution of population, providing housing alternatives, the promotion of good civic design and arrangement, efficient expenditure of public funds; and the adequate provision of public utilities and other public requirements.

There are two components to the land use plan, which are text and the map. The text provides policies, goals, and objectives. In addition to the policies, goals, and objectives, the Land Use Plan includes location criteria for each of the land use classifications. The proposed land use plan changes should address the items listed in the land use plan under the policies, goals, and objectives. For this request, the applicant is proposing to change the property, which has the land use classifications from Public-Semi-Public to Central Business District.

### ***Proposal***

The applicant is proposing to amend the Land Use Plan from Public-Semi-Public to Central Business District for the redevelopment of the existing Post Office. The area proposed is bordered by three public roads: Broad Street to the West, Jackson Street to the North, and Broad Street to the East (R01.09.18.107.001).

The applicant is proposing a redevelopment scenario which would include a restaurant, event center, roof deck patio, and office space. A new hotel and parking ramp are proposed on the eastern portion of the property adjacent to Broad Street.

To engage the community, the applicants hosted two neighborhood meetings on March 31 and April 3, to discuss the project with adjacent property owners. No residents were in attendance and no negative feedback was received.

The applicant has submitted a [traffic study](#) to address traffic impacts on the project.

### **Moving forward**

Prior to any future development, the applicant will be required to submit zoning requests for rezoning of the subject parcels, platting, planned unit development requests, and any other applicable zoning requests.

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### **Attachments**

General Location Map

Aerial

Site Plan

Narrative

---



# GLM



Date: May 2025

Author:

This information is to be used for reference purposes only. The City of Mankato does not guarantee accuracy of the material contained herein and is not responsible for misuser misinterpretation.



# Aerial Map



Date: May 2025

Author:

This information is to be used for reference purposes only. The City of Mankato does not guarantee accuracy of the material contained herein and is not responsible for misuse or misinterpretation.





POSSIBLE RENOVATION PLAN  
1ST FLOOR:  
8,000 SF RESTAURANT  
10,300 SF EVENT SPACE  
3,680 SF LOBBY  
2ND FLOOR:  
530 SF KITCHEN  
3,600 ROOF DECK PATIO  
12,090 SF OF EXISTING OFFICE  
SPACE  
3RD FLOOR:  
6,080 SF EXISTING OFFICE SPACE

April 8, 2025

Mark Konz  
Director of Planning & Development Services  
City of Mankato  
10 Civic Center Plaza  
Mankato, MN 56001  
Mkonz@mankatomn.gov

Molly Westman  
Planning Coordinator  
City of Mankato  
10 Civic Center Plaza  
Mankato, MN 56001  
Mwestman@mankatomn.gov



**RE: Land Use Amendment Request  
Mankato Post Office Project – R010918107001**

Mark & Molly,

Thank you for reviewing the attached materials in support of a Land Use Amendment request being submitted on behalf of Big Blue Hospitality, LLC. Below is a narrative describing the subject property and Land Use Amendment request.

## PROJECT NARRATIVE

Big Blue Hospitality, LLC. is pursuing a Land Use Amendment to change the guided land use designation of the property from Public-Semi Public to Central Business District to allow for redevelopment of the existing Post Office. One potential development scenario that has been discussed includes renovating the first floor of the existing post office into a restaurant, event center, and lobby. The second floor would house a kitchen, roof deck patio, and office space. The existing office space on the 3<sup>rd</sup> floor would remain. Additionally, a new hotel and parking garage would be developed in the adjacent existing parking lot to support the revitalization of the property and downtown City Center as a whole. The property is located directly east of 2<sup>nd</sup> Street, north of Cherry Street, and south of Jackson Street. The parcel is 1.5 acres.

## LAND USE AMENDMENT

Big Blue Hospitality, LLC. held community engagement meetings on March 31<sup>st</sup>, 2025, to discuss Task 1 and Task 2 of the City of Mankato's Land Use Amendment Process and on April 3<sup>rd</sup>, 2025, to discuss Task 3. Meeting notices were sent out to property owners within 500 feet of the site with a 10-day notice given. Enclosed are the community engagement sign-in sheets depicting the subject property owners who were present. No additional residents were in attendance and no negative feedback was received.

The project will meet the criteria listed in Chapter 10 – Land Use (Zoning) Sec. 10.98. – Amendments. Subd. 5. Standards for Amendments.

- a) Whether the proposed amendment is consistent with the goals, objectives, and policies of the Comprehensive Land Use Plan, as adopted and amended from time to time by the City Council.**

The proposed amendment aligns with the goals and intentions of the City's Comprehensive Land Use Plan by promoting economic development, adaptive reuse of existing structures, and enhancing downtown Mankato as a vibrant, mixed-use district. The proposed redevelopment will rehabilitate and revitalize an underused area and will promote infill development. The project will also encourage attractive landscaping and design of the private project by meeting city design standards.

- b) Whether the proposed amendment is compatible with the overall character of existing development in the immediate vicinity of the affected property.**

The proposed amendment is compatible with the character of existing development in the area, which includes commercial, retail, hospitality, and public uses within downtown Mankato. The adaptive reuse of the post office building preserves a historically significant structure while introducing new amenities that will enhance the downtown



environment. Providing necessary accommodation and infrastructure to support local businesses and events, the addition of a hotel and parking garage is in line with existing developments in the Mankato area. The architectural design and site improvements will be thoughtfully planned to harmonize with the surrounding built environment.

**c) Whether the proposed amendment will have an adverse effect on the value of adjacent properties.**

The proposed redevelopment of the post office site is anticipated to have a positive effect on surrounding property values. The proposed restaurant, event center, hotel, and structured parking will contribute to increased economic activity, improved pedestrian engagement, and overall neighborhood enhancement. By activating a currently underutilized site, the project will attract visitors, create job opportunities, and support surrounding businesses, thereby increasing property values in the area. No adverse effects on properties are expected.

**d) The adequacy of public facilities and services.**

The proposed redevelopment will be adequately served by existing public infrastructure, including roadways, water, sewer, and emergency services. Any necessary upgrades will be coordinated with City staff. The inclusion of a parking garage will help address demand for parking in the area, supporting both the proposed uses and surrounding businesses. Traffic and pedestrian circulation will be carefully considered to ensure accessibility and safety. Additionally, the hotel and event center will contribute to the local economy without overburdening public resources.

The Amendment request is in alignment with the Goals listed in Chapter 1 of the City of Mankato's Land Use Plan.

**1. Retain and enhance the character and quality of established areas and revitalize, rehabilitate or redevelop areas where such improvement is required or requested.**

The proposed redevelopment will revitalize an underutilized property in the heart of Mankato's commercial district. The adaptive reuse of the historic post office building preserves its architectural character while bringing new economic and social vitality to the area. The addition of a hotel and parking garage further enhances the vibrancy of the district, supporting tourism and local businesses.

**2. Promote adequate housing alternatives for all income levels and age groups.**

While this project does not include residential development, it indirectly supports the city's housing goals by strengthening the Central Business District. The addition of a hotel provides temporary lodging options that complement the city's residential neighborhoods and offers accommodation for visitors, business travelers, and event attendees.

**3. Encourage the orderly growth of the community.**

This redevelopment supports the city's vision for growth by aligning with Mankato's comprehensive plan and economic development strategies. The transition to a Central Business District designation allows for a more cohesive and sustainable expansion of downtown commercial activities.

**4. Promote infill development for the purpose of obtaining the maximum utilization of existing infrastructure.**

This project promotes infill development as it repurposes an existing structure and parking lot within a developed area. The use of existing water, sewer, road, and utility infrastructure reduces the need for costly new expansions and maximizes urban land efficiency.

**5. Promote the preservation of ravines, bluff lines, wetlands, woodlands and other environmentally sensitive areas.**

The proposed redevelopment will take place in an already developed urban setting, ensuring no impact on environmentally sensitive areas. Sustainable building practices and landscaping will be incorporated where feasible to enhance environmental quality.

**6. Encourage landscaping and the attractive design of public and private developments.**

The redevelopment will incorporate high-quality architectural design, site landscaping, and streetscape improvements consistent with the downtown design guidelines and to maintain an inviting pedestrian environment.

**7. Promote complementary land uses and minimize incompatible land uses.**

The transition to a Central Business District designation ensures compatibility with surrounding downtown uses. The proposed restaurant, event center, hotel, and parking are consistent with downtown land use patterns and will help enhance the area's economic growth.

**8. Promote efficient use of municipal services**

The proposed redevelopment will be adequately served by existing public infrastructure, including roadways, water, sewer, and emergency services. Any necessary upgrades will be coordinated with City staff.

**9. Designate adequate vacant land to allow for the growth of residential, commercial, and industrial areas.**

By utilizing an underused parcel within the downtown area, this amendment helps ensure that vacant land in other areas can be preserved for future residential or industrial needs.

**10. Promote the orderly extension of streets and the development of pedestrian/bike corridors.**

The project is located within close proximity to existing sidewalks, access to bike routes, and transit which will enhance pedestrian activity in the downtown area. The redevelopment of Jackson Street will also provide better pedestrian and bike corridors which will contribute to reaching this goal.

**11. Stabilize property values by promoting the application of effective land use controls and development standards.**

Redevelopment will increase the value of a key site, create economic activity, and promote continued investment in the surrounding area, helping stabilize and enhance adjacent property values.



**12. Encourage and promote innovations in development techniques in order to obtain maximum livability and excellence in planning and design for all new developments.**

The adaptive reuse of the post office building demonstrates innovative development techniques that balance historic preservation with modern commercial functionality. The design of the new hotel and parking garage will incorporate contemporary planning principles that enhance urban livability.

**13. Promote, maintain, and preserve parks and open space.**

While the project does not directly include new park space, it supports downtown activity and economic growth. Streetscape enhancements will contribute to a more inviting and pedestrian-friendly urban environment.

This land use amendment request supports Mankato's long-term development vision by encouraging economic growth, enhancing downtown vibrancy, and repurposing an underutilized property. The proposed changes align with the City's Comprehensive Plan, complement surrounding land uses, and will positively contribute to the local economy and community infrastructure. We respectfully request approval of this amendment to allow for the redevelopment of the Post Office site.

Thank you again for reviewing the information provided in support of this project. Please contact us at 507.387.6651 or via email with any questions or if there is any additional information we can provide in support of this project.

Sincerely,



Emily Nepp  
Development Services Coordinator  
[Emily.Nepp@ISGInc.com](mailto:Emily.Nepp@ISGInc.com)

Sincerely,



Nathan Hermer, PE  
Civil Engineer  
[Nathan.Hermer@ISGInc.com](mailto:Nathan.Hermer@ISGInc.com)

# Memorandum

ISG

**To:** City of Mankato

**From:** ISG

**Date:** March 28, 2025

**Subject:** South 2<sup>nd</sup> Street Turn Lane Warrants

Using the ITE Trip Generation Manual, 11<sup>th</sup> Edition, for a Hotel in a Dense Multi-Use Urban area (moderate size urban area downtowns), the site is anticipated to generate up to 168 trips during the PM peak hour of the adjacent street traffic. Most of the existing traffic is for alternate destinations, so the site generated trips were added to the existing traffic volume. The site initially served as a post office which based on the ITE Trip Generation Manual, 11<sup>th</sup> Edition was anticipated to generate 327 vehicles during the PM peak hour, this proposed development will not have a detrimental effect on the existing infrastructure.

|              | Home2 Hotel<br>vehicle trips | Cave Restaurant<br>vehicle trips | Office Space<br>vehicle trips | Total 2 <sup>nd</sup> Street<br>Vehicle trips |
|--------------|------------------------------|----------------------------------|-------------------------------|-----------------------------------------------|
| AM Peak hour | 56                           | 6                                | 38                            | 100                                           |
| PM Peak hour | 65                           | 63                               | 40                            | 168                                           |

Traffic due to on-site restaurants and other hotel services are included in the trip generation estimates.

Per NCHRP 457 Figure 2-6 (determining the need for a major-road right-turn lane at a two-way stop-controlled intersection), a right turn lane is not warranted, using the anticipated generated trips and assuming the following:

- speed limit of 30 MPH
- daily existing traffic volume of 5,200 vehicles per day (draft 2023 AADT is 5,191 per MnDOT Traffic Mapping Application),
- 55% of traffic is traveling SE during AM or PM peak hour of traffic
- 10% of daily traffic occurs during the peak hours

For reference, MnDOT's turn lane policy at urban intersections is that turn lanes should be considered whenever construction is economically feasible, taking into account amount of right of way needed, type of terrain, and environmentally or culturally sensitive areas. Constrained right-of-way limits space for turn lanes and right-of-way acquisition would be required to construct a right-turn lane, assuming the existing sidewalk widths and neutral offset left-turn lanes are maintained. MnDOT also provides turn lane warrants for undivided roadways, several of which are not applicable to low speed roadways (less than 45 MPH). Of those that are applicable to South 2<sup>nd</sup> Street, adverse road grades, limited sight distance, and nearby railroad crossings are not present to warrant a right-turn lane.

Therefore, turn lanes are not warranted for the development due to the low (30 MPH) travel speeds and low proposed volumes (168 vehicles, one-way, during peak hour) on South 2<sup>nd</sup> Street.

## OWNER'S STATEMENT

I/We Blue Blue Hospitality, LLC. am/are the Titleholder(s)/Owner(s), or authorized representative of the Titleholder(s)/Owner(s), of the property located at:

401 S. 2<sup>nd</sup> Street  
(Street Address)

R010918107001  
(Parcel ID or Legal Description)

Mankato, MN, 56001  
(City, State Zip)

## Owner Authorization

I/We hereby petition for and give consent to the submittal and consideration of the following application(s) regarding my/our property:

Land Use Amendment Request  
\_\_\_\_\_  
\_\_\_\_\_

I/We hereby authorize I&S Group, Inc. (DBA ISG) to submit and act as my/our representative in garnering approvals and permits regarding the aforementioned applications on my/our behalf.

[Signature]  
(Signature)

4-4-25  
(Date)

RYAN EVENSEN - MANAGER  
(Printed Name and Title)

1531 Madison Ave. Suite 200  
(Street Address)

Mankato, MN 56001  
(City, State Zip)

## Authorized Agent

I am authorized to submit this application on behalf of the above Titleholder/Owner. I certify under penalty of perjury and according to the laws of the State of Minnesota that the foregoing is true and correct.

Emily Nepp  
(Signature)

04/07/2025  
(Date)

Emily Nepp - Development Services Coordinator  
(Printed Name and Title)

115 E. Hickory Street + Suite 300  
(Street Address)

Mankato, MN 56001  
(City, State Zip)



## ISG

**Location:** ISG – 115 East Hickory Street, Mankato, MN 56001

[illegible]



**Location:** ISG – 115 East Hickory Street, Mankato, MN 56001

[illegible]





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PROJECT

**MANKATO  
POST OFFICE**

MANKATO MINNESOTA

| REVISION SCHEDULE |             |    |
|-------------------|-------------|----|
| DATE              | DESCRIPTION | BY |
|                   |             |    |
|                   |             |    |
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|---------------------|-------------|
| PROJECT NO.         | 25-32514    |
| CAD FILE NAME       | 32514 EX    |
| DRAWN BY            | KH          |
| DESIGNED BY         | ---         |
| REVIEWED BY         | ---         |
| ORIGINAL ISSUE DATE | ---/---/--- |
| CLIENT PROJECT NO.  | ---         |

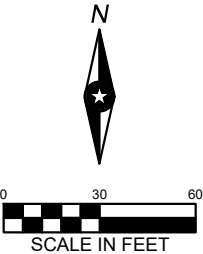
TITLE

**PROPERTY  
EXHIBIT**

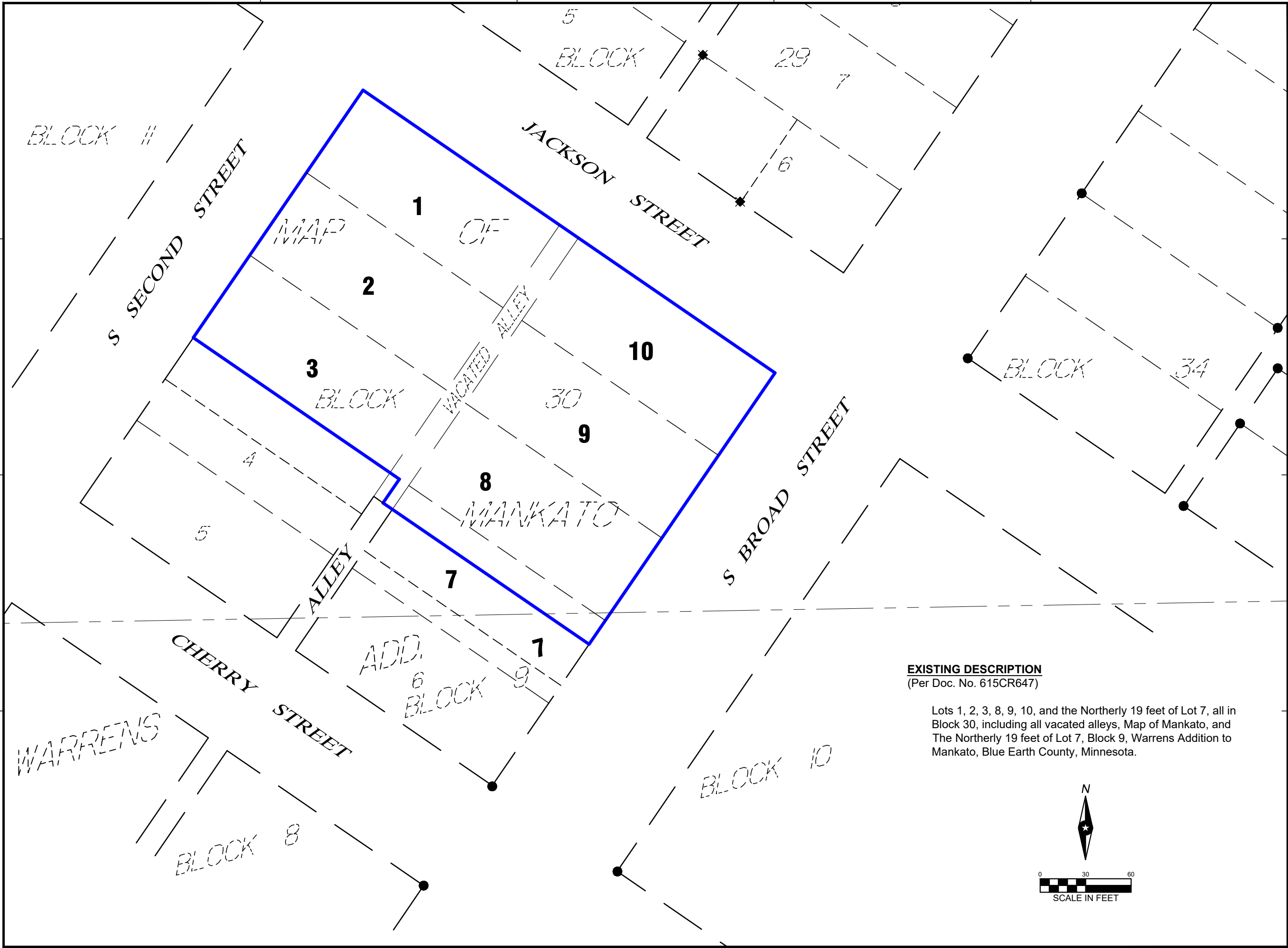
SHEET

**EXISTING DESCRIPTION**  
(Per Doc. No. 615CR647)

Lots 1, 2, 3, 8, 9, 10, and the Northerly 19 feet of Lot 7, all in Block 30, including all vacated alleys, Map of Mankato, and The Northerly 19 feet of Lot 7, Block 9, Warrens Addition to Mankato, Blue Earth County, Minnesota.







**EXISTING DESCRIPTION**  
(Per Doc. No. 615CR647)

Lots 1, 2, 3, 8, 9, 10, and the Northerly 19 feet of Lot 7, all in Block 30, including all vacated alleys, Map of Mankato, and The Northerly 19 feet of Lot 7, Block 9, Warrens Addition to Mankato, Blue Earth County, Minnesota.



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PROJECT

**MANKATO  
POST OFFICE**

MANKATO MINNESOTA

| REVISION SCHEDULE |             |    |
|-------------------|-------------|----|
| DATE              | DESCRIPTION | BY |
|                   |             |    |
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|                     |          |
|---------------------|----------|
| PROJECT NO.         | 25-32514 |
| CAD FILE NAME       | 32514 EX |
| DRAWN BY            | KH       |
| DESIGNED BY         | ---      |
| REVIEWED BY         | ---      |
| ORIGINAL ISSUE DATE | --/--    |
| CLIENT PROJECT NO.  | -        |

TITLE

**PROPERTY  
EXHIBIT**

SHEET

## EXISTING DESCRIPTION

(Per Doc. No. 615CR647)

Lots 1, 2, 3, 8, 9, 10, and the Northerly 19 feet of Lot 7, all in Block 30, including all vacated alleys, Map of Mankato, and The Northerly 19 feet of Lot 7, Block 9, Warrens Addition to Mankato, Blue Earth County, Minnesota.













## AGENDA RECOMMENDATION

Consent Calendar 6. K.

### City Council Regular Meeting

**Meeting Date:** 06/09/2025

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#### **Agenda Item:**

Set July 14, 2025, as the date of the Public Hearing for a Land Use Plan amendment to change the guided land use from Light Industrial to Medium Density Residential (1416, 1420, 1430 2nd Avenue); by request of Wrestling Brotherhood.

#### **Recommendation/Action(s):**

At the May 28, 2025, meeting, the Planning Commission recommended setting the date of hearing for the proposed Land Use Plan Amendment.

#### **Summary:**

Wrestling Brotherhood, with the consent of the property owners, are requesting a land use plan amendment to reclassify the designated land use from Light Industrial to Medium Density Residential.

In accordance with Mankato's City Charter, on April 28, 2025, the Mankato City Council referred the Land Use Plan request to the Planning Commission for review and consideration. The Commission reviewed the request at their May 28, 2025, meeting, and has provided a recommendation of approval with conditions. Following the Planning Commission's review and with their recommendation, the City Council will conduct a public hearing on July 14, 2025, before adopting the proposed plan or modifications by resolution, with or without amendments.

#### **Land use**

The City of Mankato Land Use Plan is utilized for guiding and accomplishing the coordinated, adjusted, and harmonious development of the city and its environs which will, in accordance with present and future needs, best promote health, safety, order, and general welfare. As a guideline, the Land Use Plan is not a zoning document. The policies, goals, and objectives are to be complementary to the City of Mankato Comprehensive Plan and the City of Mankato Strategic Plan. The Land Use Plan is intended to promote efficiency and economy in the process of development, including, among other things, adequate provision for traffic; the promotion and protection of



environmentally sensitive areas; distribution of population; providing housing alternatives; the promotion of good civic design and arrangement; efficient expenditure of public funds; and the adequate provision of public utilities and other public requirements.

There are two components to the land use plan, which are the text and the map. The text provides the policies, goals, and objectives. In addition, the Land Use Plan includes location criteria for each of the land use classifications.

The proposed land use changes should address the items listed in the land use plan under the policies, goals, and objectives. For this request, the applicant is proposing to change the property which has the land use classification from Light Industrial to Medium Density Residential.

### ***Proposal***

The proposed amendment seeks to change the land use to facilitate the development of a wrestling facility. According to the applicants' narrative, the proposed wrestling facility will house a gymnasium for classes and training for participants. The three subject parcels are west of 2nd Avenue, not on Maxfield Street, and south of Spruce Street. Together, the three parcels are 0.72 acres. The intended development will have access to and from the site along Spruce Street and 2nd Avenue.

To engage the community, the applicants hosted a neighborhood meeting on March 31 and on April 3. Meeting notices were sent out to property owners within 500 feet of the site with a 10-day notice given. In total, three attendees signed in at the meeting. According to the narrative, there was no negative feedback received.

A [traffic study](#) was submitted showing that the proposed use of the property will have minimal impact on the surrounding road network as there is low trip generation potential and alternative routes to access the site.

### ***Moving forward***

Prior to any future development, the applicant will be required to submit zoning requests for rezoning of the subject parcels, conditional use permit requests, and any other applicable zoning requests.

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## **Attachments**

General Location Map

Aerial

Narrative

Current Land Use Plan

Proposed Land Use Plan Amendment

Site Plan

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# General Location Map



**Date:** May 2025

**Author:**

This information is to be used for reference purposes only. The City of Mankato does not guarantee accuracy of the material contained herein and is not responsible for misuse or misinterpretation.



# Aerial Map



Date: May 2025

Author:

This information is to be used for reference purposes only. The City of Mankato does not guarantee accuracy of the material contained herein and is not responsible for misuse or misinterpretation.





April 8, 2025

Mark Konz  
Director of Planning & Development Services  
City of Mankato  
10 Civic Center Plaza  
Mankato, MN 56001  
Mkonz@mankatomn.gov

Molly Westman  
Planning Coordinator  
City of Mankato  
10 Civic Center Plaza  
Mankato, MN 56001  
Mwestman@mankatomn.gov



**RE: Land Use Amendment Request  
Mankato Wrestling Facility Project – R010907206004, R010907206005,  
R010907206006**

Mark & Molly,

Thank you for reviewing the attached materials in support of a Land Use Amendment request being submitted on behalf of Wrestling Brotherhood. Below is a narrative describing the subject properties and Land Use Amendment request.

## PROJECT NARRATIVE

Wrestling Brotherhood is pursuing a Land Use Amendment to change the guided land use designation of the properties from Light Industrial to Medium Density Residential to allow for development of a wrestling facility. The proposed wrestling facility will house a gymnasium for classes and training for participants.

The three subject parcels are west of 2<sup>nd</sup> Avenue, north of Maxfield Street, and south of Spruce Street. Together, the three parcels are 0.72 acres. The intended development will have access to and from the site along Spruce Street and 2<sup>nd</sup> Avenue.

## LAND USE AMENDMENT

Wrestling Brotherhood held community engagement meetings on March 31<sup>st</sup>, 2025, to discuss Task 1 and Task 2 of the City of Mankato's Land Use Amendment Process and on April 3<sup>rd</sup>, 2025, to discuss Task 3. Meeting notices were sent out to property owners within 500 feet of the site with a 10-day notice given. Enclosed are the community engagement sign-in sheets depicting the subject property owners who were present. No additional residents were in attendance and no negative feedback was received.

The project will meet the criteria listed in Chapter 10 – Land Use (Zoning) Sec. 10.98. – Amendments. Subd. 5. Standards for Amendments.

- a) Whether the proposed amendment is consistent with the goals, objectives, and policies of the Comprehensive Land Comprehensive Use Plan, as adopted and amended from time to time by the City Council.**

The proposed amendment aligns with the goals and intentions of the City of Mankato's Comprehensive Land Use Plan by revitalizing and redeveloping an area where improvements are warranted. While the current land use designation is Light Industrial, the shift to Residential allows for adaptive reuse of underutilized properties to serve community needs. The project will also encourage attractive landscaping and design of the private project by meeting city design standards.

- b) Whether the proposed amendment is compatible with the overall character of existing development in the immediate vicinity of the affected property.**

The proposed land use amendment is compatible with the overall character of the surrounding area. While the site is currently guided for Light Industrial use, the introduction of a wrestling facility aligns well with adjacent land uses and creates a more cohesive development pattern. The facility would serve as a valuable community asset, complementing

nearby developments and ensuring an appropriate transition between land uses. Given the nature of the proposed use, traffic patterns and noise levels would be well within acceptable limits for the area.

**c) Whether the proposed amendment will have an adverse effect on the value of adjacent properties.**

The proposed amendment is not expected to have any adverse effects on adjacent properties. The development of a wrestling facility will enhance the area's desirability by providing a structured recreational amenity, which can increase community engagement, safety, and contribute to a vibrant community. The project will be designed to meet development standards, ensuring it remains an asset to the neighborhood. Additionally, the proposed use is less intensive than many traditional industrial uses, mitigating concerns related to environmental impact, noise, and heavy traffic that can sometimes accompany industrial development.

**d) The adequacy of public facilities and services.**

The proposed redevelopment will be adequately served by existing public infrastructure, including roadways, water, sewer, and emergency services. Any necessary upgrades will be coordinated with City staff. The anticipated traffic impact is expected to be minimal. Parking and access will be designed to meet city requirements, ensuring safe and efficient use of the facility. The change from Light Industrial to Residential use will not create an excessive burden on public services, and the facility's operation will be well within the capacity of available resources.

The Amendment request is in alignment with the Goals listed in Chapter 1 of the City of Mankato's Land Use Plan.

**1. Retain and enhance the character and quality of established areas and revitalize, rehabilitate or redevelop areas where such improvement is required or requested.**

The proposed wrestling facility will enhance the surrounding area by introducing a high-quality, community-oriented use that aligns with residential development patterns. The project supports reinvestment and revitalization of an underutilized site, promoting long-term neighborhood stability.

**2. Promote adequate housing alternatives for all income levels and age groups.**

While the proposed use is not housing, it complements nearby residential areas by providing recreational opportunities, helping to make the surrounding neighborhoods more attractive to a diverse range of families.

**3. Encourage the orderly growth of the community.**

The proposed use supports orderly growth by aligning land use with current and anticipated community needs, especially the growing demand for community and recreational facilities.

**4. Promote infill development for the purpose of obtaining the maximum utilization of existing infrastructure.**

The site is currently served by existing municipal infrastructure, including roads, water, and sewer. By reusing this property for a community facility, the amendment promotes infill development and the efficient use of public services.



**5. Promote the preservation of ravines, bluff lines, wetlands, woodlands and other environmentally sensitive areas.**

The site is not located within or adjacent to any environmentally sensitive areas. Any site planning will comply with local environmental regulations, and stormwater management practices will be implemented to preserve the site.

**6. Encourage landscaping and the attractive design of public and private developments.**

The proposed facility will incorporate site landscaping and building design that enhances the area's aesthetic appeal, ensuring compatibility with adjacent uses and contributing positively to neighborhood character.

**7. Promote complementary land uses and minimize incompatible land uses.**

An athletic facility is a low intensity use that complements nearby residential neighborhoods. The amendment would minimize land use conflicts and buffer residential areas from industrial uses.

**8. Promote efficient use of municipal services**

By utilizing existing municipal services such as water, sewer, and road infrastructure, the proposal contributes to cost-effective urban development without the need for significant new public investments.

**9. Designate adequate vacant land to allow for the growth of residential, commercial, and industrial areas.**

This amendment reflects a balanced approach to land use planning by transitioning a portion of underutilized industrial land to residential-compatible use, responding to current community needs while maintaining capacity for future industrial growth elsewhere in the city.

**10. Promote the orderly extension of streets and the development of pedestrian/bike corridors.**

The project will encourage safe access and mobility through pedestrian-friendly site design, potentially linking with existing or planned pedestrian and bike corridors.

**11. Stabilize property values by promoting the application of effective land use controls and development standards.**

Reclassifying this site to Residential and introducing a community-use facility will stabilize and likely increase nearby property values by reducing industrial adjacency and promoting a well-maintained, purpose-driven site that serves local families.

**12. Encourage and promote innovations in development techniques in order to obtain maximum livability and excellence in planning and design for all new developments.**

The facility represents an innovative reuse of industrial land for a community amenity, fostering livability, wellness, and positive development outcomes.

**13. Promote, maintain, and preserve parks and open space.**

While not a traditional park, the proposed use will provide recreational opportunities.





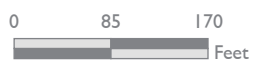




- Project Site
- 500' Public Notification Radius
- Parcel - Land Use
  - Commercial
  - Light Industrial
  - Low Density Residential
  - Medium Density Residential
  - Mixed Residential / Retail
  - Parks-Open Space
  - Public-Semi Public

Site Information

- \*Vacant site, location of former Mac's Bar
- \*No public street or utility improvements needed to accommodate proposed use
- \*No environmental concerns present
- \*Proposed change in existing land use from Light Industrial to Medium Density Residential
- \*Site currently zoned L-I
- \*Proposed rezone to R-3 to accommodate new use & align with adjacent R-3 zoning to the West











## AGENDA RECOMMENDATION

### City Council Regular Meeting

6. L.

**Meeting Date:** 06/09/2025

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#### **Agenda Item:**

Motion extending term of Weed Control Services Agreement.

#### **Recommendation/Action(s):**

Motion approving extension of Weed Control Services Agreement.

#### **Summary:**

The City entered into an agreement for weed control services on March 2, 2023, with Carr's Tree Service and extended the term into 2024. Staff is requesting to extend the existing agreement through December 31, 2025. The extension of this contract will be for \$68,500, which is similar to previous years.

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## AGENDA RECOMMENDATION

### Public Hearings 7. A.

#### City Council Regular Meeting

**Meeting Date:** 06/09/2025

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#### **Agenda Item:**

Ordinance amending the permitted uses in the B-1 Zoning District of Chapter 10 of the City Code pertaining to low-potency cannabis; by request of the City of Mankato.

#### **Recommendation/Action(s):**

Adoption of the attached ordinance.

#### **Summary:**

An ordinance was previously passed establishing regulation requirements for the sale of low-potency hemp products, adult use cannabis products, an ordinance establishing special event requirements for temporary cannabis events, and an ordinance amending Chapter 10 Land Use (Zoning).

In the legislation legalizing cannabis, the City of Mankato determined the applicable zoning districts in which cannabis-related businesses are allowed to operate. At that time, it was determined that zoning districts CBD-C, CBD-F, B-1, B-2, and B-3 were allowable zones.

To align the ordinance with the information provided to the council, an ordinance amendment is proposed to add lower-potency cannabis sales in the B-1 District.

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#### **Attachments**

Ordinance

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**CITY OF MANKATO  
STATE OF MINNESOTA**

**ORDINANCE AMENDING CHAPTER 10, DIVISION 6, SECTION 10-580 TO ALLOW FOR  
THE SALE AND ACCESSORY SALES OF LOW POTENCY EDIBLES**

The City of Mankato hereby ordains that the City Code of Ordinances, Chapter 10, Division 6, Section 10-580 as follows:

**PART I. SCOPE, DEFINITIONS, AND ESTABLISHMENT OF DISTRICTS.**

Chapter 10, Division 6, Section 10-5801 Permitted Uses.

Except as specifically limited herein, the following uses are permitted in the B-1, Community Business District. Every use, unless expressly exempted below or allowed by a conditional use permit, shall be operated in its entirety within a completely enclosed structure, including the storage of all materials, products, and equipment:

51. Sales of Low Potency Edibles and accessory sales of Low Potency Edibles.

52. Schools, public and private elementary, middle, secondary, and post-secondary.

53. Shoe stores.

54. Stationery and greeting card stores.

55. Ticket agencies and travel bureaus.

56. Toy stores.

57. Veterinarians, including observation kennels for domestic pets, provided that all such kennels are within completely enclosed structures.

58. Video rentals and sales.

This ordinance shall, in accordance with the provisions of Section 2.14 of the Mankato City Charter, become effective thirty (30) days after publication of notice of its adoption.

Passed this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
Najwa Massad  
Mayor

ATTEST: \_\_\_\_\_  
Renae Kopischke, MMC  
City Clerk



## AGENDA RECOMMENDATION

### City Council Regular Meeting

8. A.

**Meeting Date:** 06/09/2025

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#### **Agenda Item:**

Resolutions authorizing Public Safety Technology Acquisitions and use of Public Safety Aid.

#### **Recommendation/Action(s):**

Motion adopting Resolutions.

#### **Summary:**

The City has been reviewing, considering, and discussing the possibility of adding additional technology tools for our Public Safety Department. On February 3, 2025, the topic was introduced in the work session with feedback from the City Council received about elements desired for the policies and considerations for further study. On March 24, 2025, we launched a 30-day public comment period, which concluded on April 23, 2025. On April 28, 2025, we held a public hearing at the City Council Meeting where the Council received in-person comments and additional comments received by email.

The City has been using video technology since 2005, with 541 operational cameras currently deployed across the city. As technology continues to evolve, we have explored and reviewed the possibility of adding new technologies to our toolbox. These include:

- Purchase of 20 Milestone cameras (equipped with automated license plate reader technology)
  - These cameras will have enhanced abilities to assist with search features, but do not query any national databases.
  - The advanced technology only has the capacity to search for vehicle characteristics, color, and license plates.
  - The data is stored on city-owned servers, by authorized personnel, using individual user accounts. Personnel must use two-factor authentication to access the data.
  - The data is stored for 60 days, in accordance with MN Statutes.



- Proposed activation of the License Plate Reader component on our squad car cameras.
  - The cameras are already in place and the city will turn this feature on.
  - These cameras automatically scan license plates and will alert our drivers, in real-time, of stolen vehicles, felony warrants, and missing persons (AMBER alerts), and other National Crime Information Center data.
  - The data is stored on city-owned servers, by authorized personnel, using individual user accounts. Personnel must use two-factor authentication to access the data.
  - The data is stored for 60 days, in accordance with MN Statutes.
- Enter into a Subscription for 12 FLOCK Cameras (equipped with license plate reader technology)
  - These cameras would be at most, not all entrances to the community. Full coverage would require 36 cameras.
  - These cameras create still images of vehicles entering and exiting the community in the areas of the cameras. These cameras do not include real-time monitoring or facial readers.
  - The data is stored in a cloud-based server, managed by FLOCK. Access to the data is by authorized personnel only. Personnel must use two-factor authentication to access the data.
  - Any data search or review is for authorized reasons and is tied to individual user accounts; audit logs of access are retained permanently.
- Enter into a Lease for a Trailer Camera System
  - These cameras would temporarily be deployed in response to public events, traffic concerns, or identified crime trends.
  - Staff are recommending a system with live video monitoring, recorded video viewing, and license plate reader functionality.
  - The data is stored on city-owned servers, by authorized personnel, using individual user accounts. Personnel must use two-factor authentication to access the data.
  - Staff will add the deployment of the camera to our website, likely on its own page, similar to the Unmanned Aerial Vehicle (UAV) program.
  - The data is stored for 30 days, in accordance with MN Statutes.

Below is a table of the proposed costs for the initial year of the implementation. We anticipate it will take the balance of the year to implement these tools. Staff are recommending the use of Public Safety Aid for these costs. The city received \$1,955,560 in aid and has spent \$368,500. With another \$178,800 designated for other projects.

| RECOMMENDATION              | COST SUMMARY     |
|-----------------------------|------------------|
| Milestone                   | \$55,000         |
| Axon ALPR                   | \$0              |
| Flock Subscription          | \$40,000         |
| Mobile Trailer Camera Lease | \$30,000         |
| <b>Total</b>                | <b>\$125,000</b> |

Staff are also recommending an elevated auditing of the City's use of these tools. Staff is recommending annual audits versus the MN statutory requirement of every two years. We estimate the cost of an annual audit to be \$3,500. In addition, staff will provide progress reports of the implementation and use of the technology to the Council during regular City Council meetings.

Staff have created a draft policy to govern the use and implementation of these systems by our staff; a copy is attached.

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### **Attachments**

Resolution PS Tech Acquisition  
Resolution PS Aid  
ALPR Policy

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**CITY OF MANKATO  
RESOLUTION AUTHORIZING PUBLIC SAFETY  
TECHNOLOGY ACQUISITIONS**

**WHEREAS**, the City Council has reviewed the potential acquisition of four public safety technology projects, including public engagement, and has determined that it is in the public's best interest to invest in certain technology improvements; and

**WHEREAS**, the City is authorized by MN Statute 626.8472 to acquire and implement said technology provided the City establishes and maintains a policy governing the use; and

**WHEREAS**, the City's policy must also incorporate the requirements of MN Statute 13.824, and the employee discipline standards for unauthorized access to data contained in MN Statute 13.09, and

**WHEREAS**, City Staff are recommending acquisition of the following technology:

| <b>RECOMMENDATION and COST SUMMARY</b>                                                         |                  |
|------------------------------------------------------------------------------------------------|------------------|
| Purchase of 20 Milestone cameras, equipped with automated license plate recognition technology | \$55,000         |
| Activation of the License Plate Reader component on our squad car cameras                      | \$0              |
| Subscription for 12 FLOCK Cameras with license plate reader technology                         | \$40,000         |
| Lease for a Trailer Camara System                                                              | \$30,000         |
| <b>Total</b>                                                                                   | <b>\$125,000</b> |

**NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF MANKATO, MINNESOTA**, that the City Manager is hereby authorized to execute contracts to affect the acquisition of the technology referenced in this resolution, conditioned on the following:

1. The policy governing the use of the equipment is published, maintained, and adhered to.
2. The City will conduct annual audits of the technology by a third party.
3. The deployment of the trailer camera will be published on the City's website.

This resolution shall become effective upon its adoption. Passed this 9<sup>th</sup> day of June, 2025.

\_\_\_\_\_  
Najwa Massad  
Mayor

ATTEST: \_\_\_\_\_  
Rena Kopischke  
City Clerk

**RESOLUTION AUTHORIZING ALLOCATION OF  
PUBLIC SAFETY AID FUNDS FOR PLANNED PURCHASES**

**WHEREAS**, during the 2023 Minnesota Legislative session one-time payments of Public Safety Aid for cities was approved in the Omnibus Tax Bill; and

**WHEREAS**, the City of Mankato was awarded \$1,955,560 in Public Safety Aid; and

**WHEREAS**, staff and the Council identified areas of focus for expending funds during a February 24, 2024 work session, which included Training/Development, Community Building, Response, Health & Wellness, Equipment and Technology; and

**WHEREAS**, the City Council has determined that it is in the public's best interests to acquire additional public safety technology; and

**WHEREAS**, the City has expended \$368,500 of Aid, the City has an additional \$178,800 of eligible expenses anticipated.

**NOW THEREFORE BE IT RESOLVED** by the City Council for the City of Mankato that the Public Safety Aid allocations as listed below are hereby approved.

| ALLOCATED                | AREA OF FOCUS                             | DESCRIPTION                                             | AMOUNT            |
|--------------------------|-------------------------------------------|---------------------------------------------------------|-------------------|
| X                        | Response                                  | Traffic Officer position                                | \$128,000         |
| X                        | Response                                  | Traffic Officer vehicle purchase                        | \$65,000          |
| X                        | Equipment                                 | Bike patrol                                             | \$30,000          |
| X                        | Equipment                                 | Bluetooth radio microphone                              | \$14,500          |
| X                        | Technology                                | Fire radio encryption                                   | \$131,000         |
|                          | Training/Development                      | Employee education assistance program                   | Up to \$25,000/yr |
|                          | Community Building, Prevention, Education | Reward fund                                             | Up to \$25,000/yr |
|                          | Technology                                | Portable License Plate Readers – Milestone, Axon, FLOCK | \$95,000          |
|                          | Technology                                | Trailer Camera Lease                                    | \$30,000          |
|                          | Technology                                | GPS Trackers                                            | \$3,800           |
| <b>TOTAL</b>             |                                           |                                                         | \$547,300         |
| <b>REMAINING BALANCE</b> |                                           |                                                         | \$1,408,260       |

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

Dated this 9<sup>th</sup> day of June 2025.

\_\_\_\_\_  
Najwa Massad  
Mayor

Attest: \_\_\_\_\_  
Rena Kopischke, MMC  
City Clerk



## Automated License Plate Readers (ALPR)

### 426.1 PURPOSE AND SCOPE

The purpose of this policy is to provide guidance for the capture, storage and use of digital data obtained through the use of Automated License Plate Reader (ALPR) technology (Minn. Stat. § 626.8472).

### 426.2 POLICY

The policy of the Mankato Department of Public Safety is to utilize ALPR technology to capture and store digital license plate data and images while recognizing the established privacy rights of the public. Operators shall take reasonable precautions to avoid inadvertently recording or transmitting images of areas where there is a reasonable expectation of privacy.

All data and images gathered by the ALPR are for the official use of this department. Because such data may contain confidential information, it is not open to public review.

### 426.3 ADMINISTRATION

The ALPR technology, also known as License Plate Recognition (LPR), allows for the automated detection of license plates. It is used by the Mankato Department of Public Safety to convert data associated with vehicle license plates for official law enforcement purposes, including identifying stolen or wanted vehicles, stolen license plates and missing persons. It may also be used to gather information related to active warrants, homeland security, electronic surveillance, suspect interdiction and stolen property recovery.

All installation and maintenance of ALPR equipment, as well as ALPR data retention and access, shall be managed by the [Director of Public Safety or designee](#). The [Director of Public Safety or designee](#) will assign members under his/her command to administer the day-to-day operation of the ALPR equipment and data.

### 426.4 DEFINITIONS

**Alert:** An indication (either visual and/or audible) from the ALPR that the plate read, matches a license plate listed in the Minnesota License Plate Data File or the Manual Hot List.

**Automated License Plate Reader (ALPR):** Per Minn. Stat. § 13.824, Automated License Plate Reader means electronic device mounted on a law enforcement vehicle or positioned in a stationary location that is capable of recording data on, or taking a photograph of, a vehicle or its license plate and comparing the collected data and photographs to existing law enforcement databases for investigative purposes. Automated license plate reader includes a device that is

owned or operated by a person who is not a government entity to the extent that data collected by the reader are shared with a law enforcement agency.

**Be on the Lookout (BOLO):** A determination by a law enforcement agency that there is a legitimate and specific law enforcement reason related to an active criminal investigation to identify or locate a particular vehicle.

**Manual Hot List:** A compilation of license plates or partial license plates for which a BOLO situation exists and that information is programmed by a user into the ALPR system so that an officer will receive an alert if the ALPR reads a license plate that matches a license plate included on the list.

**Manual Hot Plate Entry:** A determination by a law enforcement agency that there is a legitimate and specific law enforcement reason related to an active criminal investigation to identify or locate a particular vehicle.

**Minnesota License Plate Data File:** A data file provided by the Minnesota Department of Public Safety, Bureau of Criminal Apprehension that contains FBI and Minnesota license plate-related Hot File data on stolen and felony vehicles, wanted persons, and attempts to locate. The FBI Hot File records represent all 50 states, the District of Columbia, certain United States Territories, and Canada. The file also contains license plate-related data on Minnesota Driver and Vehicle Services registered vehicles where an operator's license was withdrawn (suspended, canceled, disqualified or revoked.) This file contains no live data.

**Read:** The process by which the ALPR focuses on, photographs, and converts a picture of a license plate to digital text that comes within range of the ALPR that then may be compared against the Minnesota License Plate Data File or Manual Hot List.

**Real-Time Criminal Justice Information Services (CJIS):** A query of the CJIS system that includes the most up to date data available at the time of the query. CJIS includes any system to process, store, or transmit criminal justice information.

#### **426.5 OPERATIONS**

Use of an ALPR is restricted to the purposes outlined below. Department members shall not use, or allow others to use, the equipment or database records for any unauthorized purpose.

- (a) An ALPR shall only be used for official law enforcement business.
- (b) An ALPR may be used in conjunction with any routine patrol operation or criminal investigation. Reasonable suspicion or probable cause is not necessary before using an ALPR.
- (c) An ALPR must not be used to monitor or track an individual who is the subject of an active criminal investigation unless authorized by a warrant, issued upon probable cause, or exigent circumstances justify the use without obtaining a warrant.
- (d) While an ALPR may be used to canvass license plates around any crime scene, particular consideration should be given to using ALPR-equipped cars to canvass areas around homicides, shootings and other major incidents.
- (e) No member of this department shall operate ALPR equipment or access ALPR data without first completing department-approved training.



# Mankato Department of Public Safety

## Mankato Dept of PS Policy Manual

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### *Automated License Plate Readers (ALPR)*

- (f) No ALPR operator may access confidential department, state or federal data unless authorized to do so.
- (g) If practicable, the officer should verify an ALPR response through the Minnesota Justice Information Services (MNJIS) and National Law Enforcement Telecommunications System (NLETS) databases before taking enforcement action that is based solely upon an ALPR alert.

#### 426.5.1 RESTRICTIONS, NOTIFICATIONS AND AUDITS

The Mankato Department of Public Safety will observe the following guidelines regarding ALPR use (Minn. Stat. § 13.824):

- (a) Data collected by an ALPR will be limited to:
  - 1. License plate numbers.
  - 2. Date, time and location of data on vehicles.
  - 3. Pictures of license plates, vehicles and areas surrounding the vehicle captured.
- (b) ALPR data may only be matched with the Minnesota license plate data file, unless additional sources are needed for an active criminal investigation.
- (c) ALPRs shall not be used to monitor or track an individual unless done so under a search warrant or because of exigent circumstances.
- (d) The Bureau of Criminal Apprehension shall be notified within 10 days of any installation or use and of any fixed location of an ALPR.
- (e) Any person whose conduct constitutes the knowing unauthorized acquisition of not public data, as defined in Minn Stat § 13.055 sub 1 may be subject to criminal charges (Minn Stat § 13.09).

#### 426.6 DATA COLLECTION AND RETENTION

The [Director of Public Safety or designee](#) - is responsible for ensuring systems and processes are in place for the proper collection and retention of ALPR data. Data will be transferred from vehicles to the designated storage in accordance with department procedures.

ALPR data received from another agency shall be maintained securely and released in the same manner as ALPR data collected by this department (Minn. Stat. § 13.824).

ALPR data not related to an active criminal investigation must be destroyed no later than 60 days from the date of collection with the following exceptions (Minn. Stat. § 13.824):

- (a) Exculpatory evidence - Data must be retained until a criminal matter is resolved if a written request is made from a person who is the subject of a criminal investigation asserting that ALPR data may be used as exculpatory evidence.
- (b) Address Confidentiality Program - Data related to a participant of the Address Confidentiality Program must be destroyed upon the written request of the participant. ALPR data already collected at the time of the request shall be destroyed and future

# Mankato Department of Public Safety

## Mankato Dept of PS Policy Manual

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### *Automated License Plate Readers (ALPR)*

related ALPR data must be destroyed at the time of collection. Destruction can be deferred if it relates to an active criminal investigation.

All other ALPR data should be retained in accordance with the established records retention schedule.

#### 426.6.1 LOG OF USE

A public log of ALPR use will be maintained that includes (Minn. Stat. § 13.824):

- (a) Specific times of day that the ALPR collected data.
- (b) The aggregate number of vehicles or license plates on which data are collected for each period of active use and a list of all state and federal public databases with which the data were compared.
- (c) For each period of active use, the number of vehicles or license plates related to:
  - 1. A vehicle or license plate that has been stolen.
  - 2. A warrant for the arrest of the owner of the vehicle.
  - 3. An owner with a suspended or revoked driver's license or similar category.
  - 4. Active investigative data.
- (d) For an ALPR at a stationary or fixed location, the location at which the ALPR actively collected data and is installed and used.

A publicly accessible list of the current and previous locations, including dates at those locations, of any fixed ALPR or other surveillance devices with ALPR capability shall be maintained. The list may be kept from the public if the data is security information as provided in Minn. Stat. § 13.37, Subd. 2.

#### **426.7 ACCOUNTABILITY**

All saved data will be closely safeguarded and protected by both procedural and technological means. The Mankato Department of Public Safety will observe the following safeguards regarding access to and use of stored data (Minn. Stat. § 13.824; Minn. Stat. § 13.05):

- (a) All ALPR data downloaded to the mobile workstation and in storage shall be accessible only through a login/password-protected system capable of documenting all access of information by name, date and time.
- (b) Members approved to access ALPR data under these guidelines are permitted to access the data for legitimate law enforcement purposes only, such as when the data relate to a specific criminal investigation or department-related civil or administrative action.
- (c) Biennial audits and reports shall be completed pursuant to Minn. Stat. § 13.824, Subd. 6. In addition, the Mankato Department of Public Safety will conduct annual audits of ALPR user access, search logs, and system utilization for the first three years. Results of these audits will be reported to the City Council.



# Mankato Department of Public Safety

## Mankato Dept of PS Policy Manual

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### *Automated License Plate Readers (ALPR)*

- (d) Breaches of personal data are addressed as set forth in the Protected Information Policy (Minn. Stat. § 13.055).
- (e) All queries and responses, and all actions, in which data are entered, updated, accessed, shared or disseminated, must be recorded in a data audit trail.
- (f) When supported by the ALPR system, a valid case number shall be entered to ensure accountability and auditability.
- (g) Any member who violates Minn. Stat. § 13.09 through the unauthorized acquisition or use of ALPR data will face discipline and possible criminal prosecution (Minn. Stat. § 626.8472).

### **426.8 RELEASING ALPR DATA**

The ALPR data may be shared only with other law enforcement or prosecutorial agencies for official law enforcement purposes or as otherwise permitted by law, using the following procedures (Minn. Stat. § 13.824):

- (a) The agency makes a written request for the ALPR data that includes:
  - 1. The name of the agency.
  - 2. The name of the person requesting.
  - 3. The intended purpose of obtaining the information.
  - 4. A record of the factual basis for the access and any associated case number, complaint or incident that is the basis for the access.
  - 5. A statement that the request is authorized by the head of the requesting law enforcement agency or his/her designee.
- (b) The request is reviewed by the [Director of Public Safety or designee](#) and approved before the request is fulfilled.
  - 1. A release must be based on a reasonable suspicion that the data is pertinent to an active criminal investigation.
- (c) The approved request is retained on file.

Requests for ALPR data by non-law enforcement or non-prosecutorial agencies will be processed as provided in the Records Maintenance and Release Policy.

### **426.9 MANUAL HOT LIST CONTENT AND USE**

The ALPR is capable of alerting to license plates entered by the law enforcement agency in the ALPR system and not listed in the Minnesota License Plate Data File. Entries into the ALPR system shall comply with the following procedures and Minn. Stat. § 13.824:

- (a) A license plate number or partial license plate number shall only be entered in the Mankato Department of Public Safety Manual Hot List when there is a legitimate and specific law enforcement reason related to an active criminal investigation to identify or locate that particular vehicle or any person reasonably associated with

# Mankato Department of Public Safety

## Mankato Dept of PS Policy Manual

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### *Automated License Plate Readers (ALPR)*

that vehicle.

- (b) The Manual Hot List should be updated as frequently as practicable. A Manual Hot List entry shall be removed as soon as practicable if there is no longer a justification for the entry.
- (c) If an officer receives an alert based on a Manual Hot List entry, they must follow 426.5 (g) or utilize any other applicable databases to confirm that current legal justification exists to take action on the alert.
- (d) A Manual Hot List entry may not be used as a substitute for an entry into any other databases such as Minnesota or FBI Hot Files, Nation Crime Information Center (NCIC), or Keeping Our Police Safe (KOPS) files, if appropriate.





## AGENDA RECOMMENDATION

### City Council Regular Meeting

8. B.

**Meeting Date:** 06/09/2025

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#### **Agenda Item:**

Motion adopting Mankato's Climate Action Plan.

#### **Recommendation/Action(s):**

Motion adopting the Climate Action Plan.

#### **Summary:**

The City of Mankato secured funding through the Minnesota Pollution Control Agency (MPCA) for a Local Climate Action Grant to develop plans to increase climate adaptation and resilience for the city. This project is intended to create an evidence-based roadmap for strengthening Mankato's resilience to climate change. The recommendations in the plan will require many different actions, including review of policies, modifications to operations, acquisition of new tools and equipment, and commitment to the overall goal of increasing resilience to the changes in our climate.

As an organization, we are very proud of the work we have already accomplished and incorporated into our routine operations. A list of those items is presented in Section 1.1 on pages 1-4 of the plan. The plan contains more than 80 recommendations for 17 areas of the city. A comprehensive list of the recommendations is contained in Appendix B of the plan. If the plan is adopted, then staff will start to prioritize the recommendations and develop action plans for each of the recommendations. We will be working with the plan for several years and will continue to incorporate the work into our operations.

Staff recommend adoption of this plan.

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#### **Attachments**

Final Action Plan

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City of Mankato

# Climate Action Plan

Mankato, MN

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MANKA183711 | June 3, 2025



Building a Better World  
for All of Us®

Engineers | Architects | Planners | Scientists



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# Climate Action Plan

Prepared for the City of Mankato

## 1 Background

The City of Mankato secured funding through the Minnesota Pollution Control Agency (MPCA) for a Local Climate Action Grant to develop plans to increase climate adaptation and resilience for the City. This project is intended to create an evidence-based roadmap for strengthening Mankato's resilience to climate change.

The City of Mankato intends to set a course towards climate resilience and carbon neutrality by 2050. Climate risk assessment is a continuously evolving process, this plan is considered the first step of many and will continue to evolve overtime to adapt to the evolving challenges related to climate variability.

Located in the scenic Minnesota River Valley and an hour and a half from the Minneapolis-St. Paul metropolitan area, Mankato is the centerpiece of a prosperous, progressive, and culturally rich region. Mankato has earned several livability awards, making it an excellent place to work, play, live and raise a family.

Mankato's economic diversity and growth leads Minnesota and is among the top in the nation. The City of Mankato recent population estimate is 44,385, with a contiguous population area of 101,927. The population is a little less than 1% of the population of the State. There is a trade area population of more than 400,000; and there are 1.6 million people who live within 60 miles. The region's stability is supported by an ever-growing agricultural economy, Mankato is the region's commercial, industrial, educational, health care and technology center.

### 1.1 Current and Past City Efforts

The City of Mankato has taken significant steps towards improving climate resiliency and sustainability, prior to the initiation of this Climate Action Plan. These efforts are listed below.

#### **City Wide Sustainability Efforts**

- Ameresco study and implementation
- Solar farm subscriptions
- MS4 regional partnership for water quality
- Educational presentations for public and private schools
- Use of remote meeting platforms
- Reduction of internal paper processing
- Expansion of recycling in parks, ramps, and other public spaces
- Plastic bag recycling accepted at IGC
- 2 organics dumpsters for city resident use (Public Works Center and Sibley Park)



- Green Steps level # 2 City
- Riverbank stabilization projects
- Native planting ordinance and permit
- Recycle Smart educational program
- Pet waste program
- Recycling expansion for Spring Cleanup days
- Pollinator garden installations in our parks
- “No Mow May” Initiative (discontinued and replaced with “Bee a Good Pollen-Aider” education program)
- Use of reusable glassware at council meetings

### **Community Development**

- The Transit Facility was designed to the “Buildings, Benchmarks, and Beyond” (B3) standard
  - 2018 Best of B3 Design Award
  - 2018 Best of SB 2030 Award
- Energov move to paperless plan review and permits
- Solar subscriptions for low-income housing project
- Transit Development Plan
- Housing rehabilitation program
- Parking lot requirements for shade trees
- Stormwater infiltration-to-sanitary sewer inspection

### **Administrative Services**

- Transition to ACH electronic transactions
- Transition to paperless documentation
- All facility projects incorporate environmentally sustainable practices
- Reusable bottle fillers installed in majority of city facilities
- All computers, faxes, and copiers are on a replacement schedule to ensure energy efficiency
- All electronics, ink, toner cartridges, and batteries are recycled
- Implemented energy management software for high use facilities

### **Public Safety**

- Mankato Public Safety Center is LEED Gold Certified
- Rooftop solar array
- 2 hybrid vehicles for detectives
- Drug takeback program
- Digital transmission of county case files and State of MN documents (citations and reports)
- Battery powered extraction and emergency tools

## **Public Works**

- Recycled aggregate and pavement use whenever possible
- Street sweeping and leaf pick up program
- EV Fleet & Infrastructure study
- GPS Insights vehicle usage tracking
- LED streetlights and signals
- Recycle used absorbent spill cleanup materials
- Regular scheduled fleet upgrades to more efficient and environmentally friendly technologies
- Cartegraph asset management tracking
- 2 cycle gas to battery operated hand tools
- Recycled water used for street sweeping and washing
- Regular stormwater and sewer system camera inspections to detect leaks and illegal discharges
- Flood station upgrade study
- Environmental services water quality and environmentally sensitive area protection
- Watermain leak detection program
- Sanitary sewer main cleaning and inspection program
- Mankato Chip and Seal program

## **Mankato's Water Resource Recovery Facility (WRRF)**

- High quality recycled water used for park watering, MEC cooling water, and local contractor use
- Reduced city water use by 50%
- Septage receiving station for proper disposal of contractor wash water, septage, and leachate
- Industrial user permit program
- Power reduction plan
- Inflow and infiltration study
- Riverbank stabilization project
- Reuse of retired firehoses
- Biosolids land application program
- Biogas used in boilers to reduce natural gas consumption
- Electric golf cart used for onsite transportation
- Flow optimization at facility reducing energy and chemical costs by maintaining flow through facility
- Biological treatment research to remove phosphorous and nitrogen without expensive plant upgrades
- Participating in the MPCA PFAS monitoring program



### **Water Treatment Plant (WTP)**

- Reclamation of filter backwash water
- Water Conservation Plan
- Water Conservation Ordinance
- Managing and protecting the City of Mankato's drinking water supply
  - DWSMA (Drinking Water Supply Management Area)
  - SWIPP (Surface Water Intake Protection Plan)
  - Wellhead Protection Plan

## 2 Relevant Studies

### 2.1 City of Mankato Strategic Plan

*As a government entity, the City of Mankato is tasked with allocating resources to accomplish its operational, capital and strategic priorities set for by its governing body and citizens. Over the years the City has engaged various forms of strategic planning to help better align constituents' needs with the allocation of resources. One of the most formal processes is the 5-year strategic plan which started in 1996.*

*In May 2023, the City began the process to update the organization's strategic plan to align the City's existing initiatives, department work, City Council goals, and budget, resulting in a plan to guide the organization in the delivery of services to the community over the next five years.*

The most recent strategic plan published in October 2024 ([City of Mankato Strategic Plan 2025-2029](#)) includes updated philosophy, vision, values and goals with supporting actions under each goal designed to serve as the blueprint for enhancing the community and establishing goals from 2025 to 2029. The Climate Action Plan is a direct goal outcome of the strategic plan and follows its philosophy and foundational structure to ensure consistency and feasibility. The plan's recommendations aim to align with the City's existing initiatives, department work, City Council goals, budget and strategic plan.

### 2.2 Minnesota Climate Adaptation Framework

Developed by the Minnesota Pollution Control Agency (MPCA), the framework was developed from a series of population vulnerability assessments for 23 communities throughout the State of Minnesota to identify vulnerabilities, resilience indicators and strategies to mitigate risk associated with climate challenges.

The framework includes a series of climate adaptation goals and well as a menu of adaptation strategies that serve as a guide for communities to develop their own strategies based on State and City policies, needs and priorities.

Adaptation goals were defined for clean transportation, climate-smart natural and working lands, resilient communities, clean energy and efficient buildings, healthy lives and communities and clean economy. *"The framework goals are interconnected: Work in one area of our lives may create opportunities — or challenges — in another. We must collaborate across sectors to ensure that all outcomes are considered."*

The climate vision for the State of Minnesota embodied in the framework is:

- *Carbon neutral. By 2050 Minnesota substantially reduces greenhouse gas (GHG) emissions and balances any GHG emissions with carbon storage, especially in our landscapes.*
- *Resilient. Minnesota communities, businesses, and the natural environment can prepare, respond to, and recover from the impacts of climate change so all Minnesotans can thrive in the face of these challenges.*
- *Equitable. Minnesotans acknowledge and address inequitable and inaccessible systems that contribute to some communities experiencing disproportionate climate change impacts; ensure fair distribution of the costs and benefits of action now and to future generations; and ensure meaningful participation in planning.*



### 3 Community Outreach & Engagement

A series of public engagement meetings were held as part of the development of the plan. The City took several actions to reach out to residents, businesses, local organizations and stakeholders to encourage participation in the engagement meetings. The following is a screenshot of the content shown on the Every Voice Mankato website.

#### **Attend a Community Engagement:**

##### **Tuesday, March 18, 5:00-7:00 p.m. (Open House)**

Mankato Room (City Council Chambers), Intergovernmental Center, Mankato, 10 Civic Center Plaza

##### **Monday, April 21, 5:00-6:30 p.m. (Virtual Presentation + Q&A)**

Join us for the second community engagement event for the Mankato Climate Action Plan. This meeting will feature a presentation from SEH Engineers, followed by a Q&A session. We'll address as many questions as time permits and may conclude early depending on attendance and the number of questions.

##### **Monday, May 19, 5:00-7:00 p.m. (Presentation + Open House)**

Mayo Clinic Health System Event Center, Ellerbe Room  
1 Civic Center Plaza, Mankato

Join us for the Mankato Climate Action Plan presentation and open house on Monday, May 19, from 5:00 to 7:00 p.m. in the Ellerbe Room at the Mayo Clinic Health System Event Center, located at 1 Civic Center Plaza in Mankato.

SEH will present draft plan recommendations from 5:00-5:30 p.m., followed by an open house from 5:30-7 p.m. for attendees to engage with staff and provide feedback on the recommendations.

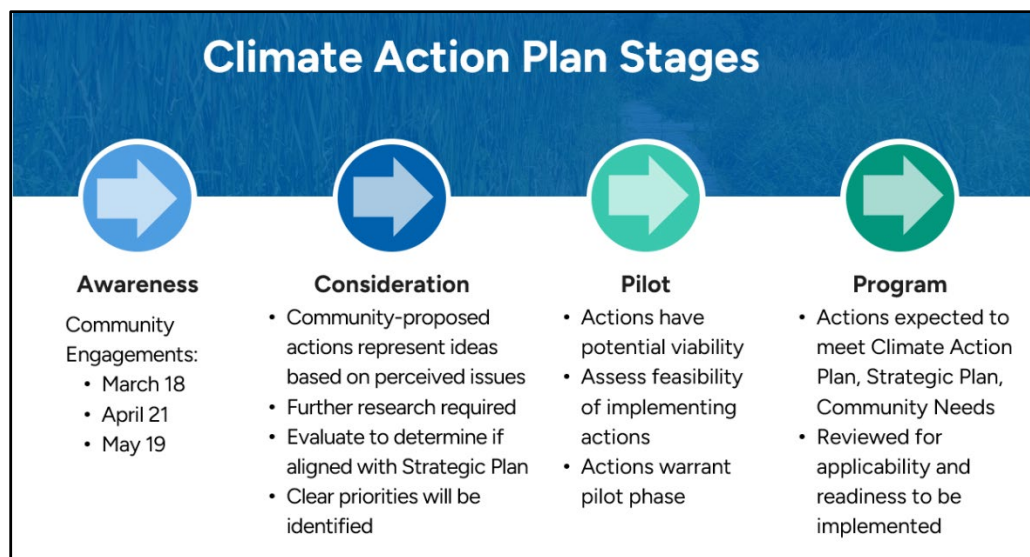
This is the final opportunity to provide input before the plan goes to the City Council for review and adoption.

A summary of the community comments and feedback received are included in **Appendix A**.

## 4 Climate Action Plan Stages

- Awareness Stage - where outreach to the community took place for input, ideas, and concerns.
- Consideration Stage - where issues and possible actions require further details and investigation to determine their possible feasibility and alignment.
- Pilot Stage - these actions are viable and align with the City's priorities yet may not be ready for citywide implementation, but rather to be tested by the community first.
- Program State – those actions which have had successful pilots may then move to the final stage of implementation if they are in line with the strategic plan, community needs and the overall climate plan.

**Figure 1** shows a graphic of the Climate Action Plan Stages.



**Figure 1 – Climate Action Plan Stages**



## 5 Social Infrastructure

### 5.1 Essential Services

The United Nations has developed guidelines to help communities address demographic, environmental, economic and social challenges related to urban growth, urban planning and climate challenges. These guidelines identified 25 essential services (**Figure 2**) every city needs to function and thrive especially in the face of climate change and growing inequality.



Figure 2 – Periodic Table of Basic Urban Services

### 5.2 Social Vulnerability Index

The **Social Vulnerability Index** (SVI) developed by the U.S. Environmental Protection Agency (EPA), refers to the socioeconomic and demographic factors that affect the resilience of communities and it evaluates the potential negative effects on communities caused by external stresses. *“The SVI evaluates the degree to which socially vulnerable populations may be exposed to the impacts of climate change.”*

The SVI uses 16 U.S. Census variables (**Figure 3**) from the 5-year American Community Survey (ACS) to identify communities that may need support before, during, or after disasters. These variables are grouped into four themes that cover four major areas of social vulnerability and then

combined into a single measure of overall social vulnerability. **Figure 4** is a map of the Social Vulnerability Index for Mankato.

*The place-based index, database and mapping application was designed to identify and quantify communities experiencing social vulnerability. The Geospatial Research, Analysis & Services Program (GRASP) maintains the SVI to help public health officials and local planners better prepare for and respond to emergency events with the goal of decreasing human suffering, economic loss and health inequities.* <sup>1</sup>

*This analysis of comparative risks to vulnerable populations is critical for developing effective and equitable strategies for climate change adaptation*<sup>2</sup>. The SVI score ranges from lowest (0) to highest (3); the City of Mankato has areas in all four levels of vulnerability.

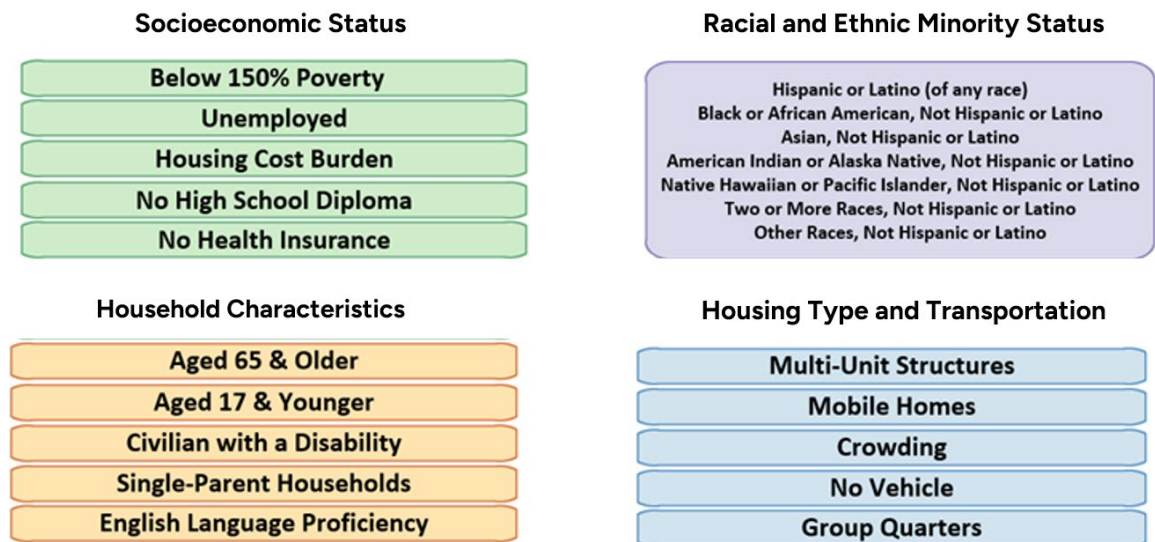


Figure 3 – Social Vulnerability Index Variables

The US Department of Agriculture (USDA) defines food deserts as areas where the residents have limited access to nutritious, fresh and affordable food, even with knowledge of good nutrition and the desire to consume healthy food, some people live in areas that don't have reliable transportation or easy access to healthy food especially in the winter months.

The USDA Economic Research Service has developed the *Food Desert Locator* <sup>3</sup>, in which a *food desert census tract is defined as a low-income tract where a substantial number or substantial share of residents does not have easy access to a supermarket or large grocery store*. This tool is available to local governments, community organizations and citizens that are interested in learning more about sustainable food systems and developing strategies in their communities as well as available assistance and resources specifically oriented to vulnerable communities and sustainability.

<sup>1</sup> [Vision & Program | Place and Health - Geospatial Research, Analysis, and Services Program \(GRASP\) | ATSDR](#)

<sup>2</sup> [Social Vulnerability Report | US EPA](#)

<sup>3</sup> [Interactive Web Tool Maps Food Deserts, Provides Key Data | Home](#)



## 5.2.1 Recommendations

- Further analysis of SVI under each parameter evaluated under the Climate Action Plan. i.e. Floodplains, public transportation, housing.
- Evaluate transportation networks within highest vulnerability areas.
- Evaluate access to critical services within highest vulnerability areas.
- Identify “food deserts” areas, characterized by lack of grocery stores and access to fresh foods.

## 5.3 Environmental Justice Areas of Concern

The MPCA developed a statewide Environmental Justice database to ensure that pollution does not have a disproportionate impact on any group of people, which is the principle of Environmental Justice. **Figure 5** includes a map of the Environmental Justice Areas of Concern in Mankato. *“This means that all people -regardless of their race, color, national origin or income- benefit from equal levels of environmental protection and have opportunities to participate in decisions that may affect their environment or health.”*

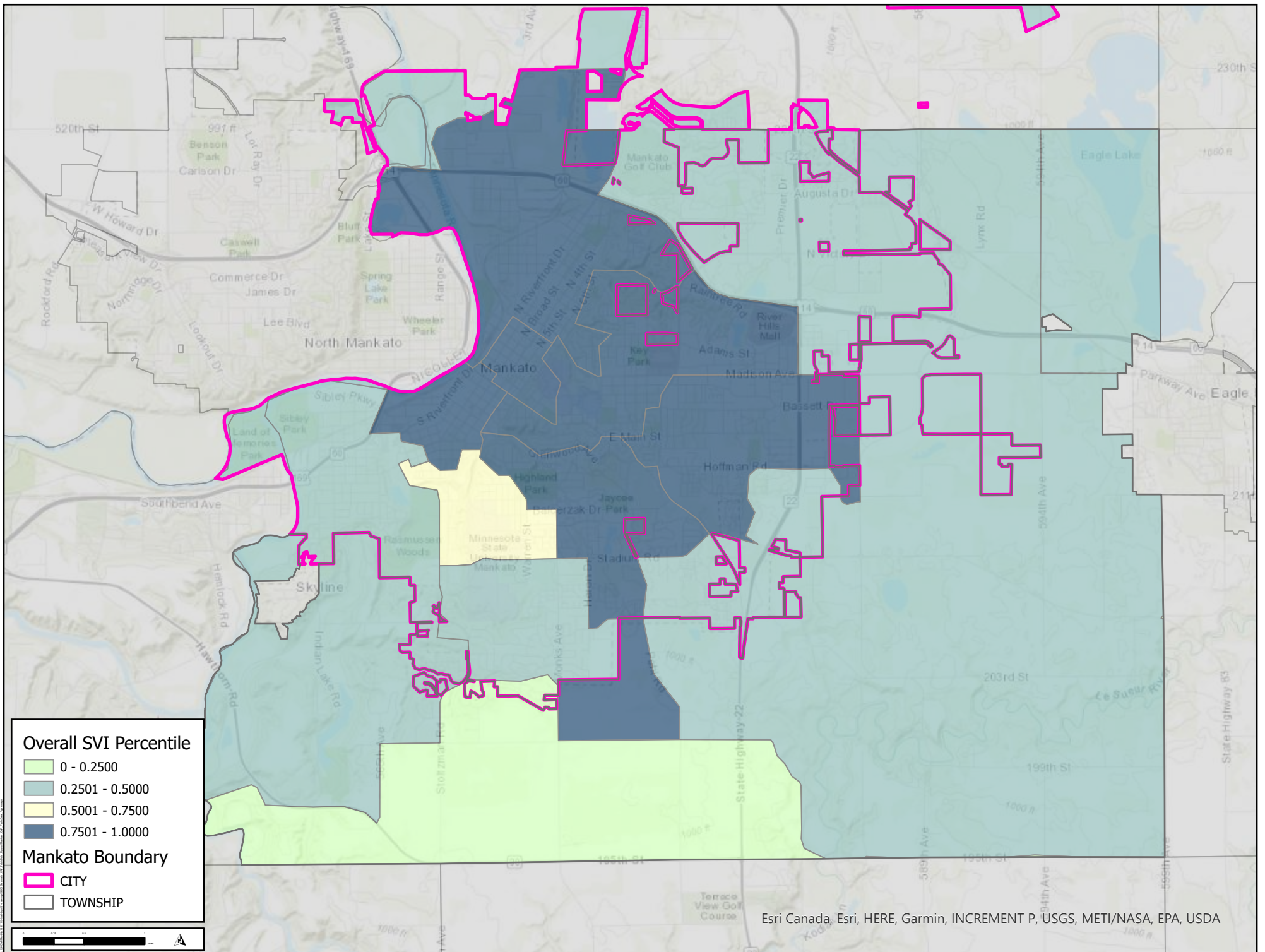
The MPCA [Climate Action Framework | Our Minnesota Climate](#) specifically calls to “incorporate climate change preparedness activities into existing local government plans and programs as a means to increase resilience and other goals to improve the capacity of the community, especially populations most vulnerable to climate change risks, to understand, prepare for and respond to climate impact; and to utilize an equity framework or lens to ensure preparation actions are implemented in ways that deliver more equitable outcomes and prioritize populations most vulnerable to climate change impacts.”<sup>4</sup>

### 5.3.1 Recommendations

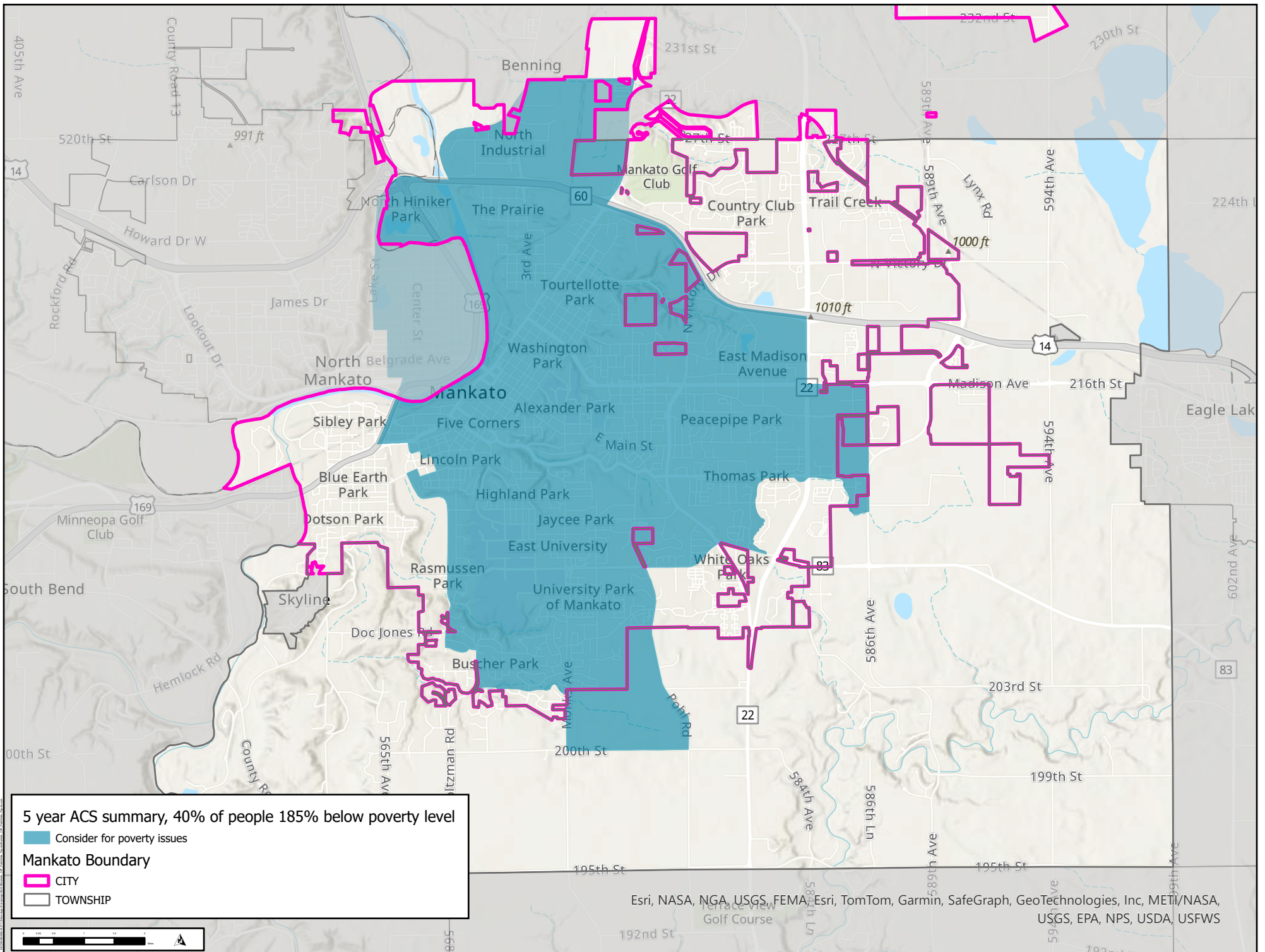
- Create and make available an Emergency Response Toolkit offering tips and suggestions for residents to increase their emergency preparedness.
- Develop a communication plan to reach vulnerable populations with limited access to the internet, language barriers or disabilities.
- Create an accessible/user friendly guide to vulnerable communities to basic and emergency services.
- Continue to develop and work with community networks to test strategies that support vulnerable populations.

---

<sup>4</sup> [Climate Action Framework | Our Minnesota Climate](#)







## 5.4 Community Spaces - Parks & Recreational Opportunities

Communities benefit from parks, green spaces and outdoor recreation opportunities. However, climate variability has had an impact and will continue to have an impact on everyday activities and seasonal activities.

An inventory of community spaces including neighborhood trails and parks has been developed as a baseline to complement the analysis of land use, natural resources and community spaces with the goal to evaluate existing resources, identify needs and track improvements over time.

**Table 1** shows the amount of trails and parks in each neighborhood.

**Table 1 – Trails and Parks by Neighborhood**

| Neighborhood           | Trails [ft]    | Parks [acres] |
|------------------------|----------------|---------------|
| North (Airport)        | 0              | 0.0           |
| North (Industrial)     | 54,968         | 159.2         |
| North (Hiniker Park)   | 6,503          | 197.1         |
| The Prairie            | 6,293          | 2.7           |
| Country Club Park      | 11,558         | 10.5          |
| Tourtellotte Park      | 17,080         | 16.8          |
| Eastwood Park          | 28,813         | 10.2          |
| Franklin Rogers Park   | 3,274          | 11.7          |
| East Madison Ave       | 38,491         | 0.0           |
| Riverfront Park        | 13,340         | 18.4          |
| Washington Park        | 3,308          | 5.3           |
| Alexander Park         | 6,008          | 8.2           |
| Erlandson Park         | 6,782          | 8.2           |
| Peacepipe Park         | 6,299          | 2.1           |
| Sibley Park            | 38,358         | 185.9         |
| Downtown               | 2,963          | 1.1           |
| Five Corners           | 7,313          | 0.8           |
| Highland Park          | 6,260          | 10.5          |
| Jaycee Park            | 18,252         | 33.8          |
| Thomas Park            | 23,427         | 30.5          |
| Blue Earth Park        | 7,916          | 1.7           |
| Liberty Park           | 6,308          | 3.1           |
| Rasmussen Park         | 31,842         | 93.5          |
| MSU Campus             | 5,987          | 0.0           |
| Buscher Park           | 12,875         | 9.8           |
| University Park        | 23,249         | 23.3          |
| White Oaks Park        | 0              | 4.5           |
| Dotson Park            | 8,799          | 92.9          |
| Lincoln Park           | 7,036          | 0.7           |
| East University        | 4,800          | 0.0           |
| <b>City of Mankato</b> | <b>408,102</b> | <b>942.5</b>  |



### 5.4.1 Recommendations

- Develop a conservation plan for existing green spaces and open land owned by the City.
- Evaluate the feasibility of a permanent location for Local Farmer's Markets including 4-seasons markets.
- Develop a native species/desired species vegetation plan for existing parks.
- Develop a plan for removal of non-native species or not desired species.
- Evaluate partnerships with community/volunteer groups to create and schedule events for vegetation planting and maintenance.
- Create guidelines for pet owners to ensure leash visits and waste pickup.
- Evaluate future opportunities for development of parks like Sibley Park, especially on the hilltop/east site.
- Evaluate the feasibility of a public nature center that includes education and volunteer opportunities.

## 5.5 Community Gardens and Food Programs

Strong communities are created with strong connections, healthy foods create healthy communities. The City of Mankato is home to several groups dedicated to building a resilient community such as the Living Earth Center.<sup>5</sup> *Through our [Community Food Connection Program](#), LEC directly connects people to the land and to healthy, organic produce.*

As a result of a partnership between the EPA, USDA and the Appalachian Regional Commission, the Local Foods, Local Places (LFLP) was developed. *The LFLP planning assistance program helps cities and towns across the country engage with stakeholders to develop local food systems, preserve open space and farmland, revitalize Main Streets and downtowns, boost economic opportunities for farmers and businesses, and improve access to local and healthy foods, especially among disadvantaged populations.*<sup>6</sup>

### 5.5.1 Recommendations

- Consider ways to support community farms, local food systems and food production programs.
- Consider ways to support the community food programs and similar programs.
- Establish guidelines for community gardens and identify City owned land opportunities to establish community gardens.
- Consider ways to support master gardener program.
- Re-evaluate the City's code of ordinances to allow urban chickens.
- Consider ways to support cooking, gardening, composting, preserving, pollinator friendly vegetation classes and workshops in libraries and neighborhood parks.

## 5.6 Community Livability & Housing

As defined by the US Department of Housing and Urban Development, livability is a measure of integration of the housing, transportation, environmental, and employment amenities accessible

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<sup>5</sup> [Living Earth Center Sustainability Education Community](#)

<sup>6</sup> [Local Foods, Local Places | US EPA](#)

to residents. A livable community is one with multiple modes of transportation, different types of housing, and destinations located within an easy distance of homes: 20 minutes by transit, 15 minutes by bike or foot, 10 minutes by car.

The City of Mankato recent population estimate is 44,385, the City has a contiguous population area of 101,927. Recently the City was named as one of the nation's 100 Best Communities by Young People by America's Promise - The Youth Voice in Local Government Program, which considered reduced-fee bus rides and bike racks on buses. Livability investments including parks, housing, walkable retail and local entertainment all contribute to the Mankato economy and minimize traveling to the Twin Cities therefore reducing GHG.

Education is a key component to the community. The public school system ranks in the top 17% nationally, in addition several private and charter schools are well established within the City limits. Higher education institutions include Bethany Lutheran College, Minnesota State University, Rasmussen University and South-Central College.

Housing ranges from historic buildings to new construction. The median price of homes listed in Mankato is approximately \$260,000. The fair market rent for a two-bedroom apartment is approximately \$950 per month. The City offers housing options for a diverse population including senior communities with independent and assisted living, apartment buildings and single-family homes.

### 5.6.1 Recommendations

- Develop a walkability plan for downtown and commercial districts.
- Consider ways to support affordable family homes subdivisions.
- Centralize economic development along high-use corridors such as Madison Avenue, Riverfront Drive, and Stadium Road; and develop walkability/bikeability plans for each corridor.
- Educate developers on potential grant funding sources for sustainable development practices. For example, MINNPACE.com.

## 5.7 Critical Services and Critical Infrastructure

Critical services include Critical Facilities as defined by as defined by FEMA, *"typical critical facilities include hospitals, fire stations, police stations, storage of critical records, and similar facilities. These facilities should be given special consideration when formulating regulatory alternatives and floodplain management plans. A critical facility should not be located in a floodplain if at all possible. If a critical facility must be located in a floodplain it should be provided a higher level of protection so that it can continue to function and provide services after the flood."*<sup>7</sup> Critical facilities evaluated in this study include hospitals, fire stations and police stations and is shown in **Figure 6**.

Public school facilities are included under critical services as a representative of social harmony; public schools are meant to be available and equal for all members of the community, therefore public schools represent a valuable and critical asset to the City. School facilities also serve an important role in emergency situations, often serving as emergency shelters and distribution areas during or after natural disasters.

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<sup>7</sup> [Critical Facility | FEMA.gov](https://www.fema.gov/critical-facility)



The MPCA has also identified goals specific to promoting “*equity in hazard mitigation, and emergency response and recovery activities, and consider populations most vulnerable to weather-related emergencies in all plans and exercises, including evacuation routes, transportation for vulnerable population groups, shelter in place locations, back-up power operations, extended access to fuel/power sources and drinking water, etc.*”<sup>8</sup>

Critical infrastructure assessments are necessary to better understand and manage the risk associated with severe and extreme weather events and their impact on the most vital sectors of the community.

*The Cybersecurity and Infrastructure Security Agency (CISA) conducts specialized security and resilience assessments on the nation's critical infrastructure. The assessments examine infrastructure vulnerabilities, interdependencies, capability gaps, and the consequences of their disruption. Security and resilience assessments, combined with infrastructure planning programs and capabilities, form a holistic approach to enhance critical infrastructure resilience to all hazards. Because most U.S. critical infrastructure is privately owned, the effectiveness of CISA assessments depends upon the voluntary collaboration of private sector owners and operators.*

Multiple types of assessments are available including Infrastructure Survey Tool, Multi-Asset and System Assessment and Regional Resiliency Assessment Program, among others.<sup>9</sup>

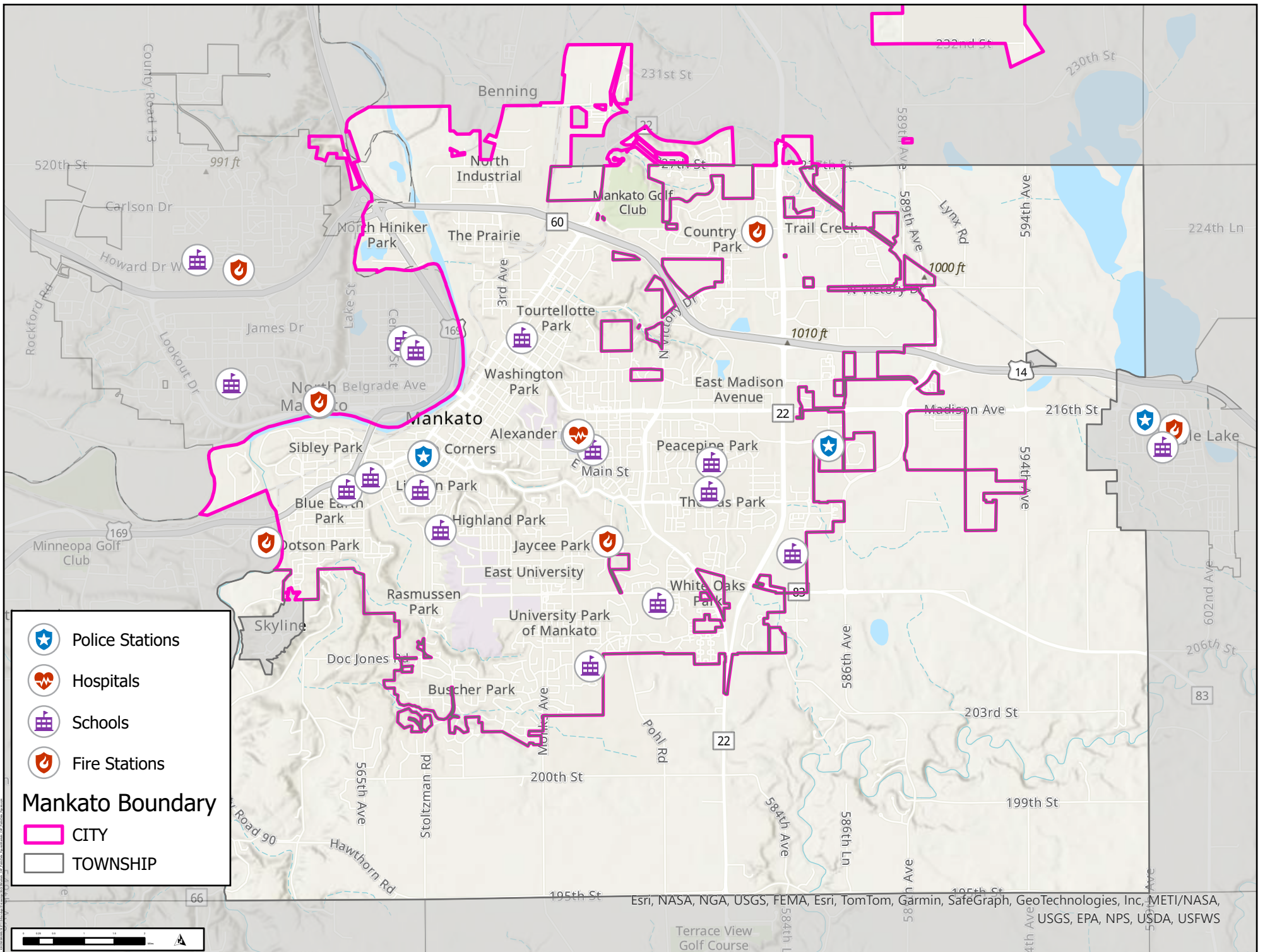
### 5.7.1 Recommendations

- Develop facility specific flood risk analysis.
- Development of emergency plans to ensure critical facilities continue to provide critical services during and after extreme weather events.
- Identify key infrastructure, vulnerabilities and level of risk.
- Identify emergency shelters including cooling and heating shelters.
- Identify critical sectors and conduct assessments to determine vulnerabilities.
- Explore opportunities to work with privately owned facilities to develop collaboration programs and conduct assessments.

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<sup>8</sup> [Climate Action Framework | Our Minnesota Climate](#)

<sup>9</sup> [Critical Infrastructure Assessments | CISA](#)





# 6 Water Resources and Ecosystem

## 6.1 Land Use

*“Local land use decisions have direct impacts on the health and environment of our communities.”. The Building Blocks for Sustainable Communities program<sup>10</sup> works with local communities across the United States to develop smart growth solutions and strategies in ways that benefit human health and the environment. The program uses a locally led process that strengthens local capacity, facilitates partnerships and creates a path forward to achieving community-identified goals.*

The land use analysis includes data from the National Land Cover Database (NLCD), which was generated in cooperation with the Multi-Resolution Land Characteristics Consortium (MRLC), a partnership of federal agencies working together<sup>11</sup>.

The type of land use has been analyzed in relation to the total area of the City of Mankato (see **Figure 7**), with the intent to monitor the development of impervious surfaces overtime in relation to unique and valuable natural resources such as rivers, streams, wetlands and forests.

Impervious land includes surfaces such as buildings, rooftops, asphalt roads, concrete surfaces, unpaved roads, and other areas where physical properties of the land surface have been disturbed, and infiltration qualities have been significantly altered. Natural and undisturbed land where infiltration qualities have not been altered include forest, agricultural land, grasslands, wetlands, and open water. Land use in the Minnesota River-Mankato watershed is dominated by row crop agriculture, with corn and soybean production accounting for about 90% of cropped lands. **Table 2** provides a summary of land uses by type.

Table 2 – Land Use Summary

| Land Use by Type     |              |         |
|----------------------|--------------|---------|
|                      | Area (Acres) | Ratio % |
| City of Mankato      | 12,676       | --      |
| Impervious/Developed | 9,209        | 73%     |
| Wetland              | 628          | 5%      |
| Open Water           | 281          | 2%      |
| Forest               | 877          | 7%      |
| Agriculture/Crop     | 1,681        | 13%     |

### 6.1.1 Recommendations

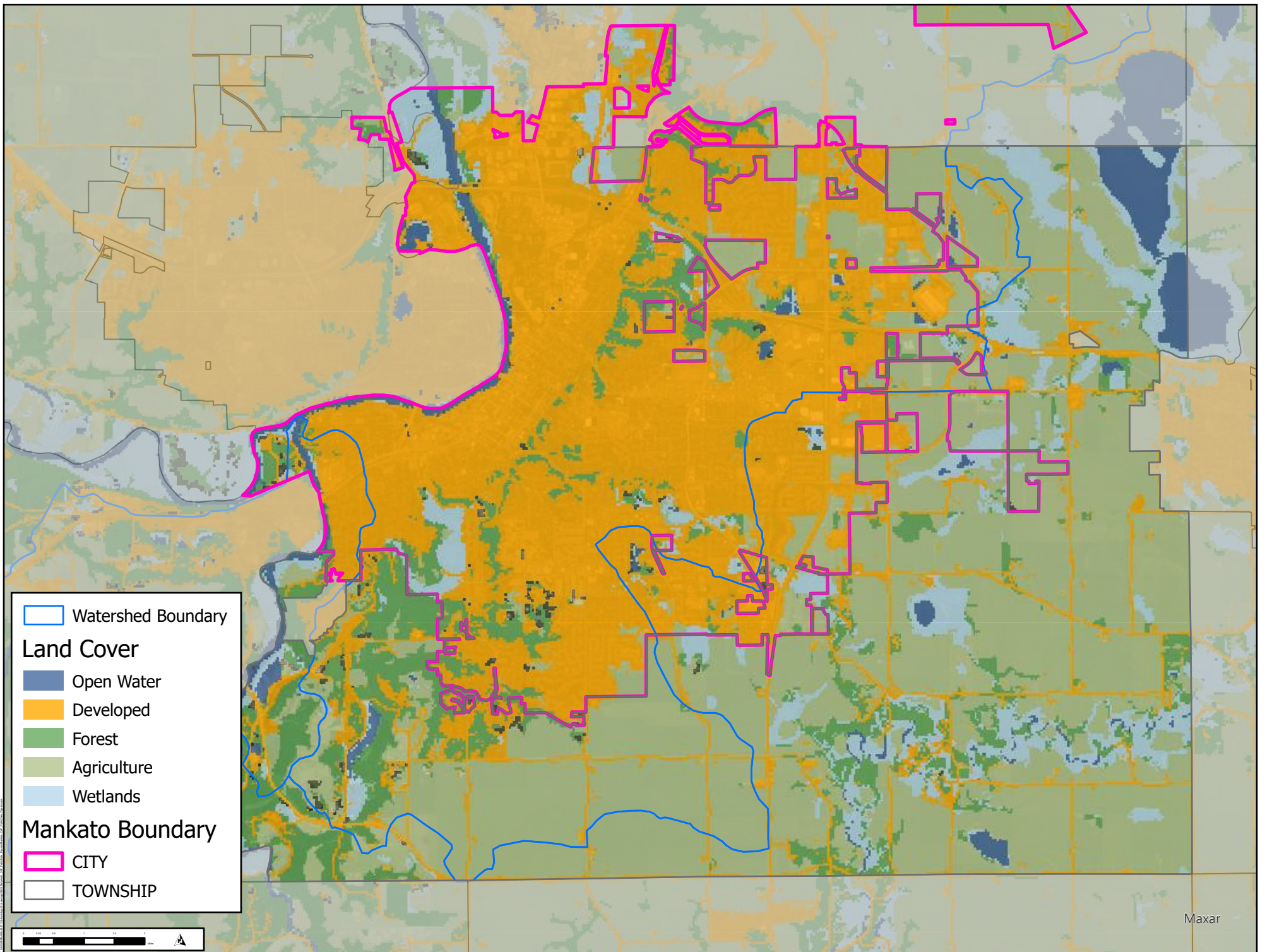
- Continue to update protection and conservation methods including limitations on new development within wetland, floodplains and forest areas as well as identifying restoration opportunities.

<sup>10</sup> [Building Blocks for Sustainable Communities | US EPA](#)

<sup>11</sup> [National Land Cover Database | U.S. Geological Survey](#)

- Develop a Natural Resource Inventory and use it to track gains and losses of wetlands, forest and open water.
- Develop an inventory of City owned parking lots and buildings and evaluate impervious surfaces retrofit opportunities.
- Develop sustainable development guidelines and requirements for new developments, including urban and suburban areas.
- Require sustainability measures for new development and redevelopment projects, including tree and vegetation management plan, e.g., plant two trees for every tree that is removed as part of development.
- Increase urban tree and prairie planting density. Use natural ecosystem services to capture carbon and reduce heat island effects.





## 6.2 Floodplain Management

Floodplains have been analyzed based on the National Flood Hazard Layer (NFHL)<sup>12</sup> provided by the Federal Emergency Management Agency (FEMA). The NFHL is generated from effective flood maps. The current information has been used to understand the level of flood risk and type of flooding in each area.

Floodplain parameters evaluated include the total area of floodplain within the City limits and the total area of floodplains protected by levees. **Table 3** and **Figure 8** show the total area of floodplains within the City of Mankato.

Table 3 – Floodplain Areas

| Floodplains                               |              |         |
|-------------------------------------------|--------------|---------|
|                                           | Area (Acres) | Ratio % |
| City of Mankato                           | 12,739       | --      |
| Minnesota River Regulatory Floodplain     | 658          | 4%      |
| Area with reduced flood risk due to Levee | 490          | 5%      |

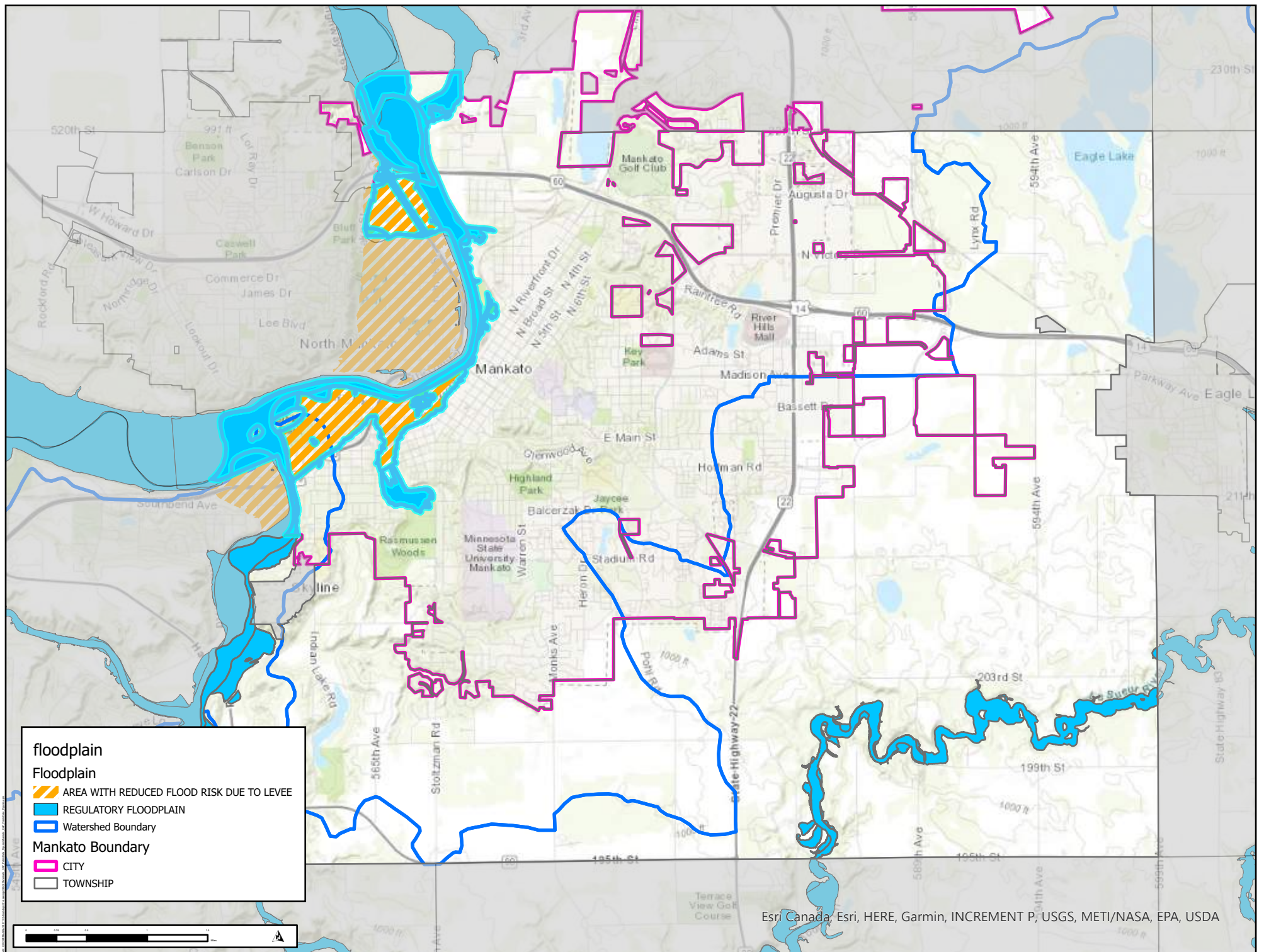
### 6.2.1 Recommendations

- Analysis of riverine floodplain restoration opportunities within the City limits, including stream buffers, stream bank erosion mitigation and ecological habitat enhancement.
- Incorporate floodplain restoration into stormwater management projects.
- Evaluate opportunities on City owned land and properties within the floodplain
- Inventor infrastructure within regulatory floodplains and vulnerability analysis.
- Expand existing stormwater retention areas within floodplains and heavily developed areas.

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<sup>12</sup> [Flood Data Viewers and Geospatial Data | FEMA.gov](#)





## 6.3 Watershed

The State of Minnesota has adopted a watershed approach to evaluate the drainage area of an entire watershed instead of focusing on lakes and stream sections one at a time, this approach has been increasing effectiveness and efficiency in the management of the States' water resources. This watershed approach incorporates the following activities into a 10-year cycle:

1. *Monitoring water bodies and collecting data over two years on water chemistry and biology.*
2. *Assessing the data to determine which waters are impaired, which conditions are stressing water quality, and which factors are fostering healthy waters.*
3. *Developing strategies to restore and protect the watershed's water bodies and report them in a document called Watershed Restoration and Protection Strategies (WRAPS).*

The main purpose of the WRAPS report is to summarize all the technical information so that local partners such as Soil and Water Conservation Districts, watershed districts and other local jurisdictional authorities can use it for planning and implementation projects.

The Minnesota River-Mankato watershed (Hydrologic Unit Code: 07020007) covers approximately 860,000 acres among nine counties through 1,564 miles of streams into the Minnesota River.<sup>13</sup> Current land use is similar to other regions in southern and western Minnesota dominated by warm-season, annual, cultivated row crops. Topography through the upland portions of the watershed is relatively flat and well drained through an extensive network of constructed ditches and subsurface tile.<sup>14</sup> **Figure 9** shows the watershed upstream and including the City of Mankato.

*The watershed is unique, composed of 21 independent named tributaries as well as many unnamed tributaries and ravines that flow directly into the Minnesota River. The watershed is diverse in landscape, with flat cropland in the west and bluffs and lakes in the east. While the vast majority is cropland, the City of Mankato is a regional urban center with several small cities along the main stem of the Minnesota River. Like its landscape, the goals and values of water quality vary across the watershed, making consensus a challenge.*

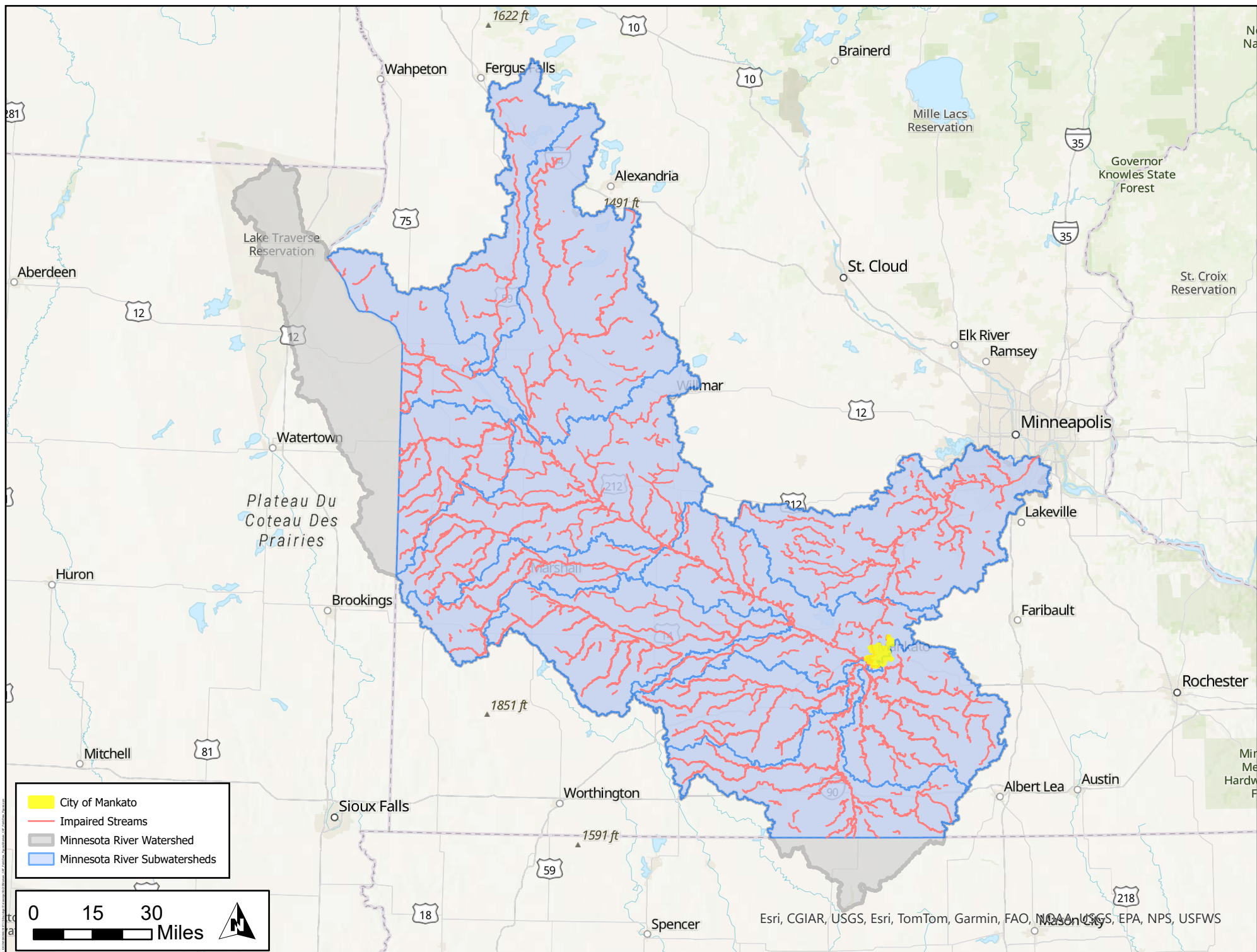
Due to the complexity of land use and pollutants that contribute to the degradation of water quality across the watershed, the City of Mankato faces ever-growing challenges and continues to work with regional stakeholders to implement restoration and protection strategies based on the MPCA guidelines. Specific recommendations have been included under the following parameters: water quality, stormwater management, wetlands and land use.

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<sup>13</sup> [Minnesota River - Mankato | Minnesota Pollution Control Agency](#)

<sup>14</sup> [Minnesota River, Mankato Watershed Characterization Report Summary | WRL Digital Asset Management](#)





## 6.4 Water Quality

**Impaired waters** are evaluated as defined by the MPCA, “A body of water is considered impaired if it fails to meet one or more water quality standards and does not meet use standards for swimming, fishing, drinking, and/or aquatic species health. As required by the federal Clean Water Act, the MPCA assesses all waters of the state and creates a list of impaired waters.” The listings are based on intensive water monitoring and is updated every two years<sup>7</sup>. **Figure 10** shows the impaired water bodies within the City of Mankato.

Two streams, one pond and the Minnesota River are listed for impairments within the study area, including elevated mercury levels in fish tissue and water column (HG-F and HG-W), Turbidity (T), Fecal Coliform (FC), Nutrients, PCB in fish tissue and water column (PCB-f and PCB-W) and macroinvertebrates indices (InvertBio). Impervious surfaces and heavily developed urban areas have a negative effect on streams, lakes and wetlands, increasing water temperature and adding fine sediment and pollutants to stream beds that disrupt natural habitats. **Table 4** includes Impaired Waters and the associated pollutant(s).

Table 4 – Impaired Waters

| Water body      | TMDL Approved for Impairment | Additional Impairments             |
|-----------------|------------------------------|------------------------------------|
| Minnesota River | FC; HG-F; HG-W; T            | InvertBio; Nutrients; PCB-F; PCB-W |
| Unnamed Ditch   | FC                           | None                               |
| Unnamed Creek   | FC                           | None                               |
| Hiniker Pond    | HG-F                         | None                               |

The Minnesota River has several impairments, many of which come from non-point sources. Non-point sources are associated with land use that flow overland into the river that are not concentrated to a single point (e.g. agriculture). Pollution from these sources is difficult to mitigate because they are largely dependent on volunteer practices from landowners. From the City of Mankato’s perspective, much of this land is well outside of the City’s control or sphere of direct influence.

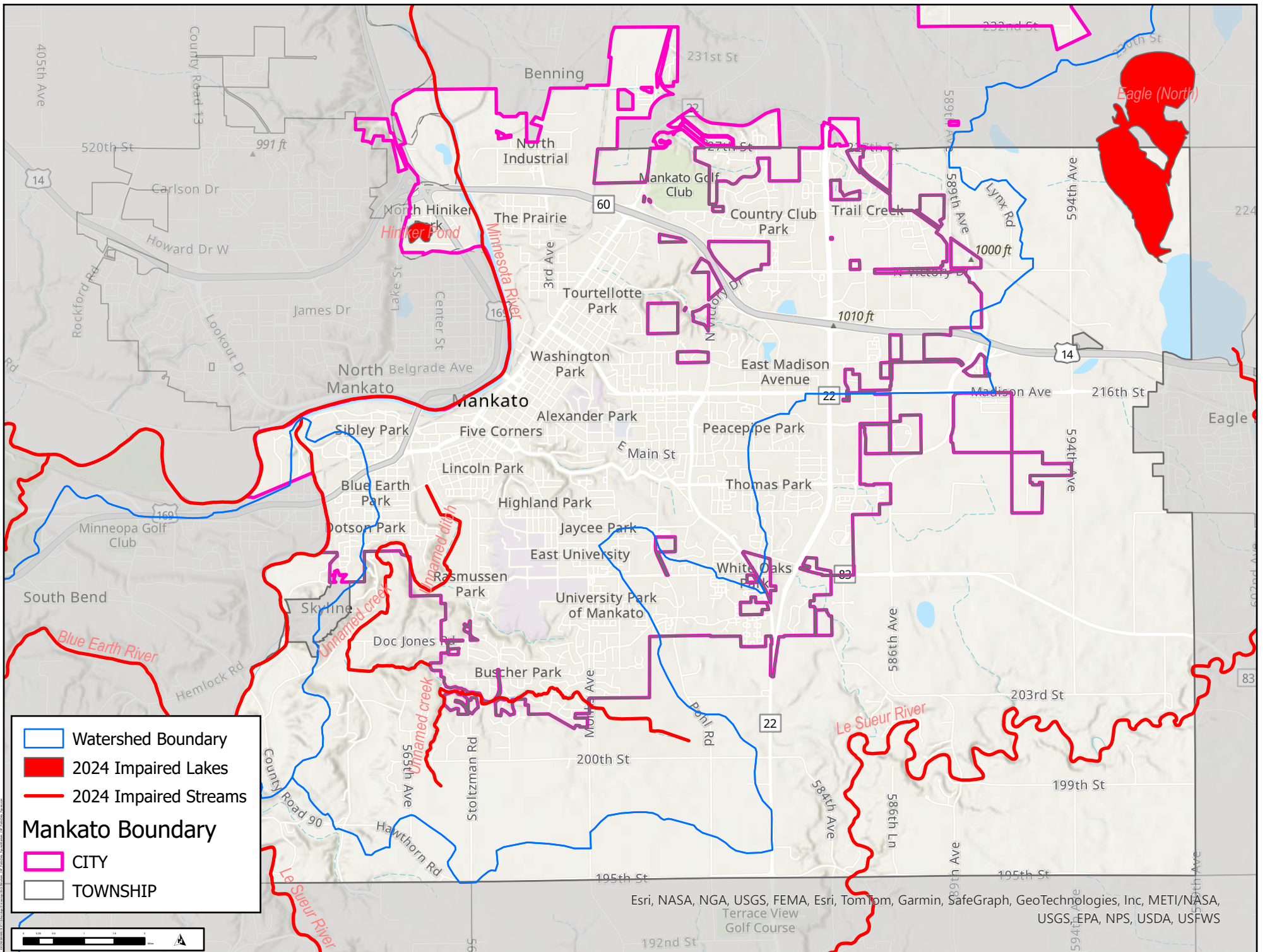
The other three impaired water bodies within the study area are much smaller in comparison and allow for a more targeted approach. The two unnamed streams are impaired for fecal coliform which can come from a variety of sources. Sources for bacteria include municipal stormwater, wastewater treatment plants, animal feeding operations, faulty septic systems, and waste from pets and wildlife. Gaining a firm understanding of the source of the impairment for these streams will be critical in developing strategies toward delisting these water bodies.

Hiniker Pond is the final impaired water body, and it is impaired for mercury in fish tissue. The state of MN has a statewide Mercury Total Maximum Daily Load (TMDL) report and implementation guide ([Minnesota Statewide Mercury Total Maximum Daily Load; Implementation Plan for Minnesota's Statewide Mercury Total Maximum Daily Load wq-iw4-01p](#)). Although mercury in stormwater runoff comes from atmospheric deposition, loading to specific receiving water bodies can be reduced through typical stormwater best management practices (BMPs)



### 6.4.1 Recommendations

- Further analysis of water quality parameters to identify specific best management practices that can be implemented as part of watershed specific and permanent stormwater management projects and improvements.
- Seek and foster partnerships with local soil and water conservation groups to provide education and outreach to landowners to implement agricultural BMPs.





## 6.5 Wetlands

Wetlands are one of Earth's most important ecosystems, providing a suite of ecosystem services that benefit both the environment and human civilization. Some of the services that wetlands provide are:

- Erosion and Flood Control: Wetlands and floodplains provide storage for excess runoff, which reduces the erosive forces and frequency of flooding along waterways.
- Carbon Storage: Peatlands are estimated to store 30% of the world's terrestrial soil carbon while only occupying about 3% of the world's land surface ([ExecSummary-PeatlandPlaybook-Jan25.pdf](#))
- Water Quality: Wetlands remove nutrients and other pollutants, protecting water quality of downstream water bodies.
- Habitat: Provide habitat for a diverse array of Minnesota's plants and animals.
- Recreation: Wetlands provide recreational opportunities such as canoeing, hunting, fishing, photography and wildlife observation.

Wetlands were much more widespread than they are today having been drained to make way for settlement and agriculture. Wetlands continue to be lost today which has led to the creation of Minnesota's Wetland Conservation Act (WCA), which was passed in 1991. The goal of WCA is to "maximize the quantity, quality, and biological diversity of Minnesota's wetlands through "no net loss", restoration and enhancement, avoiding impacts, and replacing wetland values upon impact" (Minnesota Administrative rule 8420.0110 Subpart 1). ([MN Wetland Status and Trends](#)).

Wetlands in Minnesota are regulated through several programs alongside WCA:

- Department of Natural Resources Public Waters Work Permit Program (state program)
- Wetland Conservation Act (state and local)
- Clean Water Act Section 404 permit program (federal program)
- Clean Water Act Section 401 water quality certification process (state and federal program)

According to the statewide National Wetland Inventory (NWI), the City of Mankato has approximately 1,106 acres of wetlands and surface waters within the city limits, making up approximately 9% of the city land use. **Figure 7** in the Land Use section shows wetlands and surface waters within the City of Mankato. Note that the total acres of wetland and open water are slightly different than the NLCD data presented in the Land Use section of the report, since the NLCD data uses a different methodology to identify wetlands and open water.

In 2021, the City identified and produced 30% design plans for a wetland restoration site southeast of the City. The project will re-wet a historic wetland site that was drained by County Ditch 98. The primary goal of the restoration project is the creation of high-quality and diverse wetland and natural habitat. Secondary goals include stormwater detention/storage and water quality treatment.

Recommendations and strategies are included to provide guidance on continuing wetland stewardship.

## 6.5.1 Recommendations

- Further analysis of wetlands to identify natural wetland and wetland restoration opportunities to establish pre-development runoff rates in areas of the City that have been converted to impervious surfaces or agriculture.
- Continue to seek funding to implement the Southeast Mankato wetland restoration project.
- Develop a protection plan for existing peatlands and wetlands.
- Develop a plan to restore drained, farmed or pastured peatlands and wetlands.
- Partner with County and Townships to implement restoration and protection plans.

## 6.6 Stormwater Management

Large urban areas like the City of Mankato are regulated under the MPCA's Municipal Separate Storm Sewer System (MS4; MPCA 2014e) program, which requires the use of Best Management Practices (BMPs) to reduce pollutants. The City of Mankato MS4 program includes City specific urbanized area stormwater pollution prevention and partnerships with Blue Earth County, Mankato Township, South Bend Township and Minnesota State University-Mankato campus.

As defined by the MPCA, *a municipal separate storm sewer system (MS4) is a conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels, storm drains, etc.) that is also owned or operated by a public entity, is designed or used for collecting or conveying stormwater, is not a combined sewer and is not part of a public owned treatment works.*<sup>15</sup>

The [Minnesota River-Mankato Watershed Restoration and Protection Report](#) identifies strategies for restoration and protection of the waters within this major watershed, as discussed in section 5.3. These strategies as well as priority areas were identified by a team of local and state partners. Urban and MS4 areas are identified as high priority areas for work within the watershed. Approximately 3.7% of the Middle Minnesota River Watershed is an MS4 area.

Strategies identified for urban and residential stormwater management were developed based on water quality and quantity parameters, however, these strategies are also effective as climate resiliency strategies.

The integration of natural processes with existing developed areas has been proven to deliver a broad range of economic, environmental, and social benefits., implementation of natural stormwater systems provide relief to existing stormwater sewer systems by reducing runoff volumes, peak flow rates and pollutant concentrations which is needed more than ever with the increase of intensity and frequency of precipitation events as discussed in section 5.7.

Storm sewer system improvements are necessary to efficiently manage the evolving challenges associated with climate change; interdepartmental coordination and collaboration is necessary to ensure street reconstruction projects include additional inlet capacity (additional catch basins inlets) if needed to minimize street flooding. In addition, consideration should be given to pavement overlay projects, since these projects can reduce the amount of stormwater storage in

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<sup>15</sup> [Municipal Stormwater \(MS4\) | Minnesota Pollution Control Agency](#)



the street by up to 30%. This major reduction in street/road runoff storage increases the frequency of break out flows into properties.

## 6.6.1 Recommendations

- Develop a stormwater resilience plan to include analysis of existing infrastructure, vulnerability assessment, flood risk analysis, climate projections developed by the University of Minnesota Climate Adaptation Partnership.
- Develop sub-watershed hydrologic and hydraulic modeling to evaluate shallow street flooding and identify opportunities for integration of natural systems into existing systems.
- Incorporate stormwater reuse practices and bioretention practices in City owned facilities and properties to serve as a role model for the community.
- Integrate street maintenance projects with stormwater maintenance projects including street sweeping, catch basin inlet cleaning, culvert inlet cleaning, etc.

The combination of natural and traditional engineering systems can provide multiple benefits to the existing infrastructure and the community overall. Green and blue infrastructure and green streets solutions are presented as viable alternatives to traditional stormwater management.

## 6.7 Green & Blue Infrastructure

Urban nature solutions use green (land based) and blue (water based) infrastructure. The goal is to mimic natural functions or enhance existing natural resources in a way that integrates urban living with nature.

The MPCA Stormwater Program encourages projects to adopt green infrastructure practices due to their multiple benefits to water resources, habitat, and carbon sequestration. The objective is to create a natural infrastructure network designed to reduce the volume of stormwater runoff by capturing precipitation where it falls, managing stormwater at the surface, and creating opportunities for the localized treatment of stormwater.

## 6.7.1 Recommendations

- Build water storage into City parks and lands including rain gardens, vegetated swales, bio-retention cells.
- Integrate green infrastructure into roadways and street reconstruction projects.
- Improve soil health by reducing the use of nutrients/fertilizers and minimizing the use of herbicides.
- Re-evaluate the City code of ordinances to diversify lawns and increase native vegetation (trees, shrubs, vegetables and flower gardens).
- Consider ways to support the Blue Earth County rain barrel program and create educational opportunities to inform the community on installation and maintenance of the rain barrels and other residential level water management practices.

## 6.8 Green Streets

Urban trees reduce rainwater runoff, promote rainwater infiltration, provide shade, act as wind breaks and noise barriers and improve air quality by sequestering carbon. Additionally urban trees provide cooling solutions that have a tangible and positive impact on vulnerable

neighborhoods, which tend to be hotter than similar but wealthier neighborhoods due to greater impervious surface density and fewer natural resources that absorb stormwater.

The City of Mankato has developed a tree management plan that includes tree zones which are used for routine boulevard tree trimming, where a contractor trims all boulevard trees in 2-3 zones annually in a set order such that every boulevard tree is trimmed every 5 years. Each tree zone was created to have a similar number of boulevard trees in each zone.

Within the current city managed tree population, these are the 10 most common tree species:

Acer (Maples) – 24.8% or 4,024

Quercus (Oaks) – 9.46% or 1,534

Fraxinus (Ash) – 9.01% or 4,461

Tilia (Linden) – 8.45% or 1,371

Celtis (Hackberry) – 7.11% or 1,154

Malus (Crabapple) – 6.95% or 1,127

Ulmus (Elm) – 5.85% or 949

Gleditsia (Honeylocust) – 5.47% or 887

Picea (Spruce) – 3.88% or 629

Syringa (Lilac) – 3.24% or 526

### 6.8.1 Recommendations

- Integrate vegetation and urban trees into roadways and street reconstruction projects.
- Integrate tree trenches into street and parking lot development and redevelopment projects.
- Replace mowed grass areas along city streets and roadways with native vegetation including wildflowers to provide habitat for pollinators.
- Re-evaluate the use of neonicotinoid and other chemicals.
- Evaluate bus stops tree coverage and integrate tree planting with transportation improvement projects.
- Evaluate the need for a City-wide canopy survey.

## 6.9 Extreme Weather Events

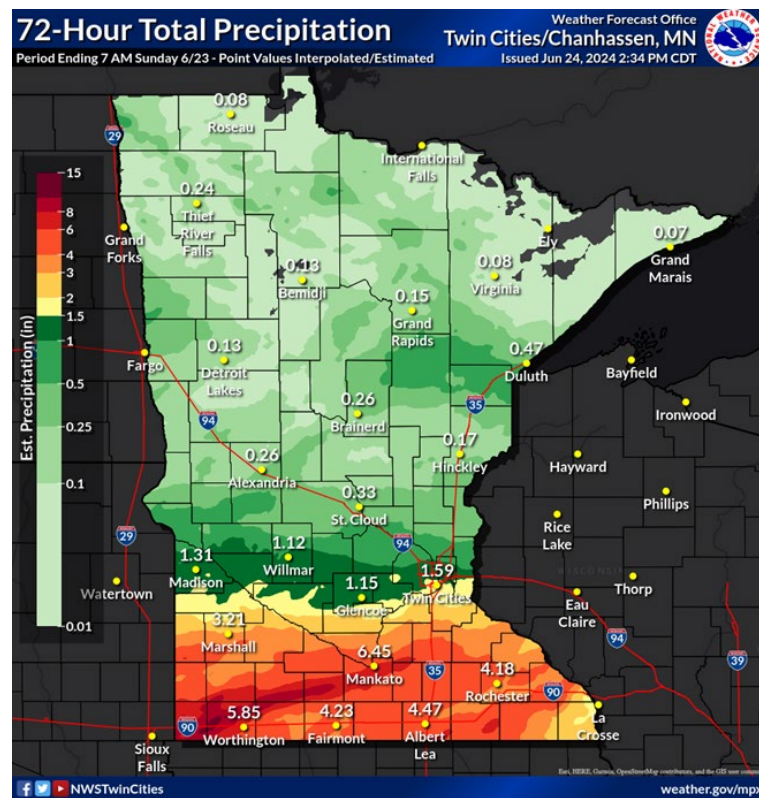
On March 2023, the Intergovernmental Panel on Climate Change (IPCC) released the IPCC Sixth Assessment Report, which summarizes the state of knowledge of climate change, its widespread impacts and risk, and climate change mitigation and adaptation. The Report states *“Climate change is intensifying the water cycle bringing unprecedented flooding, and increased*



*magnitude of droughts, among other water related hazards which will be more frequent and intense affecting already vulnerable areas worldwide.”<sup>16</sup>*

The most recent extreme event experienced in Southern Minnesota resulted in devastating flooding and significant damage across the area. The intense event occurred in June 2024 following a wet spring and a particular week of continuous rain, which produced saturated conditions throughout the watersheds. Rainfall totals varied from 7 to 8 inches in the Mankato area (**Figure 11**).

*Three-day totals of 7 to 9 inches have between a 0.5% and 2% chance of occurring during any year in communities across southern Minnesota, meaning that the average recurrence interval is 50-200 years. The rainfall quickly led to major flooding in towns, and along streams and rivers in southern Minnesota, including the Minnesota River.<sup>17</sup>*



**Figure 11 – Map of Estimated Rainfall Totals from June 20-22, 2024.**

*Image credit: National Weather Service, Twin Cities/Chanhassen*

*Precipitation patterns across Minnesota are expected to become more intense, with more rainfall occurring in a single event and longer dry periods in between. Seasonal precipitation trends are projected to vary significantly, often with wintertime and springtime averages projected to increase and summertime averages projected to decrease. In some cases, summertime*

<sup>16</sup> The United Nations. [Sixth Assessment Report — IPCC](#)

<sup>17</sup> Minnesota Department of Natural Resources, [Climate Journal](#) [Extreme Rain and Flooding in Southern Minnesota, June 20-22 | Minnesota DNR](#)

averages are expected to decrease so much that they can lower annual average values overall. Precipitation changes are expected to vary by region, with the southeastern part of the state expected to see the largest increase.<sup>18</sup>

Future droughts in Minnesota are expected to become more severe due to rising temperatures accelerating soil moisture loss. Regionally, the Midwest is projected to experience the greatest increase in consecutive dry days in the U.S., with durations potentially extending by up to 25% by 2100 (Figure 12).

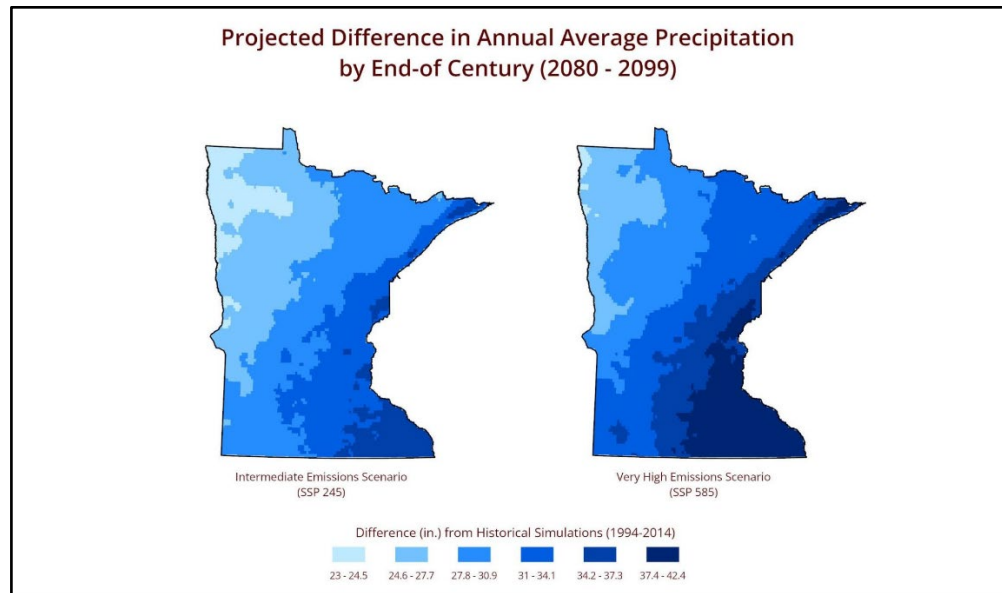


Figure 12 – End of Century Annual Average Precipitation Projections

The [University of Minnesota Climate Adaptation Partnership](#) has developed county-specific precipitation projections to assess multiple different emissions scenarios and their associated impacts on local communities. “In South Central Minnesota, average annual temperature is projected to increase by 3.8-4.3 degrees Fahrenheit (°F) and average annual precipitation is projected to increase by up to 1.6 inches by mid-century (2040-2059), depending on the emissions scenario. The timing and intensity of precipitation is also expected to shift, with wetter springs, drier summers, shorter snow seasons, heavier rain events, and longer dry spells without measurable rainfall.”<sup>19</sup>

<sup>18</sup> University of Minnesota. Climate Adaptation Partnership, [Extreme Events | UMN Climate Adaptation Partnership](#)

<sup>19</sup> [Climate change in South Central Minnesota | UMN Climate Adaptation Partnership](#)



# 7 Energy and Greenhouse Gas Emissions

## 7.1 Greenhouse Gas Emissions Inventory and Monitoring

Greenhouse gas emissions are a significant contributor to climate change, primarily originating from activities such as burning fossil fuels for electricity, heat, and transportation. These emissions include gases like carbon dioxide, methane, and nitrous oxide, which trap heat in the atmosphere and lead to global warming. People calculate emissions in “CO2 equivalents” in order to have a way to add up the effects comprehensively. Monitoring and reducing these emissions are crucial for mitigating the adverse effects of climate change and achieving sustainability goals outlined in this plan.

### 7.1.1 Regional and Historical Perspective

#### **Regional**

Minneapolis and St. Paul have reduced emissions, particularly in electricity and waste, due to renewable energy and efficiency gains. However, transportation and building emissions remain high, with building emissions increasing due to natural gas use. Both cities are advancing district energy decarbonization and transit solutions, supported by state policies and funding. Meeting 2030 and 2050 goals will require addressing pandemic consumption rebounds, retrofitting buildings, and ensuring equitable outcomes.

#### **2014 Citywide Greenhouse Gas Inventory**

Part of Mankato’s commitment to being a good environmental steward is to reduce its greenhouse gas emissions. In 2012, Mankato entered into a cooperative agreement with North Mankato, the Minnesota Pollution Control Agency and the Envision 2020 Energy Conservation Task Force to benchmark each City’s emissions and determine trends. A [report on this study](#) shows that Mankato’s citywide emissions decreased, but that analysis was just from one year to the next.

### 7.1.2 Current Emissions

The most comprehensive emissions data for Mankato was from the Regional Indicators Initiative, which is intended to aid local Minnesota governments to understand local emissions and what can be done about them. More specifically its purpose is to:

- *Deepen cities’ understanding of opportunities to save energy and money*
- *Promote a public understanding of cities’ impact on climate change*
- *Improve cities’ competitiveness for federal and state funding opportunities*
- *Inform cities’ analyses, plans, and policy decisions*
- *Enable cities to track their progress over time - connecting policies and best practices to actual outcomes*

**Figure 13** below summarizes Mankato’s emissions from 2015 to 2023. Nearly all communities experienced emissions reductions during the pandemic and Mankato is no exception. Emissions have rebounded since 2021 and are rising. However, the overall emissions have been reduced by 5% from 2015 to 2023, the latest year of record.

## City of Mankato

Select City

Mankato

### GREENHOUSE GAS EMISSIONS

community-wide greenhouse gas emissions from building energy, vehicle travel, and the management of municipal solid waste

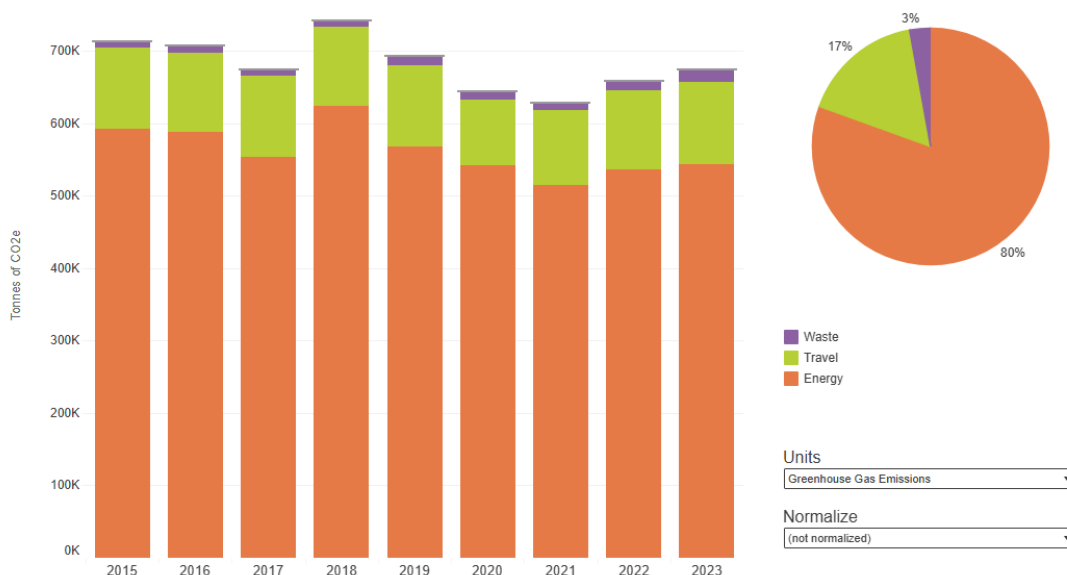


Figure 13 – Mankato Greenhouse Gas Emissions

**Figure 14** gives information on where those emissions reductions come from. Emissions from natural gas, travel and waste have no real downward trend and remain mostly unchanged. Electricity use has declined since 2015 by 25% in the commercial and industrial sector, and the residential electricity use has seen about a 20% decline during that period.

In December 2018, Xcel Energy became the first U.S. energy company to pledge to deliver 100% carbon-free electricity across its eight-state service area. “Carbon-free electricity” is produced from resources such as wind, solar and geothermal that do not generate carbon emissions. Xcel Energy is transitioning to cleaner sources of energy at a pace and scale designed to manage costs and other potential impacts, making sure it maintains safety and reliability while keeping customer bills as low as possible.

Xcel Energy is committed to meeting Minnesota’s carbon-free by 2040 standard.



## Energy Emissions

### Total Electricity | Mankato

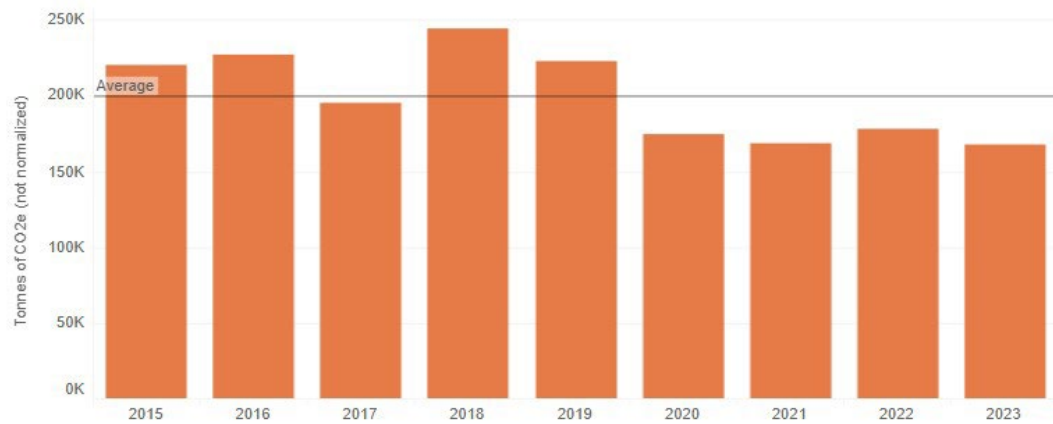


Figure 14 – Emission Reductions

The most notable fact about Mankato's emissions footprint is the commercial and industrial use of natural gas. Mankato appears to have one of the largest per capita natural gas usages among Minnesota communities (**Figure 15**). These numbers are also before ADM converted their coal fired operations to natural gas. No data is available at this time which details the additional natural gas demand.

## Energy Emissions

2020 | Natural Gas

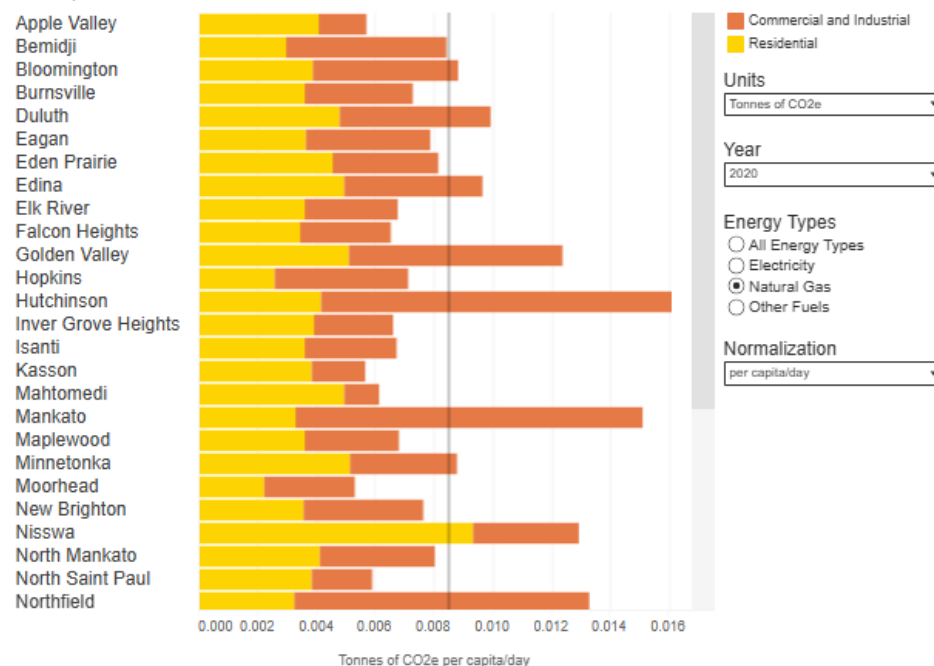


Figure 15 – Emissions by City (per Capita/Day)

For perspective, about 69% of Mankato’s energy emissions are from natural gas. For Rochester it is 38%; for Duluth it is 54%.

Another way to look at the emission trends in Mankato is to compare those emissions year-by-year to other similarly sized and situated communities. Inner and outer ring communities around Minneapolis and St. Paul were excluded. As shown in **Figure 16**, Mankato, Duluth and Rochester all saw gradual declines in emissions prior to 2020. Since the pandemic, reductions in emissions for both Rochester and Mankato have plateaued.



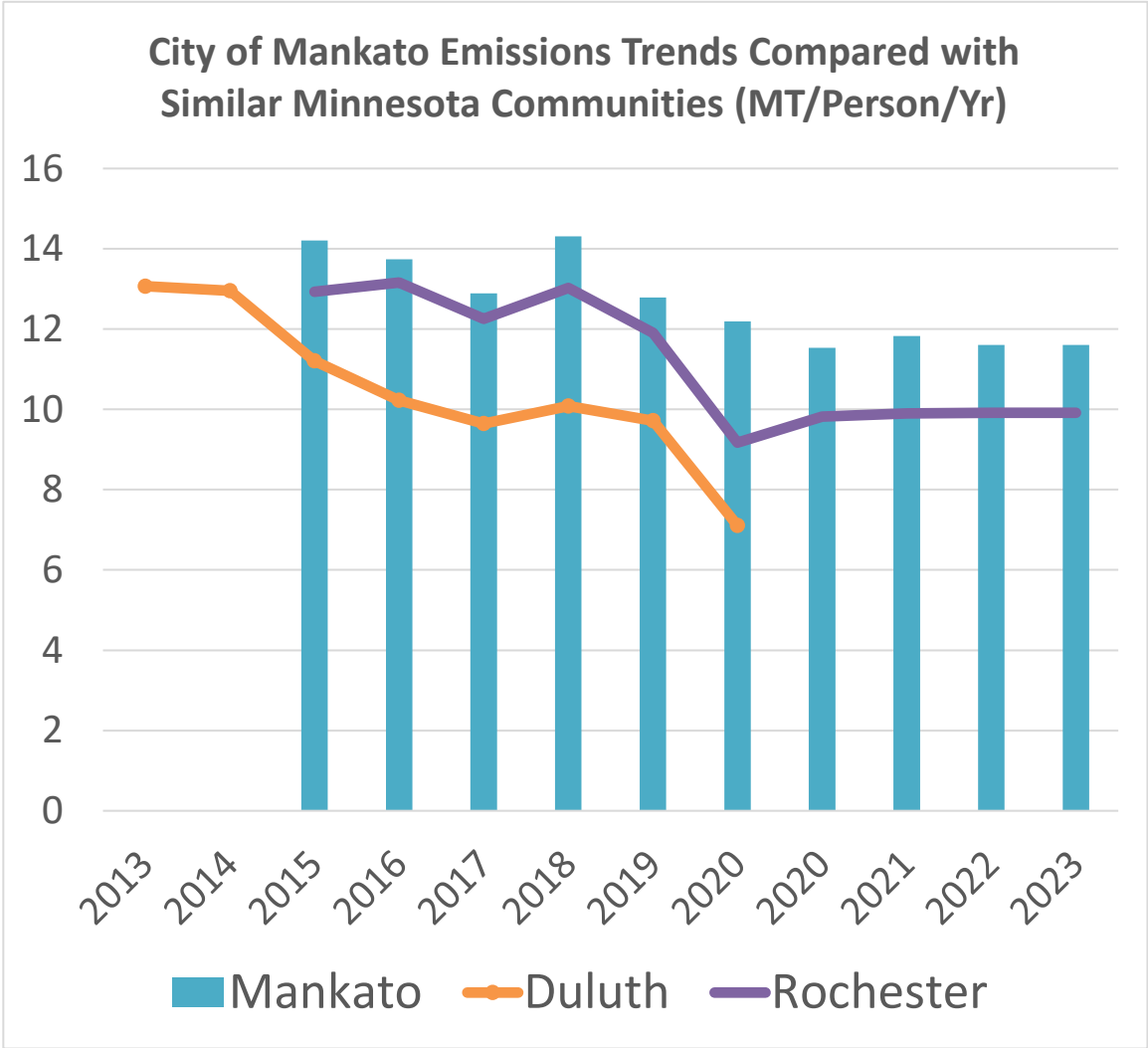


Figure 16 – Emissions Reduction Comparison

## 7.2 Waste Management

Waste management for the City is accomplished by a combination of landfilling and incineration. The large rise in emissions from landfilling waste most likely would be attributed to importing waste from other regions. The cross boundary transfer makes planning difficult for Mankato, not just in the waste category but also in energy as well. **Figure 17** shows the emissions for solid waste that is landfilled and incinerated. **Figure 18** shows the percentage of solid waste that is landfilled and incinerated.

### WASTE

*management of municipal solid waste generated within city boundaries*

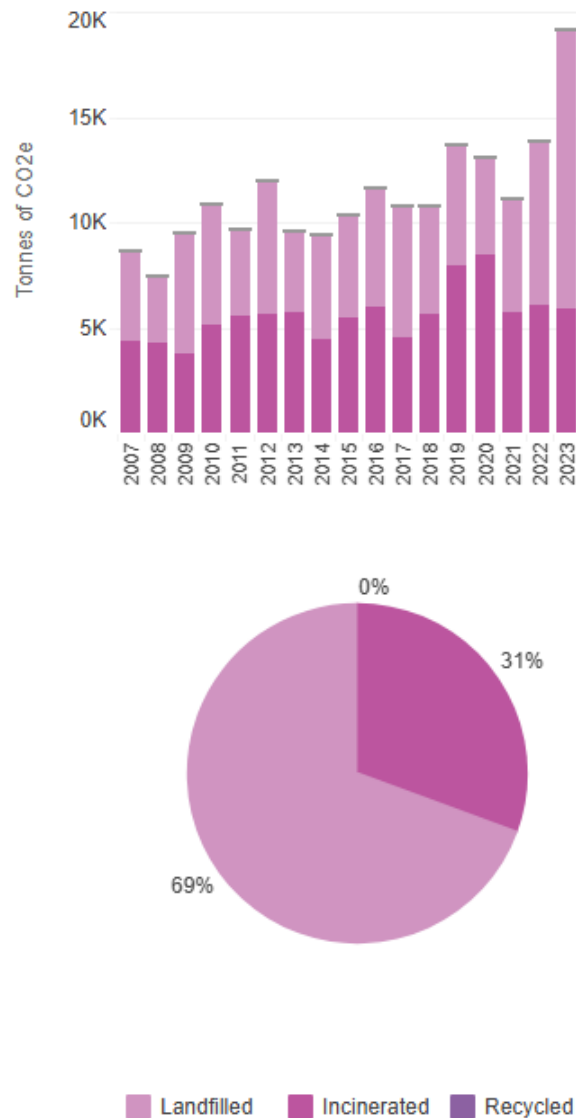


Figure 17 and Figure 18 – Emissions and Breakdown of Solid Waste



## 7.2.1 Sustainable Roofing

It is estimated that 5% to 8% of landfill contributions in Mankato come from the disposal of used roofing materials (built-up and shingled roofs). The City of Mankato is currently using a method to reduce premature tear-offs on flat or built-up roofs owned by the City. This would not only reduce landfill contributions but would also save taxpayer dollars and reduce emissions from unnecessary material production, transportation and installation.

While still in the study stage at the time of this report, this effort will likely demonstrate decreased premature tear-off of existing roofing saving landfill space, reduced emissions from products to repair the roofs and money saved for all of Mankato.

A similar approach is done by at least one residential roofing company. While putting a few layers of roofing on a home is a common practice, it will need to be torn off after 20 years or so. A steel roofing company offers a product that can be installed over existing asphalt shingles, boasting a lifespan of more than 50 years. At the end of that time both the steel and the asphalt would be removed and recycled.

## 7.2.2 Waste Reduction

### 7.2.2.1 Recommendations

- Continue to educate the community on the effects of single use plastic and Styrofoam.
- Evaluate additional options for community and individual composting programs.
- Continue to support Blue Earth County compost bin program.
- Work with community partners to create educational materials on residential and commercial waste reduction strategies.
- Identify local initiatives to increase participation in recycling programs.

## 7.3 Other Considerations

### 7.3.1 Urban Heat

The “urban heat island” or UHI is a term to describe the temperature differences between urban and rural communities caused by heat-absorbing man-made surfaces and the lack of shade or vegetation. **Figure 19** shows the Mankato Area Urban Heat Island and **Figure 20** shows a zoomed in map of Downtown Mankato. The build-up of summertime heat can negatively impact the community with increased emissions, disproportionate impact on poorer residents’ health. Often tree canopies are less dense in poorer communities and can occur for a variety of reasons including smaller lots, poor maintenance, lack of water or disease.

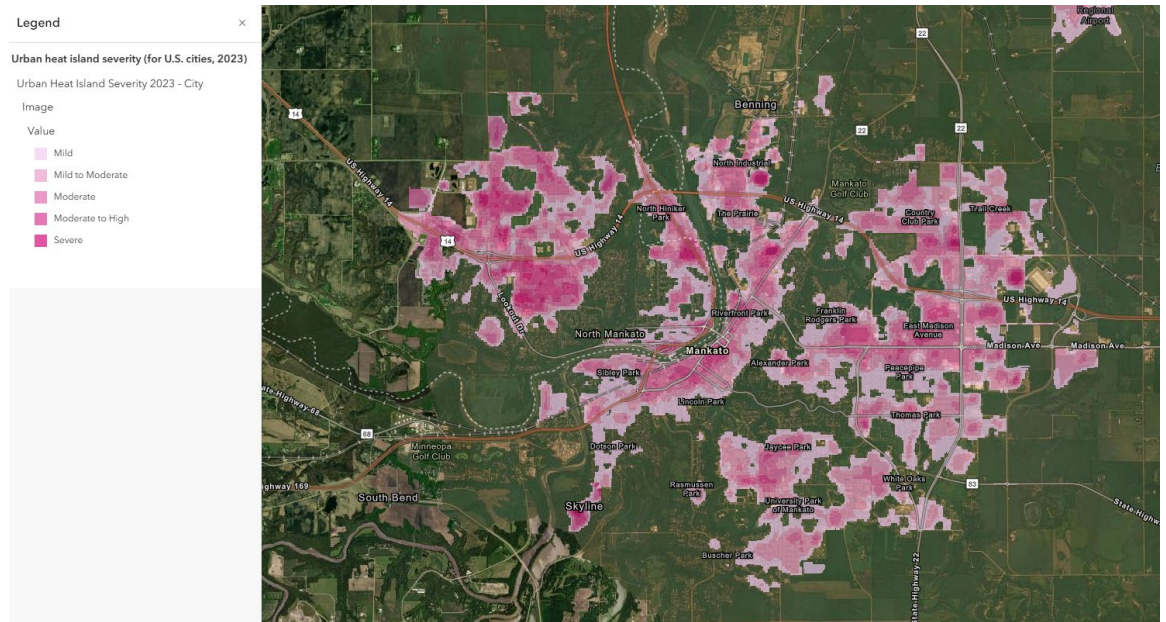


Figure 19 – Mankato Area Urban Heat Island



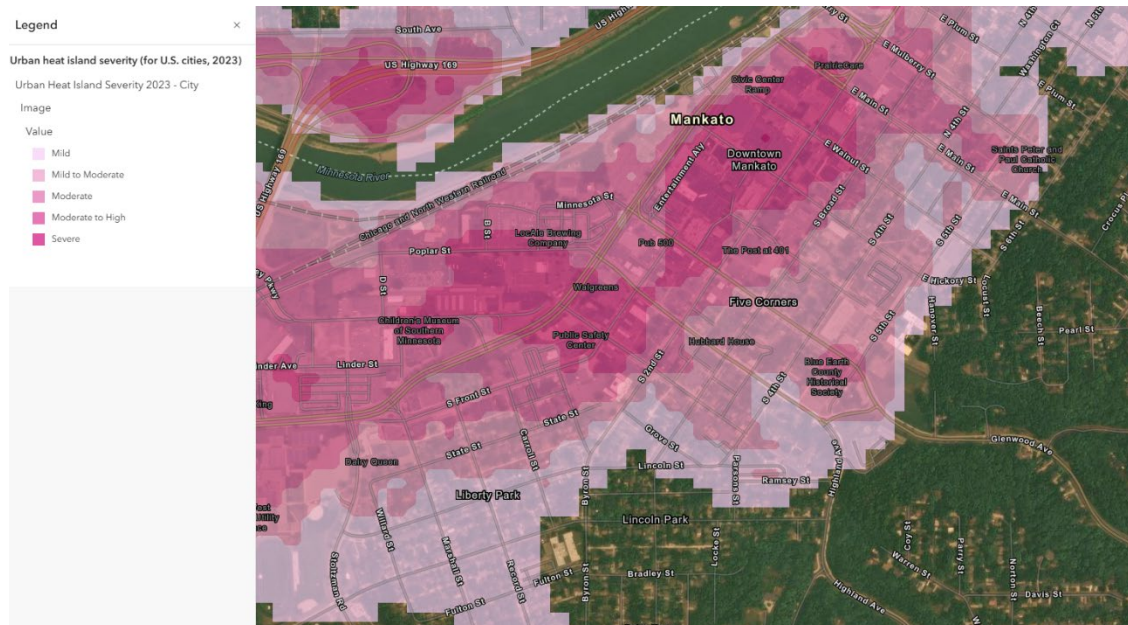


Figure 20 – Downtown Mankato Urban Heat Island

### 7.3.2 Techniques to Address UHI

The absence of a tree canopy is the greatest contributor to urban heat island effects. This lack of shade, combined with hard, heat absorbing surfaces can lead to these conditions. The City of Mankato has a long-term plan to map the existing tree canopy and from that determine a strategy for addressing low canopy areas in under-represented parts of town and a goal for achieving that desirable canopy.

### 7.3.3 Cool pavement

Over 40% of the land area of many U.S. cities is made of public and private pavements. These surfaces are treated every 3 to 10 years, and cool pavement leverages that concept of area and frequent maintenance to address urban heat island effects. The chip and seal program currently underway in Mankato uses a pink granite gravel in the chip and seal (Figure 21). This stone by its color and the nature of its material, may reduce summertime temperatures in Mankato as much as 10°F.<sup>20</sup>

<sup>20</sup> Senevirathne, D. M., et al. [“Effects of Pavement Texture and Colour on Urban Heat Islands: An Experimental Study in Tropical Climate.”](#) *Urban Climate*, vol. 40, Nov. 2021, p. 101024.



Figure 21 – Photo of Mankato’s Chip and Seal

While 10°F may not seem like much, it is similar to commercially available products today designed to cool pavement. Some cool pavement coatings come with uncertain runoff characteristics, but Mankato’s material choice would have no negative water quality effects.

The effects across the entire community could reduce heat stress on people and reduce the energy consumption for air conditioning. Further analysis is necessary to confirm whether these granites are actually lowering summertime temperatures.

## 7.4 Projected Emissions

When we combine our understanding with the future expected emissions for the City, projected emissions can be estimated. **Figure 22** below indicates the challenges that Mankato faces in the pursuit of carbon neutrality. Emissions have remained flat or increased for natural gas and waste categories. Emission reductions from transportation will likely come from the increased adoption of electric vehicles, which are projected to be 65% of all on-road vehicles by 2050.

Emissions from coal use likely ended in 2023 or 2024. Electrical emissions are expected to decline to 100% carbon free electricity by 2050.

Carbon neutrality could be obtained by an “all of the above” approach combined with increased partnership with commercial and industrial natural gas users and exploring the use of natural systems for regional carbon offsets.

Mankato’s pragmatic approach to carbon neutrality focuses on cost-effective efficiency improvements which incorporate the feasibility of long-term maintenance and partnering with businesses, non-profits, and other units of government to enhance performance and services. While the future will include new opportunities, it will likely be accompanied by this strategy.



## Mankato Emission Projections

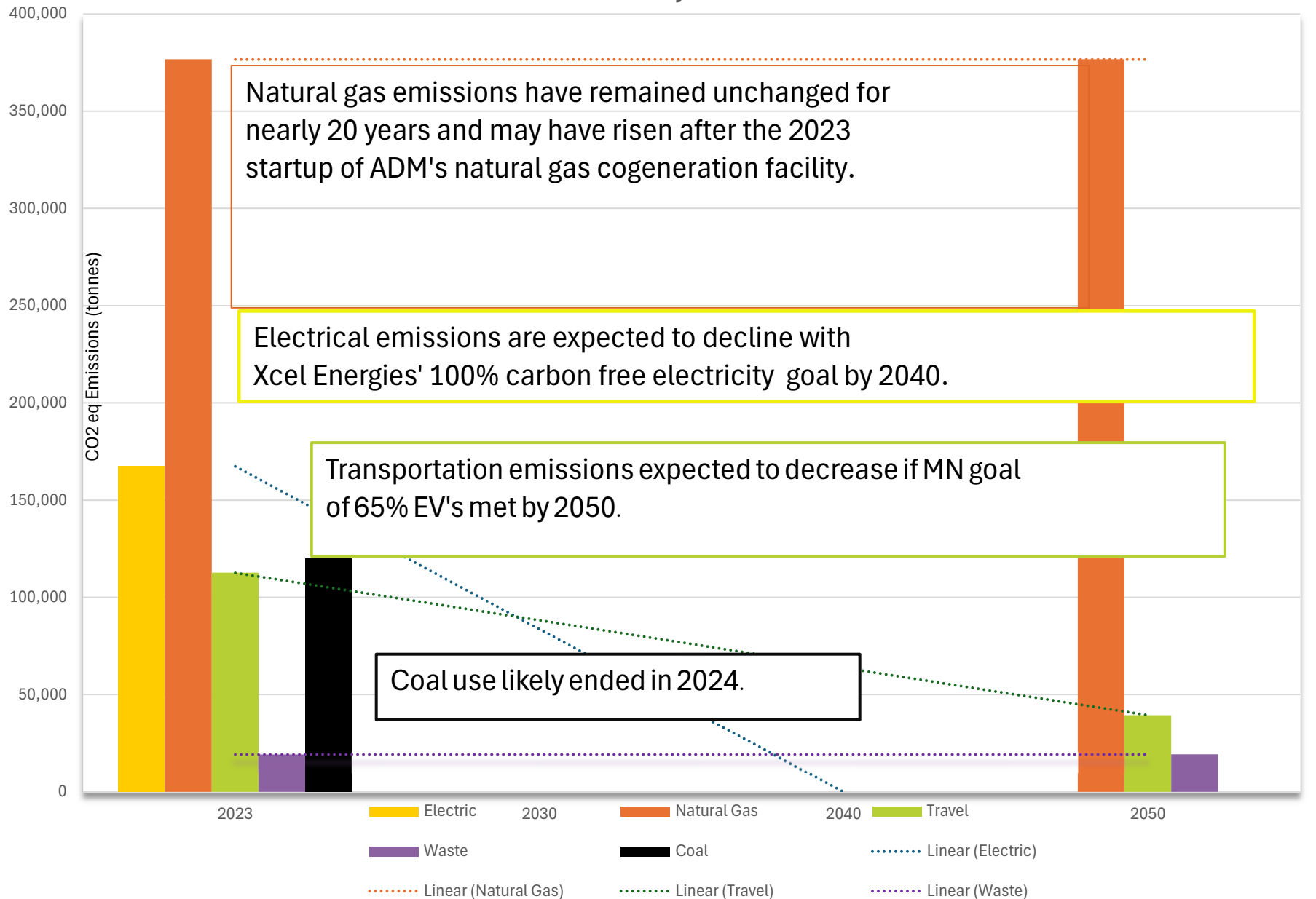


Figure 22 - 2050 Projected Emissions

### 7.4.1 Recommendations

- Continue to look for funding opportunities to enhance City's fleet with alternative energy vehicles.
- Improve energy efficiencies of existing buildings and systems as budgets allow through equipment and management software upgrades.
- Consider updating City ordinances regarding acceptable use of "last mile" transportation alternatives.
- Consider the development of sustainable materials procurement plan, which can reduce the impact of material procurement, use and re-use/disposal.
- Map the existing tree canopy and determine a strategy for addressing low canopy areas in under-represented parts of town with a goal for achieving that desirable canopy.



## 8 Transportation

The backbone of a livable community is its transportation system. In a livable community, the transportation system, from cars to bike lanes, connects and moves people to social and economic activities.<sup>21</sup>

### 8.1 Public Transportation

Across the US about 55% of Americans have access to public transportation.<sup>22</sup> However in smaller communities that availability drops to 30 to 40%. Real time tracking available on the Mankato Transit System is similar to smaller communities servicing universities with students who are more likely to adopt real time tracking technology. This service likely improves ridership and reduces emissions.

However, US Census data shows that commuter ridership for Mankato is 0.8% which is below the national average (5%) and the levels for some smaller Minnesota communities (3%).<sup>23</sup>

Ride sharing services are still transforming the way Americans travel in communities. Most studies show that while these often create time benefits, emissions go up with their use.<sup>24</sup>

One way to increase ridership, reduce emissions and improve service is to consider a microtransit system. Wilson, NC (population 49,000) did a 2-year study of on-demand system and found that ridership increased by more than 2 times. It created equitable accessibility transit for the elderly, residents with disabilities, and homes without vehicles.<sup>25</sup>

### 8.2 Personal Vehicles

The best source of information for personal vehicle use is the Minnesota Department of Transportation. Over 5,000 monitoring points across the state are used to monitor vehicle miles traveled and from this information estimated miles traveled are recorded. **Table 5** below is a section of the MnDOT tabulation of Vehicle Miles Traveled for 2023<sup>26</sup>:

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<sup>21</sup> [\*Livable Communities: Innovative, Inclusive and Equitable Cities - National League of Cities\*](#)

<sup>22</sup> [\*Posillico, Caitlin. A Quantitative Look at Urban Public Transportation – Putting Methods to the Madness. 27 Mar. 2023\*](#)

<sup>23</sup> [\*Explore Census Data. Table B08301.\*](#)

<sup>24</sup> [\*Clewllo, Regina R., and Gouri S. Mishra. Disruptive Transportation: The Adoption, Utilization, and Impacts of Ride-Hailing in the United States. Oct. 2017.\*](#)

<sup>25</sup> [\*Transforming Public Transit with a Rural On-Demand Microtransit Project \(Report 0243\) | FTA\*](#)

<sup>26</sup> [\*MnDOT. "Roadway Data Products - TDA, MnDOT." State.mn.us, 2015\*](#)

Table 5 – Vehicle Miles Traveled for 2023

| County     | City    | Route System                                       | Daily VMT | Annual VMT | Centerline Miles | Percent Sampled |
|------------|---------|----------------------------------------------------|-----------|------------|------------------|-----------------|
| Blue Earth | Mankato | 2 - US Highway                                     | 199,010   | 72,837,502 | 6.6              | 100             |
| Blue Earth | Mankato | 52 - Non-numbered US Highway                       | 2,264     | 828,623    | 0.1              | 100             |
| Blue Earth | Mankato | 3 - MN Highway                                     | 68,498    | 25,070,172 | 4.9              | 100             |
| Blue Earth | Mankato | 32 - Former Highway                                | 843       | 308,486    | 0.1              | 100             |
| Blue Earth | Mankato | 4 - County State Aid Highway                       | 114,825   | 42,025,838 | 14.7             | 100             |
| Blue Earth | Mankato | 5 - Municipal State Aid Street                     | 250,658   | 91,740,802 | 43.0             | 100             |
| Blue Earth | Mankato | 8 - Township Road                                  | 61        | 22,185     | 1.0              | 3               |
| Blue Earth | Mankato | 10 - Municipal Street                              | 106,691   | 39,048,997 | 136.1            | 13              |
| Blue Earth | Mankato | 25 - Local Park, Forest or Reservation Agency Road | 1         | 435        | 0.2              | 0               |
| Blue Earth | Mankato | 30 - Alleyway                                      | 83        | 30,323     | 16.6             | 0               |

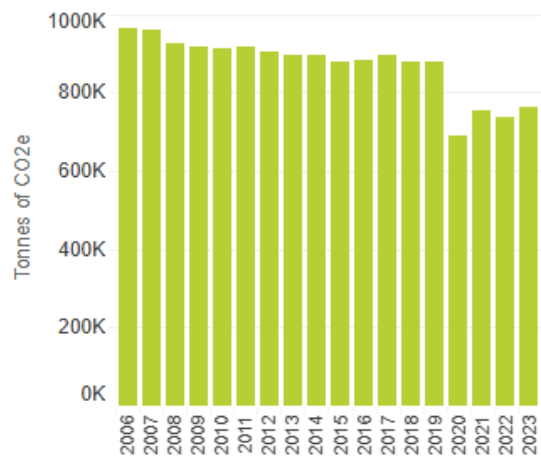
The people of Mankato drive about 1,000,000 miles per year. This number has been declining since 2006 and currently is below 800,000 miles per year. This translates to less than 3 tons of CO<sub>2</sub> emissions per person. **Figure 23** and **Figure 24** show the total and per capita emissions related to travel, respectively. There is good correlation between this method of calculating carbon emissions and those made in detail in 2014.<sup>27</sup> For 2009, Schwartzkopf found emissions for Mankato were 3.0 tonnes of CO<sub>2</sub>eq per year and the MnDOT/RII method found it to be 3.2 tonnes as shown below. Schwartzkopf's data was not used in this analysis, but for comparative purposes only.

<sup>27</sup> Schwartzkopf, L. "[Mankato and North Mankato Citywide Greenhouse Gas Inventories.](#)" Apr. 2014.



# TRAVEL

vehicle miles traveled within city boundaries



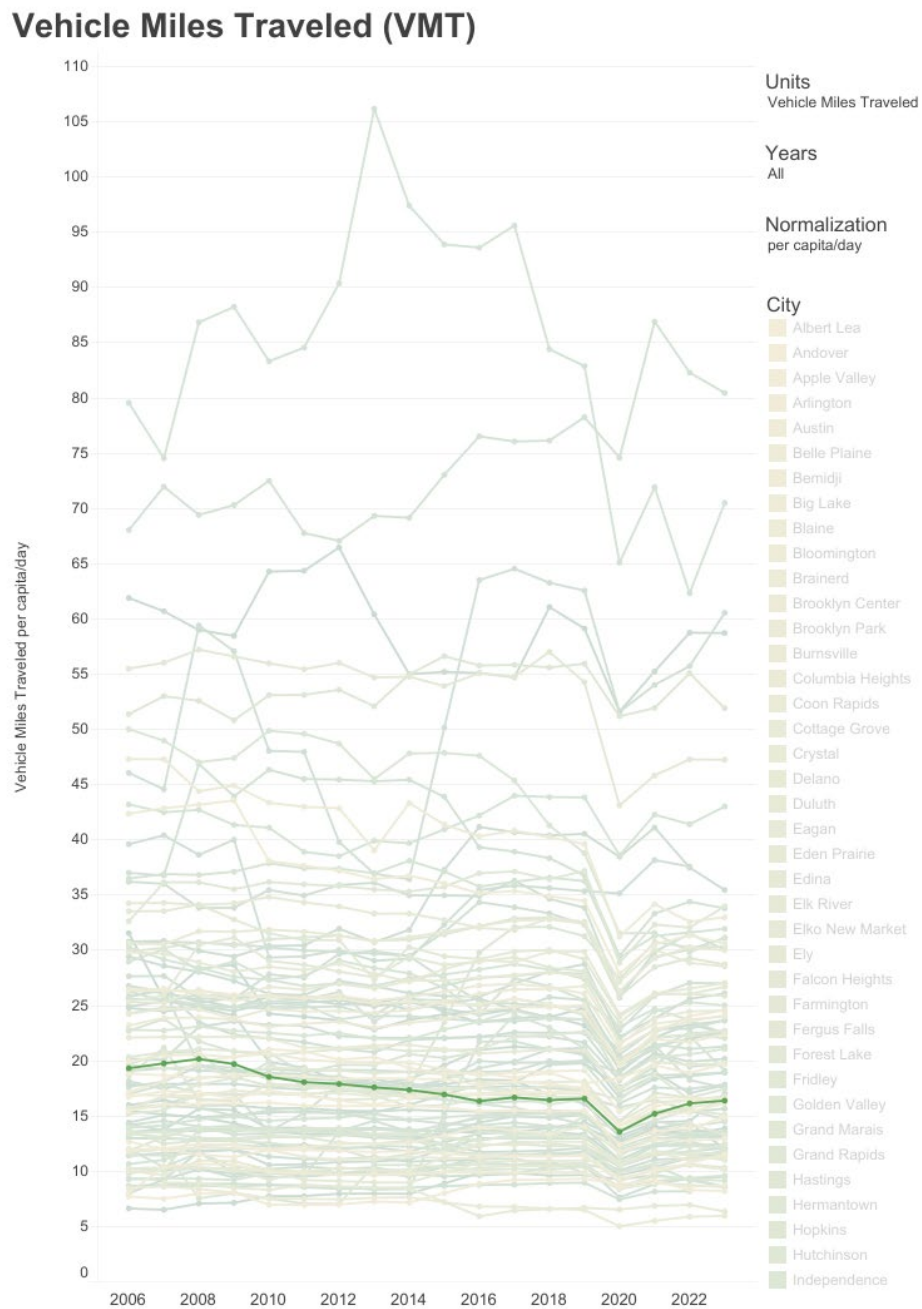
# TRAVEL

vehicle miles traveled within city boundaries



Figure 23 and Figure 24 – Total and Per Capita Emissions

**Figure 25** shows that vehicle miles traveled are declining statewide and Mankato's emissions track similarly to other communities.



**Figure 25 – Vehicle Miles Traveled**



## 8.3 Lower Emission Vehicles

### 8.3.1 Fuels for Internal Combustion Engines

The State of Minnesota has been leading its citizens with strategies for lower emissions from internal combustion engines for nearly twenty years. Minnesota's biofuels current mandate requires B20 diesel in summer (April–September, with B10 allowed April 1–14), B5 in winter, and E10 (gasoline with 10% bio-based ethanol) gasoline year-round, with E15 approved for 2025. These reduce the carbon intensity of these fuels.

The state supports these mandates through grants, infrastructure investments, and the Governor's Council on Biofuels, aiming for a clean fuels standard to further reduce carbon intensity. While economically and environmentally beneficial, the mandates face challenges from industry opposition, supply disruptions, and competing EV policies. Minnesota remains a national leader in the implementation of these fuel blends.

### 8.3.2 Electric Vehicles

There are various projections on the rate of adoption of electric vehicles in this US. Some predict mandates will be required for significant adoption, while others cite technological improvements are expected to remove cost and charging barriers for wider adoption.

Statewide, less than 1% of all registered vehicles in Minnesota are electric. In Mankato, that level was 0.3 percent in 2021.<sup>28</sup> Nationally, the data shows about 1.4% of vehicles are electric. The most recent data is from 2023. The data from 2024 is expected to reveal that electric vehicle sales were approximately 5 to 7% of all new vehicles and align with national trends.

The State of Minnesota has a goal of 5% of all light duty vehicles to be electric by 2025 and 65% by 2040. In 2024, the State of Minnesota created the Minnesota electric vehicle rebate program which offers up to \$2,500 for new electric vehicles and \$600 for used EV's.<sup>29</sup>

The National Renewable Energy Laboratory expects electric vehicles to be up to 42,000,000 by 2030 or as much as a 10 times increase.<sup>30</sup>

### 8.3.3 Electric Vehicle Charging

One of the common barriers to adoption for electric vehicles is "range anxiety," which refers to concerns that owners have over the ability to find adequate charging infrastructure when needed. Electric vehicle charging around the country is currently a confusing field of chargers, charging infrastructure, infrastructure suppliers with various membership requirements and uncertain costs per charge.

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<sup>28</sup> [EVI-Pro: Electric Vehicle Infrastructure – Projection Tool | Transportation and Mobility Research | NREL.](#)

<sup>29</sup> [Electric Vehicles - Performance Measure Dashboard - MnDOT.](#)

<sup>30</sup> [EVI-Pro: Electric Vehicle Infrastructure – Projection Tool | Transportation and Mobility Research | NREL.](#)

There are well over 50 charging station ports listed throughout Mankato listed on the Plugshare website (52 station ports) at 16 locations shown (see **Figure 26**). The local newspaper, the Mankato Free Press, did an article about EV charging in 2021 and listed many locations.<sup>31</sup> It showed that about 10% of the charging is free.

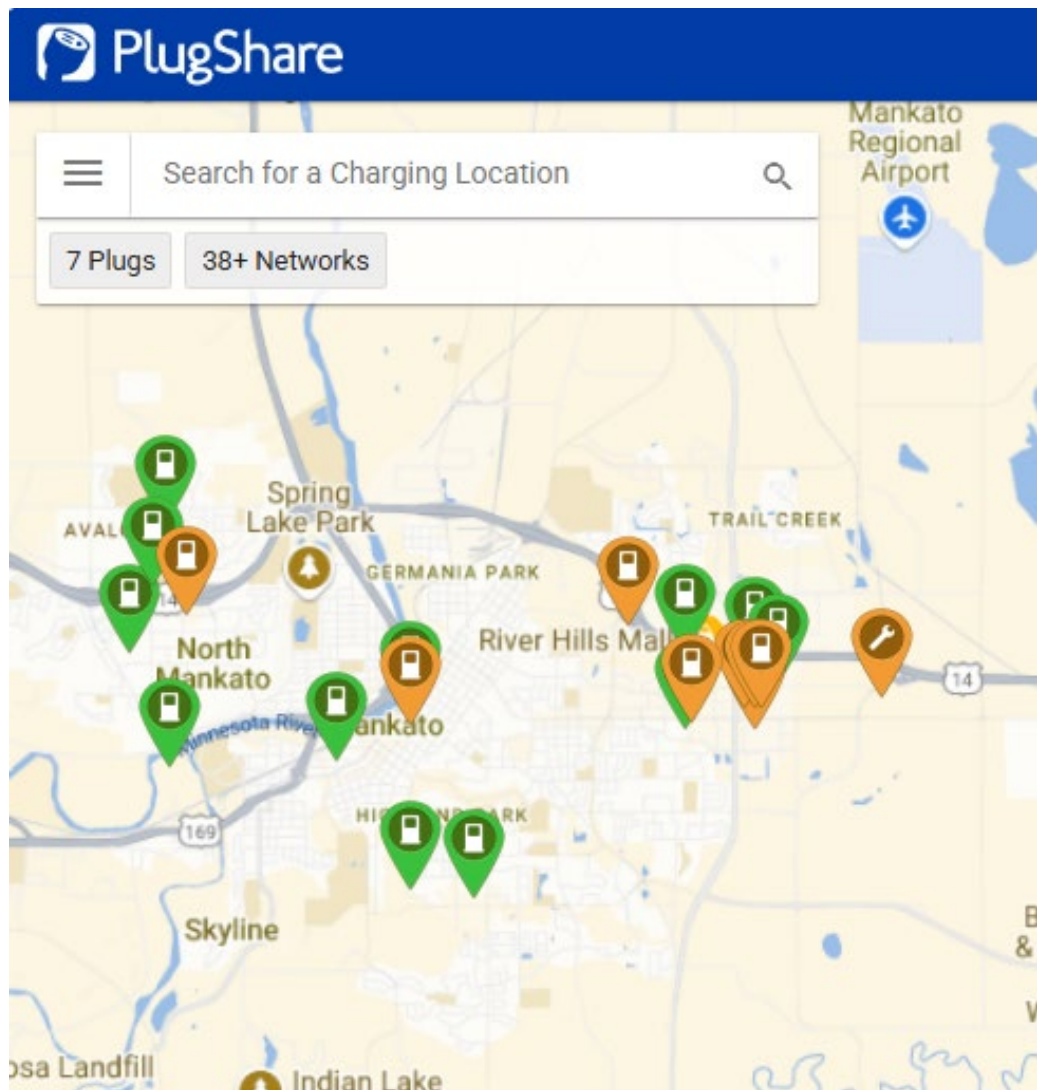


Figure 26 – Plugshare EV Charging Locations

A recent announcement by Walmart may improve the number of charging stations in Mankato. They have been cited in the past as the largest private owner of parking lots in the US. Walmart currently has several different charge suppliers across the US. They are committed to rolling out a completely different business model. Of their 5,000 stores across the United States, thousands are expected to have Walmart-branded charging stations by 2030. Whether that service will

<sup>31</sup> *Fischenich, Mark. "Ask Us: EV charging stations vary in who pays." Free Press, The (Mankato, MN), sec. Local News, 27 June 2021.*



become available in Mankato or not is uncertain because it will be based upon the adoption rate of electric vehicles in the community.

### 8.3.4 Recommendations

- Continue to look for opportunities to improve ridership and service for public transit. Study if electrified, on demand service makes sense for Mankato.
- Consider ways to support continued expansion of electric vehicle charging stations.
- Develop a plan to beneficially manage for “last mile” transportation like electric bikes and scooters.
- Monitor grant programs for opportunities to upgrade the City’s fleet or charging infrastructure.
- Consider adopting rules for requiring low or no emission vehicles for self driving, on-demand vehicles.

## 8.4 Biking Corridors

Biking offers a healthy and clean alternative to cars when traveling in town. Providing dedicated bike lanes is a great way to encourage residents to bike while improving road safety. Currently, the City of Mankato has approximately 25 miles of on-road bike lanes for travel, which accounts for approximately 9% of Mankato’s streets providing bike lanes. The City also has a network of approximately 28 miles of paved trails that can be used for travel around the City. **Figure 27** shows the biking corridors within the Mankato Area. Each neighborhood was analyzed for bike lanes present and a metric of bike lane length per road length was developed. While this is a high-level analysis, it does provide a broad snapshot of how bikeable each neighborhood and the City is overall. This also can provide the start of a more in-depth analysis that could evaluate the feasibility and value of adding more bike lanes to each neighborhood. **Table 6** shows a summary of road length and bike lane length, including the percentage of bike lanes compared to road length by neighborhood.

**Table 6 – Summary of Road Length, Bike Lane Length and Percentage of Bike Lanes by Neighborhood**

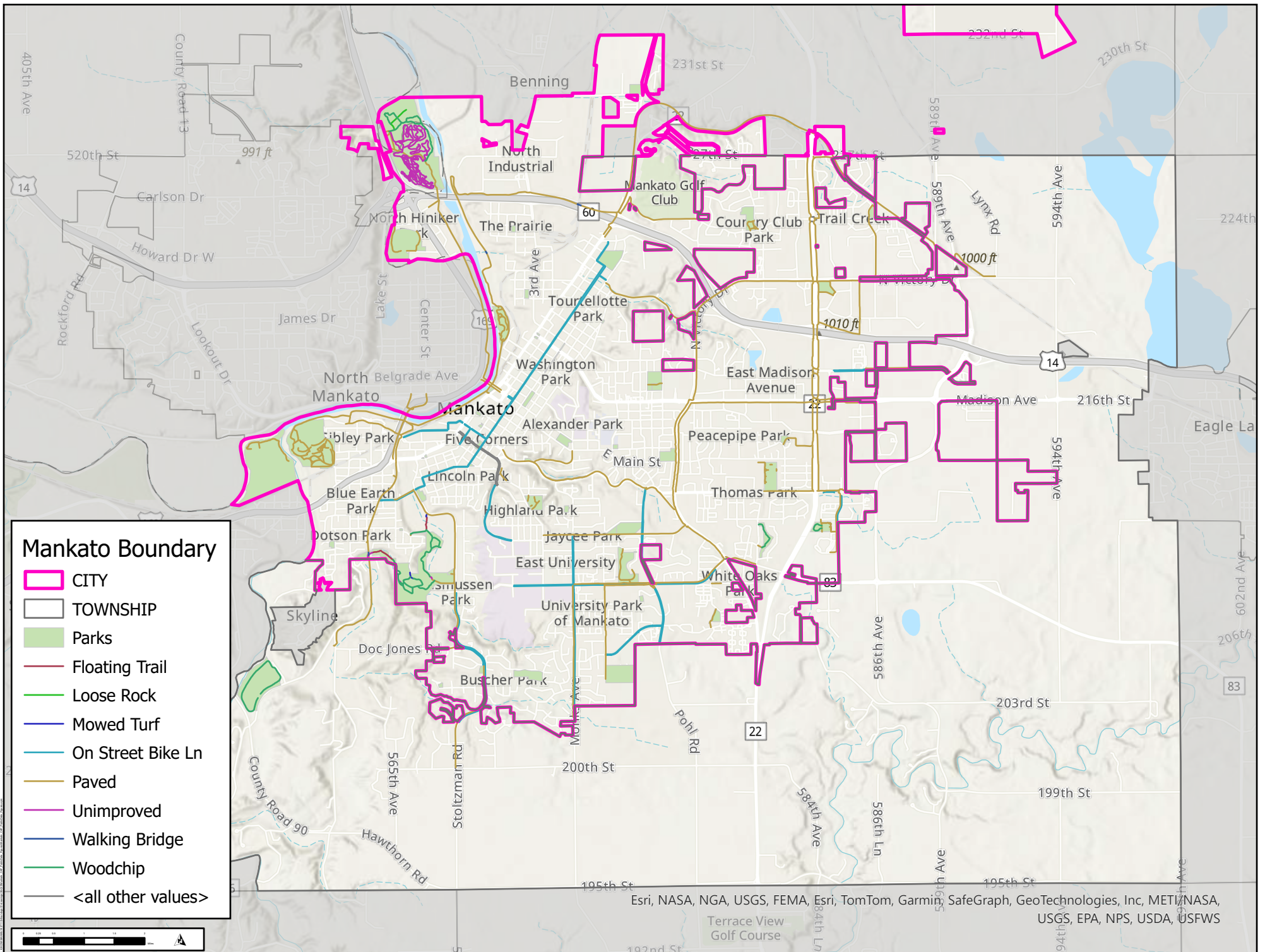
| Neighborhood         | Road Length [mi] | Bike Lane Length [mi] | Bike Lane/Road Length [%] |
|----------------------|------------------|-----------------------|---------------------------|
| Alexander Park       | 7.4              | 0.0                   | 0%                        |
| Blue Earth Park      | 7.8              | 0.6                   | 8%                        |
| Buscher Park         | 10.9             | 1.6                   | 15%                       |
| Country Club Park    | 21.9             | 0.0                   | 0%                        |
| Dotson Park          | 6.8              | 0.0                   | 0%                        |
| Downtown             | 1.9              | 0.4                   | 21%                       |
| East Madison Ave     | 29.5             | 1.9                   | 6%                        |
| East University      | 3.1              | 0.9                   | 29%                       |
| Eastwood Park        | 19.6             | 0.0                   | 0%                        |
| Erlandson Park       | 9.9              | 0.0                   | 0%                        |
| Five Corners         | 3.7              | 0.9                   | 24%                       |
| Franklin Rogers Park | 11.3             | 0.0                   | 0%                        |

| Neighborhood           | Road Length<br>[mi] | Bike Lane Length<br>[mi] | Bike Lane/Road Length<br>[%] |
|------------------------|---------------------|--------------------------|------------------------------|
| Highland Park          | 7.1                 | 0.4                      | 6%                           |
| Jaycee Park            | 11.5                | 1.7                      | 15%                          |
| Liberty Park           | 5.6                 | 1.0                      | 18%                          |
| Lincoln Park           | 3.9                 | 0.8                      | 21%                          |
| MSU Campus             | 2.7                 | 1.0                      | 37%                          |
| North (Airport)        | 5.1                 | 0.0                      | 0%                           |
| North (Hiniker Park)   | 4.6                 | 0.0                      | 0%                           |
| North (Industrial)     | 13.0                | 0.0                      | 0%                           |
| Peacepipe Park         | 9.3                 | 0.0                      | 0%                           |
| Rasmussen Park         | 8.5                 | 2.6                      | 31%                          |
| Riverfront Park        | 4.3                 | 0.7                      | 16%                          |
| Sibley Park            | 15.8                | 1.1                      | 7%                           |
| The Prairie            | 10.9                | 0.0                      | 0%                           |
| Thomas Park            | 20.1                | 1.1                      | 5%                           |
| Tourtellotte Park      | 14.0                | 2.2                      | 16%                          |
| University Park        | 10.6                | 3.1                      | 29%                          |
| Washington Park        | 5.1                 | 0.6                      | 12%                          |
| White Oaks Park        | 17.6                | 0.0                      | 0%                           |
| <b>City of Mankato</b> | <b>303.5</b>        | <b>22.6</b>              | <b>7%</b>                    |

### 8.4.1 Recommendations

- Analyze any upcoming road reconstruction projects for the opportunity to incorporate additional bike lanes.
- Further analyze and develop more sophisticated metrics by neighborhood to assess need and benefit of providing more bike lane infrastructure.
- Seek opportunities to provide bike parking in common destination areas to further encourage biking as an alternative mode of transportation.





# Appendix A

Public Comments Received



|                                    |
|------------------------------------|
| <b>Mankato Climate Action Plan</b> |
| <b>Community Comments</b>          |

|                                                                  |
|------------------------------------------------------------------|
| <b>Social Infrastructure</b>                                     |
| <i>Parks &amp; Recreational Opportunities - Community Spaces</i> |
| <i>Community Gardens &amp; Food Programs</i>                     |
| <i>City's Code of Ordinances-Regulations-Permits -Utilities</i>  |
| <i>Community Livability</i>                                      |
| <i>Housing</i>                                                   |
| <i>Education/Stewardship</i>                                     |
| <i>Coalition/Partnership/Alliance</i>                            |

|                                                |
|------------------------------------------------|
| <b>Water Resources, Land Use and Ecosystem</b> |
| <i>Water Management</i>                        |
| <i>Extreme Weather Events</i>                  |
| <i>Floodplain Management</i>                   |
| <i>Land Use</i>                                |
| <i>Stormwater Management</i>                   |
| <i>Wetlands</i>                                |

|                                       |
|---------------------------------------|
| <b>Green House Gas Emissions</b>      |
| <i>GHG Inventory &amp; Monitoring</i> |
| <i>Waste Management</i>               |
| <i>Plastic Reduction</i>              |
| <i>Food waste</i>                     |
| <i>Energy &amp; Renewable Energy</i>  |

|                                    |
|------------------------------------|
| <b>Transportation</b>              |
| <i>Public Transportation/Buses</i> |
| <i>Biking Corridors</i>            |
| <i>Electric Vehicles</i>           |

## ***Parks & Recreational Opportunities - Community Spaces***

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Collaborate with District 77 on expanded use of school's green spaces, giving neighborhoods additional 'parks' when school is not in session – including dog walkers in acceptable areas, i.e. property perimeter walking.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Open all Mankato parks to responsible pet owners for on leash visits in non-playground & non zoo areas. More US households have pets than children.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Creatively consider ways ball fields can be enjoyed by other users, including a selected number for mini-dog park exercise.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Plant shade trees along walking trails for cooling shade on HOT days. Also helps buffer highway noise & pollution.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Increase management (number of hours of work) in our parks. Many parks are well-worn (mud at high-use locations), but overrun with invasive species. Parks are seeing a loss of native plants and animals due to high deer populations and invasive species encroachment - the city needs to remove invasive species and plant native species in those open niche.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| The city needs to focus on conserving the green space it has and encourage higher density development instead of sprawl that is car-centric with little access to parks on the hill.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Parks and recreational Opportunities: Stop planting cultivars, hybrids, and non-native plants in parks, city-owned spaces, and as city street trees. Instead, plant those flora that are native to our river valley and prairie ecosystems, and those species who will function well with the encroaching shift of planting zones (as our climate further warms in the future). Utilize boulevards and stretches of public lands as spaces for native plantings. When it comes to growing prairie plants/ native plants/ pollinator gardens/ rain gardens, work with city codes and ordinances to eliminate barriers to homeowners and tenants from planting them. My house literally has to be on the 'Do not cite' list for being unkempt yard in order to be allowed to have a prairie planted in my front yard. Our community and ecosystem is less vulnerable and more resilient when our city staff actually do maintenance at parks/ city land that removes invasive plant species. Black Locust, Amur Cork Tree, garlic mustard, and buckthorn dominate land at Rasmussen, Highland, and Williams parks. We need to be cultivating what should be growing there- natively. Invest time and staff hours in properly maintaining the wild spaces that our city has in its possession. |
| Idea6: I would like to see a safe, large, and attractive park with walking trail on the hilltop - East Side. Like Sibley Park.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Comment6: I would like that park to be like Benson Park in N.Mankato with native prairie plants. All storm water settling ponds are candidates for walking paths and prairie plantings.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Community spaces: Provide latrines at parks where there are no built bathrooms.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Create a public nature center                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Water based activities on the river                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |



## ***Community Gardens & Food Programs***

|                                                                                                        |
|--------------------------------------------------------------------------------------------------------|
| Support master gardener program                                                                        |
| Incentives for pollinator gardens, rain gardens, native vegetation- private property as an opportunity |
| Stop spraying city property                                                                            |
| Support community gardens                                                                              |
| Homegrown natural park                                                                                 |
| Support more community farms- good for local economy and multiethnic groups                            |
| Support community farm and food production programs                                                    |
| Community events with nature activities create strong connections, healthy food, healthy communities   |
| Provide a 4 seasons farmers market and workshops like native pollinators, food preserving, gardening.  |
| Support local food systems, more access and more resources                                             |
| Allow urban chickens                                                                                   |
| Home grown natural park, do it! Cost nothing                                                           |
| Encourage gardening, vegetation, cooking, and composting                                               |
| Gardening classes in libraries and neighborhood parks                                                  |
| Mobile cooking classes in libraries and neighborhood parks. 1:1 training w/experts                     |
| Composting classes                                                                                     |

## ***City's Code of Ordinances-Regulations-Permits -Utilities***

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| Implement good governance. Add climate risk analysis to all city's projects, evaluate how climate can adversely impact the project.                                                                                                                                                                                                                                                                                                                                                              |
| Implement best management practices in all projects. Single projects over 50K i.e. equipments replacement- study long term impact of the actions.                                                                                                                                                                                                                                                                                                                                                |
| promote, seek out cost savings over the long-term for first initiatives.                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Work with utility providers, helping them with clean energy goals.                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Promote clean energy, sustainability, electrification, insulation – air sealer & related contractor training with apprenticeship program.                                                                                                                                                                                                                                                                                                                                                        |
| Pilot program of ‘free energy audits’ for landlords, including discount on rental license renewal. Consider improvement grants with 25% match & property recognition.                                                                                                                                                                                                                                                                                                                            |
| Encourage home improvements & usage decreases in energy or water; hard surface or turf replacements with modest financial support.                                                                                                                                                                                                                                                                                                                                                               |
| Encourage utilities to help setup a Green fund: 1 cent extra per kWh for heated driveway, hot tubs outdoor, etc. Green fund for energy literacy, matching funds, etc. (Ecopartners initiative).                                                                                                                                                                                                                                                                                                  |
| Require sustainability improvements added to development projects when Developer’s ask for TIF or other accommodations.                                                                                                                                                                                                                                                                                                                                                                          |
| Consider building permit fee reductions when multiple EV charging ports or other sustainability initiatives incorporated.                                                                                                                                                                                                                                                                                                                                                                        |
| Review City’s land use, economic, zoning ordinances & strategic plan with resilience, adaptation & mitigation of climate change eyes.                                                                                                                                                                                                                                                                                                                                                            |
| Prepare for upcoming hyperscale data center requests including: industrial zone only, full transparent permitting process with environmental review, require green building standards including clean energy, noise & water efficiency. Data centers are ‘extraction’ industries, pulling water & energy from a region, with related minimal jobs which are not ‘high tech.’ Recently data center expansion requests have failed in Iowa, Western Sweden & elsewhere because of these downsides. |
| Bring new projects to people earlier in the process, not when almost final for improved adoption.                                                                                                                                                                                                                                                                                                                                                                                                |
| Idea7: I would like to see the City of Mankato to take a stance on the State of Minnesota's involvement in geoengineering of the weather.                                                                                                                                                                                                                                                                                                                                                        |
| Description: How can we properly care for the planet with geoengineered cloud seeding taking place daily without our permission.                                                                                                                                                                                                                                                                                                                                                                 |
| Comment7: I would like to hear more about this. If it’s true, I would imagine the intent would be to have more moisture in a regular basis, but, correct me if I’m wrong, I believe we are in a multi-year drought.                                                                                                                                                                                                                                                                              |
| Idea28: Incentivize citizens to reduce their environmental impacts                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Description: Build incentives into tax or services that reward citizens (e.g. offer discounts for wastewater if they have a rain barrel like the do in Detroit; offer discounts on trash if they recycle without violations and/or do composting; reduce property taxes for high tree canopy areas and well-managed native prairie plantings).                                                                                                                                                   |
| Provide \$ incentives for agricultural reaseach and environmental projects. Lobby state/federal government to provide funding for research onr reducing aggricultural carbon emissions. And to provide incentives for more multi-use/multi/crop farm land use, no till fields, drip irrigations and other green practices                                                                                                                                                                        |
| home grants for installing new insulation, heat pumps, solar shingles, water barrels, smart thermostats in residential homes                                                                                                                                                                                                                                                                                                                                                                     |
| Implement climate risk management for every city project. For every city project evaluate how climate could adversely impact it, then implement it with resilience and mitigation in mind.                                                                                                                                                                                                                                                                                                       |

## ***City's Code of Ordinances-Regulations-Permits -Utilities***

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| Find grants for changes to avoid more cost to residents |
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| Provide carrots and sticks for landlords to do efficiency retrofits of their properties |
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## ***Community Livability***

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| The city needs to develop requirements for any project requesting city dollars (tax increment, financing, forgiveness or fees, etc.) to build into their project some GHG reduction action. |
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| Community livability: design neighborhoods and commercial areas for walkability, bikeability, and mass-transit use. When we design our spaces for interactions with neighbors, we are more likely to interact with others in our neighborhood and are more invested in the overall wellbeing of our community. |
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| Permanent covered farmers market |
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| Promoting & supporting local food sources |
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| Livability investments (parks, housing, walkable retail, entertainment) all help people from generating GHG by driving to the Cities. |
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| Community cooling centers |
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| Healthy foods- Fund local produce for school programs , fresh foods and seasonings available at food shelves, encourage DIY storing of foods, spices, seasonings. |
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| Find a permanent place to host our local Farmers' Market, perhaps in the parking lot footprint of the old mall at Victory Rd and Madison Avenue. |
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| Sharing equipment and repairing existing owned items |
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| Invest in a substantial library of things collection at our local libraries so community members can reduce waste and production- would include tools, crafting equipment, sporting goods, other occasional use items. |
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| Hold repair clinics at job sites and libraries and neighborhood parks. |
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| Open library pickup locations in neighborhoods to allow easier access and reduce car use |
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| Health Care- Mankato area dental clinics DO NOT accept MNCARE insurance, only the metro area will accept it- Passenger rail to the metro would allow low income citizens to travel where clinics take MNCARE insurance |
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| Community safe spaces for seniors |
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## ***Housing***

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| Housing: Continue to develop increased housing in places that are proximal to vitals of life (grocery stores). Engage with developers and local business owners to open grocery stores in any places deemed 'food deserts'. Prioritize housing development in places other than wetlands, and minimize disturbances to existing habitats/ water drainage/ ecosystems. Provide incentives to builders/ homeowners for utilizing heating systems that use electricity of natural gas. Establish a moratorium on future natural gas supply lines to future commercial and residential builds. Centralize economic development along high-use corridors such as Madison Avenue, Riverfront Drive, and Stadium Road. |
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| Create affordable family home sub-divisions |
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| Building codes for clean energy for all housing developments |
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| Housing developments need to plan for water collection for future uses in drought conditions. |
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## Education/Stewardship

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| K-12 School grounds & surrounding neighborhood garbage pickup could be a regular infrequent 'physical education' class activity - building respect for nature, school assets & agency to do the right thing.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Lessons learned from Morris, MN 'Model' successes, including how it got started:<br><a href="https://cityclimatecorner.com/episodes/morris-mn-a-climate-smart-municipality">https://cityclimatecorner.com/episodes/morris-mn-a-climate-smart-municipality</a>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Visualization: Mankato is progressive, preserving our unique vulnerable location at the apex of prairie, farms, rivers, lakes & big woods – working conservation for our collective successful & happy future. We are not of the Gary, Indiana model.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Idea23: Educate citizens about renewable energy options<br>Description: -Promote information about renewable energy options in homes or apartments at home builder shows or other events or include in the city newsletter (i.e. community solar, geothermal, installing solar panels, etc.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Idea29: Bring awareness of climate change effects to the area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Idea30: Good climate change work is started by the city; moving forward more quickly will hopefully help slowdown the impact.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Idea31: Any action plan needs to have specific deadlines for accountability.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Idea32: Plans needed for all types of weather.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Accesible adult and community education                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Kudos to the City for starting this Climate Action Plan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| SUPER KUDOS to the City for all the good climate mitigating actions that you are already doing.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Education on electrification for residents                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Education/ Stewardship: It would be great if we used the Free Press Newspaper to describe how our city is doing in decarbonizing infrastructure, reducing environmental degradation, restoring wetlands and native habitats, and working to achieve the goals of our climate action plan. We know education most meaningfully occurs when people encounter information repeatedly, so let's use our media to that end.<br>Environmental Initiatives: We can shape Mankato residents/workers/visitors' behaviors towards less environmentally harmful choices if we structure the ease of particular decisions. I hope that development and execution of this plan uses an inter-departmental collaboration to reach its intended goals in an optimal way. Thank you for considering my feedback. |

## ***Coalition/Partnership/Alliance***

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| Create and support a coalition to connect multiple stakeholders and leaders in local government/agencies, business, nonprofit organizations, academia, and the public.                                                                                                                                                                                                                                                                  |
| Expand sustainability City professional staff.                                                                                                                                                                                                                                                                                                                                                                                          |
| Bloomberg Green, 3-15-25 Help consumers make better choices:<br>“...government can’t cover the full cost of the transition. Officials should also rally public support, as has been done in previous crises such as war efforts & the Covid pandemic...It needs to be clear that there is a plan in which the public have a role to play, & in which they are being enabled & supported to do so, in a way that’s fair across society.” |
| 3.To build community support including implementation bring stakeholders together for multiple round table meetings: energy companies, business, environmental, school, government, non-profit, youth, elders, etc.                                                                                                                                                                                                                     |
| Regional cooperation partnerships: Region 9, N Kato, School District 77, MnS-Mankato, SouthCentral College, St. Peter, Blue Earth & Nicollet Counties, similar to Ecopartners of Telluride, rural Colorado: <a href="https://www.ecoactionpartners.org/">https://www.ecoactionpartners.org/</a>                                                                                                                                         |
| Identify Climate Action champions in each City dept & outside partner organizations                                                                                                                                                                                                                                                                                                                                                     |
| Gather supportive local & regional organizations showing strength of coalitions, synergies, momentum & workload sharing.<br>Coalitions may improve grant scoring.                                                                                                                                                                                                                                                                       |
| Highlight sustainability & conservation success stories, including testimonials from all types of citizens, interest areas, businesses, churches, non-profits, etc.                                                                                                                                                                                                                                                                     |
| Sustainability citizen committee of informed committed members, including diverse stakeholders to monitor Mankato’s Climate Action plan, adapt, change, renew with new ideas, etc.                                                                                                                                                                                                                                                      |
| EXCITING positive opportunity to start & build toward impactful accomplishments. With results, we can win over some of the                                                                                                                                                                                                                                                                                                              |
| Promote new ‘mind shift’ - fun to be part of the solution: composting food waste, extra comfort of well insulated buildings, low-cost electric transportation miles, recycle, refuse, reuse, repurpose, solar panels.                                                                                                                                                                                                                   |
| Invite UnM-Mankato to strongly participate & assistance: administrators, professors & students                                                                                                                                                                                                                                                                                                                                          |
| Bring in various social & economic constituent to learn from their strengths & incorporate into climate action initiative – including learning new challenges earlier in the process to address them.                                                                                                                                                                                                                                   |
| Share information across boundaries including innovations, lessons learned & future community vision.                                                                                                                                                                                                                                                                                                                                   |
| Inquire if Mankato Area Foundation has donors who would support Mankato’s accelerated green conservation future initiatives, short-term or ongoing.                                                                                                                                                                                                                                                                                     |
| Understand it takes time to build community trust & always be respectful.                                                                                                                                                                                                                                                                                                                                                               |
| Need both elected representative (city council) & city staff on committee for max coordination.                                                                                                                                                                                                                                                                                                                                         |
| Image of climate action to consider: Ecopartners uses a ship’s steering wheel. Spokes are its valued partners.                                                                                                                                                                                                                                                                                                                          |
| Heavily promote City’s efforts all support: resilience, power grid improvements, backup, economic sustainability benefits, cost savings.                                                                                                                                                                                                                                                                                                |
| Seek out Foundations & state of MN green grants, including add in-house grant writer.                                                                                                                                                                                                                                                                                                                                                   |
| The greater Mankato area is lacking a hub that coordinates community education related to our local environment. Such as a nature center that provides education and resources for families, school groups, community members, and visitors to the area. It would be beneficial to see a sustainable and coordinated effort to highlight and service the trail, natural, and recreational resources that Mankato has to offer.          |

## Coalition/Partnership/Alliance

Idea: Citizen Sustainability Commission-set up

Description: Members dedicated to advancing Mankato's sustainability & conservation goals, including bringing new initiatives forward. Many MN cities have long had city citizen groups working alongside staff & neighbors, to preserve, protect & promote. Experienced & multifaceted committee advisory to the City Council, similar to current Planning Commission.

Comment: I agree and believe this proposed commission would be one that founders and members of the myriad environmentally focused groups in Mankato would be eager to join!

Comment: I agree with this - I would love to see food waste/food recovery efforts to align with this and possibly include food

Comment: I would appreciate a conversation on how to align the business community with this effort, including business incentives for solar.

Idea: Mindset PR Campaign

Description: Inspiring public relation campaign-local citizens, businesses, kids, elders, sportsman, leaders, champion their climate actions & why, including: Reduce, Reuse, Recycle, Repurpose

Idea17: I, too, would like to see a citizen sustainability committee that could help implement a climate action plan with contacts and volunteers.

Description: With so many grants for climate change right now, it could help locate best ones for our plan, find good material for posting on a city web page for environmental tips and help publicize events such as Fix-It, Mend-it or Reuse events. But it would need participation by a top staffer committed to sustainable goals.

Idea33: Have a full time employee responsible for implementing the plan. Work in partnership with surrounding towns with climate action plans.

Sustainability citizen committee

Hands on community clean up or restoration projects in partnership with Blue Earth Project and Prairie Enthusiast

Workshops for community and highschoools

Join Backyard prairie projects, laws to legumes, water resoruce center

Environmental learning in partnership with elementary and highschoools, project based learning, place based learning

Encourage Mankato Area Foundation to Start an Environmental Giving Circle (similar to their Women's Giving Circle) where non-profits can pitch environmental projects to be funded.

Consider climate advisory committee of citizens and staff to implement plan and revise periodically

We need a designated grant writer to help pay for our action plan. Your existing staffers are handling enough.

Support a partnerhip wit University professors and students

Designate a resilince officer to direct partnership

Include existing service groups, fraternal groups, private and non-profit groups to gather input, meet weekly/monthly, cast a wide net.

Engage schools and coordinate projects arounf specific events like earth day.

Create a partnerhip with organizations like water resources center and prairie center.

Implement pilot projects with the help of a support system with existing groups, provide a guide of funding sources

Develop a core program with trained volunteers

Support partnerships like Blue Earth program land stewardship, food recovery-Mankato zero waste

Bring organizations together with a coalission, with regular meetings, fund coordinator/manager

Greatest need is a partnership to establish priorities and communicate with groups

Create a group to support existing programs like Living Earth Center



**Coalition/Partnership/Alliance**

|                                                                                                                          |
|--------------------------------------------------------------------------------------------------------------------------|
| Need a planning commity to connect different organizations                                                               |
| Engage future generations with educational programs coordinating with volunteer based groups and existing local programs |
| Form a citizens sustainability board to work with and advise the city.                                                   |
| Partner with MSU with SROC & UM Institute on the environemnt so research can be done here.                               |
| Work with greenseam to promote research findings                                                                         |
| Outreach to won colleges to offset maintenance cost to maintain access to green spaces (MLK, service days)               |
| Create a resilience officer position to work on all aspects of climate and work with community                           |
| Support and partner with Blue Earth project                                                                              |
| Partner with North Mankato                                                                                               |

## Public Transportation/Buses

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|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| The current timeframes of bussing operations are limited in the early hours and overnight. There are no other public transport options during this timeframe. More options, even less frequent than daytime hours, would be beneficial to those who work outside of the typical workday hours or wanting to connect to stores and other resources.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Increase mass transit use by offering more frequent routes. Develop a city plan to increase population density, reduce parking requirements for new developments, increase regional transit hub use (trains and buses).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| The current timeframes of bussing operations are limited in the early hours and overnight. There are no other public transport options during this timeframe. More options, even less frequent than daytime hours, would be beneficial to those who work outside of the typical workday hours or wanting to connect to stores and other resources.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Develop a city plan for how to encourage city-wide use of mass transit buses. Promote mass transit in our community by establishing one of the parking lots at River Hills Mall/ MNSU campus as a video-monitored 'Park and Ride' (as used in Wisconsin) so as to encourage carpooling. Encourage local residents to use mass transit over their vehicles in town by providing a rebate/ credit system for city bus use (punch card or subsidized fares). Reduce emissions by implementing a 'no idling ordinance' for all parked vehicles between Memorial Day and Labor Day (temperatures during these months are warm enough that running climate controls is unnecessary). Work with MN DOT and other state departments to use existing railways and right-of-ways for a passenger train line to be used between Mankato and the Twin Cities. For future building development in the municipality, abolish car parking requirement minimums and instead require projects' investment in non-automobile based infrastructure/bikeability/walkability. Examples include: positioning buildings on lots so as to promote pedestrian and biking access (and bike rack installation). There is so much land that we end up dedicating to frontage roads and other transitory uses that could instead be developed for increased density of commercial and residential functions. Work with city zoning to prevent urban sprawl at the outskirts of our city's footprint and re-zone currently developed land for higher density. When our city builds out rather than up, we have less distance that must be traveled to maintain infrastructure. Let's shape the behaviors and geographic development of Mankato's future growth to minimize carbon generation by limiting the distance needed to travel throughout the city, and reduce the city's cost to provide basic utilities by keeping the city's footprint as compact as possible. |
| Discourage car and truck idling                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Idea: For Mankato to truly thrive and become even greater, is to focus on transportation. Bussing should be expanded and more accessible.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Comment: Just the opposite many buses city, school and True transit run around nearly empty all of the time doing more polluting than ever. Get rid of the buses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Idea: Reducing the carbon footprint<br>Description: Changing Riverfront dr from 2 lanes back to 4 lanes would greatly improve our environment, because traffic equals carbon. Also the city of Mankato could do with less vehicles during the weekdays half of the traffic is from city employees aimlessly driving around                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Comment: Agree !                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Idea: I think adding more bus service extra routes/ stops / hours would help not only reduce emissions but would also slow more people to work.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Comment: Bad idea ! get rid of the buses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Comment: I can see both sides of this. It is disappointing to see empty busses, but it's also concerning to see the bus shelter at WalMart overflowing with people.<br>I also wonder about minimal or missing bus shelters at high density housing areas and industrial parks. Maybe I'm just not seeing what is actually there because I'm driving main roads? Ultimately I feel like smart bus service is necessary for both economic and environmental sustainability. I'm sure the data is being used wisely to plan for the future.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Examine bus route timing between residential areas and large city employers to ensure that bus commuting is possible for more residents.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Idea: Develop regional mass transit<br>Description: Encourage regional mass transit routes (trains and bus). Help to develop more consistent and frequent routes between hubs.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

## ***Public Transportation/Buses***

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|-------------------------------------------------------------------------------------------------------------------------|
| Passenger rail to the metro would allow low income citizens to travel where clinics take MNCARE insurance.              |
| City buses should use renewable fuel sources                                                                            |
| MnDOT Passenger rail connecting Mankato to the metro and beyond will reduce emissions by implementing renewable energy. |
| Begin conversations for MnDOT rail plan                                                                                 |
| Right size bus population riding                                                                                        |
| Sustainable aviation fuel and prep                                                                                      |
| High speed rail connected to Twin Cities and Rochester                                                                  |
| Limited health care options require travel to twin cities- public transit could help                                    |

## ***Biking Corridors***

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| Increase protected bikeways encourage non-car transportation methods, provide protected bike lockers and safer bike routes (especially with ebikes becoming more popular - be forward thinking!).                                                                                                                                                                                                                             |
| Increase protected bikeways and increase mass transit use by offering more frequent routes. Develop a city plan to increase population density, reduce parking requirements for new developments, encourage non-car transportation methods, increase regional transit hub use (trains and buses), provide protected bike lockers and safer bike routes (especially with ebikes becoming more popular - be forward thinking!). |
| Idea12: Increase mass transit and biking/walking routes<br>Description: Modify city planning to prioritize mass transit and protected biking/walking routes to encourage use of these transportation methods.                                                                                                                                                                                                                 |
| Comment12: Encourage streetscapes that feel safe & attractive for walkers.                                                                                                                                                                                                                                                                                                                                                    |
| Idea21: Improve green transportation infrastructure Description: -Build more charging station infrastructure in the city to make electric vehicles a viable option for residents and visitors, especially residents who live in apartments (i.e. city ramps, parks, hotels, library, etc).                                                                                                                                    |
| Create safe corridors for biking around hilltop and connecting residential areas to commercial districts to make bike commuting more possible for residents who don't live downtown.                                                                                                                                                                                                                                          |
| Make walkable corridors between residential areas and commercial areas, especially on hilltop so residents don't need to rely on vehicles to get groceries, visit restaurants, shop, etc.                                                                                                                                                                                                                                     |
| Provide rebates for electric bike purchases (Mankato hills are tough!)                                                                                                                                                                                                                                                                                                                                                        |
| Continue to build out the bicycle network so residents can easily and safely bike or walk to destinations reducing traffic congestion and air pollution. This includes expanding trail network and on street separated bicycle infrastructure.                                                                                                                                                                                |
| Better bike infrastructure for Hilltop commercial area                                                                                                                                                                                                                                                                                                                                                                        |
| More bike racks/parking                                                                                                                                                                                                                                                                                                                                                                                                       |
| Promoting walking & biking so it is easier to get around more projects like riverwalk                                                                                                                                                                                                                                                                                                                                         |
| Safer bike lanes and more bike lanes                                                                                                                                                                                                                                                                                                                                                                                          |
| Bike racks at transit stops -Frank Rogers park and unernss plaza                                                                                                                                                                                                                                                                                                                                                              |
| Establish designated exclusive bike lanes                                                                                                                                                                                                                                                                                                                                                                                     |
| Continue to build out the bicycle network including trails and separated on street infrastructure. Connect network to destination points, grocery stores, health facilities, sports complexes, etc.                                                                                                                                                                                                                           |
| Jersey bike barriers where possible. Painted lanes are not infrastructure                                                                                                                                                                                                                                                                                                                                                     |
| More bike lanes                                                                                                                                                                                                                                                                                                                                                                                                               |
| More natural barriers between car and bike lanes                                                                                                                                                                                                                                                                                                                                                                              |
| More safe bike crossing spaces along madison avenue                                                                                                                                                                                                                                                                                                                                                                           |
| Continue actions like bike/pedestrian infrastructure that reduce dependence on cars                                                                                                                                                                                                                                                                                                                                           |
| Every crosswalk/intersection needs signage- safety for wheelchairs and bikes                                                                                                                                                                                                                                                                                                                                                  |
| Protected bike lanes                                                                                                                                                                                                                                                                                                                                                                                                          |



## ***Biking Corridors***

Throughout the city, consider investment in non-automobile centric infrastructure as a way to reduce greenhouse gas emissions, environment-degrading roadways. Work with MAPO and construction engineering firms with all future roadwork to fully support and prioritize pedestrian, bike, and e-bike/ scooter travel. Discontinue the use of pedestrian push-buttons for initiating 'Walk' signals at semafores/ signalized intersections, and program semafores to include walk signals as a default for all green light crossings. Shape the behavior and culture of Mankato as one in which walking, biking, and mass-transit are typical and central. We need to develop the expectation for drivers that other forms of transportation are using our roadways. Develop a master plan for e-bike and scooter usage within the city. Implement a plan and pursue a contract with bikeshare, scooters, and carshare companies for use in the city.

## ***Electric Vehicles***

Idea: The Plan should include clear adaptation and mitigation actions. Add solar panels to all city rooftops, city fleet to electric vehicles.

Description: These steps can be phased in as part of regular roof maintenance and vehicle replacement cycles. The energy and maintenance savings will amortize thus saving taxpayer dollars, and the city will contribute fewer greenhouse and polluting gasses creating a healthier environment for all.

Comment: Electric vehicles are too expensive and return on investment is negative.

Electric and other low-emission public transport

Idea21: Improve green transportation infrastructure Description: -Build more charging station infrastructure in the city to make electric vehicles a viable option for residents and visitors, especially residents who live in apartments (i.e. city ramps, parks, hotels, library, etc).

Every city vehicle electric. Phase in on the normal vehicle

Electric vehicles for city cars and SUVs

Fix /build more public EV chargers

Electric public transportation

EV transportation when possible

EV charging stations in Old Town

Construct a plan for supporting electric vehicle charging stations on housing rental properties (New Jersey as a state has some great guides/materials that direct municipalities on how to logistically support electric car charging in residential, commercial, and industrial sectors). Seek grants and subsidies from the state of Minnesota/ non-profits and institutions that will support EV car chargers (Level 2 is much easier) at numerous destinations in the city (River Hills Mall, City Center Municipal Parking Garage, Hospital, All Seasons Arena, MNSU campus lots). Specifically aim for a reduction in a number of Internal Combustion vehicles driven on city roadways by a specific date (use a SMART goal), and craft strategies for how to achieve that goal. Work with city leadership to draft a plan and timeline for converting the fleet of city vehicles (public safety squad cars, red flat bed trucks, city-owned cars and sedans) to EV's through selling and trade-ins. Work with State of Minnesota to use the bargained rate that they have been able to negotiate when purchasing vehicles.

**Water Management**

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| Idea16: Water Resilience & New Threat                                                                                                                                                                                                                                                                                                                                                       |
| Description: 2025 - fifth yr Mankato City water quantity concerns, “strict water rationing” since 2021 drought. New THREAT: Hyperscale Data Centers (massive warehouse full of computers extracts a full city’s worth of water (once & done) demanding HUGE electricity, which is also water hungry). Proactive zoning, environmental requirements, full permit 'eyes open' reviews needed. |
| Data center water use                                                                                                                                                                                                                                                                                                                                                                       |
| Trash/pollution capture rivers/lakes                                                                                                                                                                                                                                                                                                                                                        |
| How is polluted sediment from Rapidam dam failure going to be handled in City of Manakto?                                                                                                                                                                                                                                                                                                   |
| I am honestly thrilled that our city has been able to acquire funds to upgrade our waste water facility. Let's get the upgrades done!                                                                                                                                                                                                                                                       |
| Progressive billing rates for water use, the more used, higher rates similar to income tax brackets to encourage stewardship.                                                                                                                                                                                                                                                               |
| Lead pipes are still used throughout Mankato and provide longterm health concerns for our community.                                                                                                                                                                                                                                                                                        |

**Extreme Weather Events**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Extreme Weather Events: We need to increase the water storage capacity of stormwater drain system and also reduce the load we expect to enter into the system at any given point in time. I live on the 300th block of Broad Street. In the last 7 years, our basement has been subject to flooding of several inches of water on two separate occasions. The inability of our current stormwater system to handle the torrential rains--that will continue to be a new normal-- cause excessive risk to the livelihood of homeowners and tenants in the less affluent parts of Mankato (residents living at lower elevations in the MN river valley). |
| Need to be prepared for extreme weather                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

**Floodplain Management**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| Floodplain Management: Mankato needs to reduce speed and volume of rainwater that enters the Minnesota River. We need to achieve this by restoring wetlands on the East side of town (that were once drained for agricultural use), use current riverfront floodplains as wetlands, increase the water storage capacity of private property through the promulgation of rain gardens and wetland creation, establishing a moratorium on the installation of future agricultural rain tile within city and/or county limits. Perhaps our city could imitate Detroit, Michigan's program of rebates to municipal water bills through the installation of rain barrels on private properties. |
| Flood Control Infrastructure: While the flood wall appears to be doing its job well, functionally there is little use of it if our stormwater drains back up and flood basements all the same. These two need to be upgraded with increased capacity so that our river valley development (city center) avoids water inundation.                                                                                                                                                                                                                                                                                                                                                           |
| Even as we need to "protect" the community from the Minnesota and Blue Earth rivers, we need to keep them open to the community so people feel connected.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Protection/Conservation and restoration of native vegetation in riparian zones                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Education and assist with finding projects (plantings, rip rap, etc.) that will prevent erosion of ravine soils (this may occur on private                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Riverbank needs Natural restoration- City needs to replant native trees, grasses, and vegetation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

## Land Use

Idea5: I believe we need more green spaces with native plants and trees, similar to Bluff park.

Description: The north side of town (north of 14, from Riverfront to Hwy 22) is particularly empty. We are so lucky as a town to still have empty spaces within city limits that are used as farm land. These areas are perfect for parks with native wildflowers, trees, paths for biking and walking, etc. However, more often than not the lots are sold to developers who construct yet another apartment complex. We should save the green spaces before they are gone for good.

Comment: Mankato already has hundreds of acres of park that are under used (just drive thru them and look at how empty they usually are) let's first make use of what we have.

Idea15: Less irresponsible development for "growth".

Description: More and more green land, trees, fields, etc. are being ripped up for asphalt, concrete, and cheap buildings. Meanwhile, developers are in a hurry to get there first only to find out they can't do whatever they want because of wetlands or other things they didn't look at FIRST. The east side of Mankato lost so many trees for proposed mix of residential housing that somehow turned into commercial shed buildings with townhomes next to it. If trees are torn down for development they should be required to replace those trees near that same area.

The city needs to start looking 20 years down the road and asking IF it's needed and what the consequences may be of giving land developers free reign to do whatever - only to troubleshoot crowded roads, problem intersections, etc. that somehow the city "didn't see coming". Not only is it costly to fix these hasty builds for the sake of having it done, but it's a waste of open, green and climate friendly undeveloped land. Pushing irresponsible growth for the sake of a bigger tax base has climate consequences. Think better, not bigger.

Idea19: Revise developers' current option: tiny "payment in lieu" of green space parkland dedication.

Description: Meaningfully increase developers' "payment in lieu" of park dedication & expand required projects' parkland dedication - specially in dense housing. Residents including children, need nearby nature outdoor spaces.

Idea20: Create a sliding scale of property development fees

Description: Set property development fees at a high level but give credit for green development plans — e.g., for green building plans, energy savings plans, solar panels, geothermal plans. If the project is entirely carbon neutral, then all fees may be waved.

Idea25: Increase carbon capture with native plantings

Description: Increase urban tree and prairie planting density. Use ecosystem services to capture carbon and reduce heat island effects.

Idea26: Reduce city parking requirements

Description: Modify city parking requirements. The city has an over-reliance on cars and a huge amount of area dedicated to hardscape parking, which adds costs to new projects, decreases population density, deters mass transit/pedestrian/biking transportation use and adds to flooding issues when water has no ground to infiltrate slowly through.

Start acquiring larger 10+ acre parcels for parks

Establish 'natural' parks, where chemicals are rarely used. Signage informs the user it is extra safe for children & pets to play on – visitors will understand the dandelions, as Rochester, MN does.

Limit land use expansion-suburban development



## ***Stormwater Management***

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| Encourage green parking lots to reduce stormwater runoff and lower temperatures                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Build water storage into City parks, via increase non mowed areas, adding native seeds & slow drainage.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Seek out & encourage land water storage.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Plant more trees and manage their growth                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Plant wildflower in ditches                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Reduce water impacts by increasing water-porous surfaces, decrease surface parking requirements and roadways. Increase rain gardens and rain barrel use in the city. Increase urban tree and prairie land to capture more water and control floods.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Encourage pollinator lawns, low groundcover, clover lawns and rain gardens instead of Kentucky bluegrass -Anti lawn movement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Green infrastructure /water retention                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Expand existing stormwater retention areas to provide retention "credits"for neighborhood without active retention areas                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Upgrade/expand existing storm water retention areas to have multi layer treatment with more "natural areas" at finish.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Promote water storage & quality                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Green Streetscapes: If 'green streetscapes' is meant to describe the sustainability and ecological value of city streets and boulevards, we have a long way to go if we were to describe Mankato streetscapes that way. Currently, we still plant non-native street trees in places that Justin Lundborg considers to be prone to salt toxicity, rather than finding native alternatives. And, the abundance of mowed grass among city streets and roadways could be replaced by native grasses that provide habitat for pollinators. In honesty, the city streetscapes in their current state provide minimal value ecologically, are not sustainable, are currently cared for by city staff in ways that generate more CO2, and confine native plantings rather than allowing them to proliferate in areas that they naturally want to grow in. |
| Our current streetscape beautification is a vision of land managed for uniformity, a lawnmower, and a lack of willingness to let use natural plants for competing with weeds. I would love to see our city's landscaping/ streetscape/ natural space ordinances experience a paradigm shift in which we realize the possibilities of working with native native plants of our area to achieve our end goals of beautification. Also, we need to ban neonicotinoid use in the city of Mankato. Research has proven that these chemicals decimate insect populations we rely upon for pollination-- particularly, bees. Environmental Initiatives: Please consider any and all ways to educate and incentivize Mankato residents to implement the topics I previously described here.                                                               |
| Work with MN DOT, US Army Corps of Engineers, and all related parties to critically evaluate current shoulder and right of way mowing, wetland impacts, and water draining for their environmental impact and ecosystem degradation. We do not need to have the land (or bike path area) adjacent to our Minnesota River Levee mowed, chemically sprayed, or have vegetation razed. Find ways to adopt land management practices that utilize Bio-controls of native species and take advantage of ecosystem services along the Highway 169 corridor, Highway 14 corridor, and the Minnesota River.                                                                                                                                                                                                                                               |
| Utilize sand/ gravel instead of computer controlled salting. All of our salt used in Winter finds its way into the Minnesota River; it's time we start restoring the quality of the water way in how we responsibly drain our streets' rainwater/ storm drains                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

**Wetlands**

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| Idea24: Wetland restoration                                                                                                                                                                                                                                                                                        |
| Description: The city should be looking at wetland restoration. A lot of the new development is taking place in areas of the city that used to be wetlands. Wetland restoration is more important than ever to absorb the heavy rain events brought by climate change and reduce the likelihood of major flooding. |
| Support the wetland rewilding project                                                                                                                                                                                                                                                                              |
| land water storage-encourage wetlands                                                                                                                                                                                                                                                                              |
| New development needs to implement geothermal heating and cooling. Reduces the use of non renewable energy sources and reduces the overall costs of heating and cooling. Especially important for low income housing.                                                                                              |
| Expect more of developers- much more real green space                                                                                                                                                                                                                                                              |

## GHG Inventory & Monitoring

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Green House Gas (GHG) inventory survey ID large emitters & categories baseline document needed.                                                                                                                                                                                                                                                                                                                                                                                      |
| “What you can measure, You can manage.” Update Green House Gas (GHG) survey annually, with formal report every third year.                                                                                                                                                                                                                                                                                                                                                           |
| Set community GHG goals mid & long-term, then monitor, react, adjust.                                                                                                                                                                                                                                                                                                                                                                                                                |
| Up & down river valley, Le Hillier to Mankato north end, including 3rd Ave - need those extreme industrial exhaust stacks to greatly reduce high GHS emissions.                                                                                                                                                                                                                                                                                                                      |
| Include annual reporting to city residents on emissions and power input/output from the garbage burning power plant.<br>1. emissions so we know a. What we are breathing and b. The potential for particulates in the surrounding water.<br>2. Power input/output so residents can understand ratio of energy used to process & transport materials to energy produced.                                                                                                              |
| Infrastructure: Our city has made very little apparent progress on de-carbonizing our city's buildings, heat demands, electrical providers, fleet vehicles, lawn and park care, and tools and equipment. From this plan, I expect to see a solid, specific goals and objectives with a timeline from our city staff for how we will electrify and decarbonize the city's buildings, heat demands, electrical providers, fleet vehicles, lawn and park care, and tools and equipment. |
| Idea: Expect more GHG reductions from Mankato's largest contributors.<br>Description: Dialogue with the large businesses adding large amounts of greenhouse gases to our greater Mankato air. Ask, then expect & eventually demand action - including withholding permit extensions, variances, etc. when possible.                                                                                                                                                                  |
| Idea18: Xcel is planning to expand Wilmarth incinerator to burn more trash from other counties. Approval of Jefferson Quarry work should be paused. Description: The 3 high emission plants of Wilmarth, Mankato Energy and ADM, are all within one mile of Germania Park which is an Environmental Justice area. Can we justify exposing more residents there and the rest of Mankato to the health effects? Approval needs to be reconsidered.                                     |
| Better accesible monitoring of nearby manufacturing spaces and their environmental impact                                                                                                                                                                                                                                                                                                                                                                                            |
| Better awareness & monitoring of air pollutants CHS/ADM/Wilmarth energy center                                                                                                                                                                                                                                                                                                                                                                                                       |
| Have an easy place online for people to access for air quality daily or even better hourly.                                                                                                                                                                                                                                                                                                                                                                                          |
| Air monitor(an official one) near the incinerator                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Please set goals to reduce area GHG and start annual monitoring                                                                                                                                                                                                                                                                                                                                                                                                                      |



## ***Waste Management***

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| Require all business garbage dumpsters also have adequate recycle canisters                                                                                                                                                                                                                                                                                                                                                                                                      |
| Garbage can overflow: educate wind trash pollution harm & effort to retrieve.                                                                                                                                                                                                                                                                                                                                                                                                    |
| Request West Central hauler develop secure trash lid & empty process.                                                                                                                                                                                                                                                                                                                                                                                                            |
| Wilmarth Excel Garbage Burner: Require new exhaust cleaning equipment-procedures to 'state of art – cutting edge' methods every five years. Do not accept Metro area's garbage, turning Mankato into the big city's dump, discouraging urbanites to reuse, recycle, & refuse. Wilmarth's exhaust deposit's materials in nearby low-income Germana Park, Jefferson Quarry planned housing, developing Lime township recreation area, Minnesota River, food growing farmland, etc. |
| More public education on our waste management infrastructure.                                                                                                                                                                                                                                                                                                                                                                                                                    |
| How can we work towards less waste systematically and become more self-sufficient?                                                                                                                                                                                                                                                                                                                                                                                               |
| Idea11: Ban single use styrofoam                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Description: Follow the Twin Cities and ban black plastic, styrofoam and other foam to-go containers.                                                                                                                                                                                                                                                                                                                                                                            |
| Comment11: If you cant ban the Styrofoam, collect it for special use recycling twice a year.                                                                                                                                                                                                                                                                                                                                                                                     |
| Can we have a recycling bin next to each trash bin for our parks, city events and athletic fields                                                                                                                                                                                                                                                                                                                                                                                |
| Can we make reuse and reduce a new priority? Education could be provided with a city webpage for ways to reduce and events                                                                                                                                                                                                                                                                                                                                                       |
| Zero waste give and take exchange regular basis                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Stop burning Metro-big city garbage here!                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Get a biochar plant for woody waste and sell the carbon credits (Lincoln, NE is doing this)                                                                                                                                                                                                                                                                                                                                                                                      |
| Require all business have recycling                                                                                                                                                                                                                                                                                                                                                                                                                                              |

## ***Plastic Reduction***

|                                                                                                                                                                        |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Mandatory consumer plastic bag fee at checkout counters, with the retailer keeping the fee.                                                                            |
| Let's ban plastic bags and encourage reusable options!                                                                                                                 |
| I do feel that our city is able to effectively work around MN state legislation that outright forbids plastic bag bans if we are willing to explore the topic further. |
| Reverse vending (plastics & glass) machines in local businesses                                                                                                        |
| Ban/tax/premium on use of single use plastics in town boundaries                                                                                                       |
| Please include a fee on bags with the action plan. We'll wait too long for the plan law to get defeated, let's start the plastic control                               |

## Food waste

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Expand compost drop-offs to District 77 schools, grocery store &/or participating restaurant dumpsters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Encourage restaurant's kitchen & wait staff to compost unusable food waste.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Curbside compost pickup                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Instead of curbside organic pickup- have it in the neighborhoods- central place-hopefully less costly                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Waste Management: It is great that our city has compost available to residents. I take advantage of the city's dropoff locations on a weekly basis. Our city can further reduce greenhouse gas emissions by specifying to-go containers from food vendors (ban polystyrene/ styrofoam containers) and require the default use of biodegradable/ compostable/ 100% recycled content bags from local merchants.                                                                                                                                                                          |
| offer discounts for citizens recycling and composting properly                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Need a food donation program                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Increasing composting though a curb-side pickup program would reduce GHG on two ways: The composting process 2, eliminating people driving to drop-off sites.                                                                                                                                                                                                                                                                                                                                                                                                                          |
| More compost dropoffs                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Compost dropoff at school dumpsters please                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Idea9: Minimize food waste by building local food recovery plan to capture all excess food in & ensure food is provided to people in need                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Description: Minimize food waste by building local food recovery plan to capture all excess food in our region and ensure food is provided to people in need - including food system infrastructure and common metrics.                                                                                                                                                                                                                                                                                                                                                                |
| Comment9: Yes! Would be great if the city constructed a small free food pantry shed in every neighborhood, (in a park for example) where residents could drop non perishable goods, keeping everything local and in each neighborhood (as opposed to having to take non perishable goods to the food shelf which has limited drop off hours and needs a volunteer present to accept donations) this could greatly affect food waste as people might be more likely to clean out their pantries more often to give away items getting close to expiration that they don't expect to use |

## Energy & Renewable Energy

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| Home energy audits & improvements enhance comfort & save money.                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Promote initiatives aimed at business sustainability & energy savings. Possible programs include: MNimize <a href="https://mnimize.org/">https://mnimize.org/</a><br>MN Chamber of Commerce's Energy Smart <a href="http://www.mnchamber.com/your-opportunity/energy-smart">www.mnchamber.com/your-opportunity/energy-smart</a>                                                                                                                                                               |
| Evaluate geothermal energy based on previous study completed years ago -Manakto and North Mankato                                                                                                                                                                                                                                                                                                                                                                                             |
| Provide data of GHG emitted by the city and large emitters                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Apply for the state-level geothermal pilot study if possible                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Start enforcing the MN energy code on commercial buildings                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Harden electrical infrastructure                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Work with businesses to reduce emissions                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| One stop energy shop to empower homeowners/landlords/contractors to improve home energy efficiency block by block                                                                                                                                                                                                                                                                                                                                                                             |
| Roofscapes and green walls on city buildings                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Streamline solar permitting i.e solar+ app                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Please consider the cumulative impact of Wilmar incinerator HDM and Mankato energy emissions a mile from EJ community and the development of Jefferson Quarry                                                                                                                                                                                                                                                                                                                                 |
| Future Housing developments for low income families need to be planned with geothermal in mind. Reduces utility costs, which reduces housing costs.                                                                                                                                                                                                                                                                                                                                           |
| Discourage architectural lighting on buildings                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Every city facility all LED lights                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| More solar on public buildings                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Clean renewable energy                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Remove unnecessary lighting outside                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Idea22: Incentivize energy efficiency<br>Description: -Build expectations for energy efficiency, renewable energy, and climate resiliency into new city projects and permitting processes.<br>-Educate residents about programs and funding available for energy audits and helping older homes improve their energy efficiency.<br>-Incentivize areas businesses to update their infrastructure to reduce emissions by utilizing green energy or improve energy efficiency with tax credits. |
| Idea10: Add trees or solar panels to all parking lots<br>Description: Trees shade parking lots during hot summer days. Adding solar panels would do the same, plus produce carbon-free electricity. Both these programs have been implemented in many cities throughout the world.                                                                                                                                                                                                            |
| Comment10: Agree. This is especially important for new developments.                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Idea: The Plan should include clear adaptation and mitigation actions. Add solar panels to all city rooftops,                                                                                                                                                                                                                                                                                                                                                                                 |
| Comment: I agree with solar on as many rooftops as possible. I have solar on my home and dollars wise it amounts to pre buying all or a portion of my electric at a fixed rate. The life span of materials will be 25+ years but we have them paid off in less than 6. Maintenance is minimal. Demand for electricity goes up exponentially and the supply needs to keep up.                                                                                                                  |
| Idea10: Add trees or solar panels to all parking lots<br>Description: Trees shade parking lots during hot summer days. Adding solar panels would do the same, plus produce carbon-free electricity. Both these programs have been implemented in many cities throughout the world.                                                                                                                                                                                                            |



**Energy & Renewable Energy**

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| Comment10: Agree. This is especially important for new developments.                                                                                                                                                                                                                            |
| Increase solar on all city buildings. Incentivize white roof surfaces and residential solar. Increase incentives to have citizens mitigate their environmental impacts (, increasing their tree and native garden plantings, using rain barrels or rain gardens, using electric vehicles, etc.) |

**Comments Received at the Public Meeting - May 19, 2025**

**Energy Emissions, Waste Management, Transportation**

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|------------------------------------------------------------------------------------------------------------------|
| Implement litter tax to fund litter clean-up programs - by Boy Scouts, Campfire girls, church youth groups, etc. |
| Inspire pride in clean community by the youth participating in projects.                                         |

**Land Use, Floodplains, Water Quality and Wetlands, Green and Blue Infrastructure**

|                                                                                                                                                                                               |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Eliminate min. parking requirement                                                                                                                                                            |
| Turn some of Madison East & River Hills Parking in Green Space                                                                                                                                |
| Stop doing all the unnecessary mowing at ponds behind Walmart                                                                                                                                 |
| Coordinate mowing along Western MN River Bike Trail and chemical spraying of plants to be as minimal as possible. By not mowing for weeks, Mankato gains literally acres of wildlife habitat. |
| Reduce and manage for invasive flora & fauna species.                                                                                                                                         |

**Environmental Justice, Social Vulnerability, Critical Services and Infrastructure**

|                                                                                                                                |
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| Social Vulnerability - How does zoning come into play as far as food deserts. Look at current zoning ordinances.               |
| How does future housing development fit in the plan? Are there plans to decarbonize and fix homes to be more energy efficient. |

**Parks - Recreation and Food Programs, Community Livability, Biking Corridors**

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| Are there opportunities for Nature centers? Environmental education for public/schools is important for adoption of the plan. |
|-------------------------------------------------------------------------------------------------------------------------------|

**Comments Received on the DRAFT Climate Action Plan from May 19 to May 29**

The plan looks really good! I was excited to see you include reducing plastic bag and styrofoam use. I hope you plan to put a fee on plastic bags and ban styrofoam. They are both causing irreversible harm to our community and everywhere. Please also include a city policy to not buy plastic bottled water and instead offer water in nonplastic pitchers and reusable drinking glasses. Please also include requirement that all sports fields, parks and city events have recycling and composting bins clearly marked; pesticide free lawn care; recycling of furniture and household items at the spring and fall clean up; an MSU swap event at moving out and moving in times; compostable take out for all food service, grocery stores and big box stores that have grocery departments; periodic public service announcements on KTOE and KEYC on how to compost and recycle and the benefits; incentives for food service and restaurant services to separate out their organics and recycle them; implementation of reusable foodware deposit/return service for take out at all food establishments; a bottle and can deposit/refund station to recycle all cans and bottles; a city reuse center and tool lending library; filter system at the wastewater treatment plant to filter out PFAS, other toxic plastic chemicala and microplastics; a skip the stuff campaign for restaurants to hand out throwaway plastic straws, condiment packets, and utensils upon request only or switch to compostable utensils, straws and inhouse condiment dispensers; proper repair and maintenance of EV charging stations. Thank you for providing an excellent plan! I hope you can add ordinances to reduce plastic use and increase composting.

(1) The City of Mankato absolutely needs a sustainability committee to monitor and oversee progress on its Climate Action Plan and other similar initiatives. Perhaps that committee could also oversee parks, trails, nonmotorized transportation and safe pedestrian options. Many cities throughout Minnesota have such committees. Indeed, Mankato remains an outlier by not having one. The city could take as a model the Mankato Schools Sustainability Committee in order to create a similar committee or commission for itself. (2) More emphasis should be spent on commercial and industrial energy efficiency, including green building codes and minimizing the use of natural gas. (3) All new construction, whether residential, commercial, government or other, should aspire to the highest possible green building standards aspiring for zero-carbon energy use. (4) All new parking lots should include either solar panels or tree cover. Older parking lots should be retrofitted to add trees or solar panels. (5) All multifamily or multi-tenant housing should be required to have minimum Level 2 EV chargers (or wiring therefor) built in. (6) The City should work hand in glove with Greater Mankato Growth to emphasize more energy efficiency practices in the business sector.



## ***Comments Received on the DRAFT Climate Action Plan from May 19 to May 29***

I'd like to thank the city staff and consultants involved in developing Mankato's proposed Climate Action Plan. It's encouraging to read that air quality and reducing emissions are central issues. It also includes expanding recycling, education on the negatives of single use plastic bags and Styrofoam, more options for composting and increasing the EV vehicle charging network. These are all significant areas of interest for me but I fail to see any set goals to achieve in a specific period of time that would establish a firm commitment. Without goals this lacks accountability and sounds more like a wide-ranging wish list than an action plan that will motivate and measure progress. One item that I did not see mentioned was the formation of a citizen's working committee to assist with the implementation and education areas as a true partner for the city staff and council. With as many experienced environmentalists as we have in this community that want to help, I would hope the city would have at least have the formation of such a group scheduled for the next 12 to 18 months. Such a group has been welcomed and valuable in many other cities. Again, thank you for your hard work.

We want the best bang for our buck when making investments to address climate change. First and foremost, we must hold ourselves accountable for the money spent and the results we achieve. The City must clearly communicate to its taxpayers: 1) Precisely how much money is being budgeted/expended for climate change initiatives 2) Identify the measurable goals, and if they are being met 3) The positions responsible for implementation 4) What practical impact on our lives do we expect to see from these investments, and were they achieved. I'm hard pressed to identify anything we as a community can achieve in this arena when our federal government is not only stripping most climate change initiatives from its agenda or shuttering them altogether, while at the same time ramping up coal, oil, and natural gas production. This reality doesn't begin to address what other countries like China, Russia, India, Brazil, Indonesia, etc., are doing to power their energy sector. It's interesting to note that the top three emitters of greenhouse gases, China, the United States, and India, contribute 15X the amount of GHG as the bottom 100 countries. Additionally, the energy sector, which powers our economy, is by far the largest emitter of GHG, which brings me to my drop-in-the-bucket suggestion for a local climate change initiative. Mankato doesn't operate in a closed ecological system; we are directly impacted by what happens in the world around us, particularly concerning the climate. We must consider what initiatives top emitters have implemented to power their energy sector. To this end, we should not spend money to make ourselves feel virtuous. The City should pursue initiatives/grants designed to allow people to access any City of Mankato bus free of charge. Most likely, the money currently being realized via cash fares, token sales, and monthly/daily passes is negligible compared to the budget. Thus, the City should consider submitting a request to the State, or self-fund an initiative to cover this cross-functional climate change, public transit, and environmental justice initiative. The immediate benefits for our residents, the State, and our local government(s) of eliminating the bus fare will be: 1) Improved access to reliable transportation options for low/moderate-income people (positive environmental justice impact). 2) Decrease the number of car trips within our community (positive CO2 impact). 3) Increase ridership on an underused system, thus improving performance metrics. 4) The initiative can be implemented quickly. 5) Elimination of fareboxes and their maintenance costs, since all you need are passenger counters. This alone would save hundreds of thousands of dollars, as fareboxes and the associated infrastructure are tens of thousands of dollars apiece in acquisition costs. In the end, the City can elect to move to expensive alternative fuel buses, but if people aren't accessing the service at a much higher rate, we're having a negligible, if any, impact on GHG emissions, and incurring significant expense. Additionally, we will experience: 1) Higher capital costs for rolling stock and the associated infrastructure, as well as 2) Encounter reliability/durability issues. The main objective of this low-cost, cross-functional initiative is to get people out of their cars and on the bus, thus providing positive, measurable impacts on climate change, bus ridership, and environmental justice benchmarks.

### ***Comments Received on the DRAFT Climate Action Plan from May 19 to May 29***

I am impressed with the number of environmental concerns addressed by this plan. I am especially pleased that native species are included in several sections of the plan and that protecting/restoring wetlands, floodplains and forest areas is a part of it. Evaluating impervious surface retrofits is also a big one for me--I think of it every time I drop off organics at the site on Victory Drive. The parking lot there seems far bigger than what is needed. Are there, or will there be, any SMART goals for the recommendations? It's hard to gauge progress without them. In section 7.2.2.2 is it possible to include, "Actively pursue funding opportunities for expanding composting programs"? Would there be any value in updating the city's Green Step progress? Thank you for the countless hours that have been put into creating this plan.

I am so grateful the city of Mankato is taking the project on, and it is being addressed from a holistic lens which includes community livability and wellbeing as well as infrastructure upgrades and local conservation efforts. We have so much potential to be environmental leaders who prioritize the health of our environment, citizens, and communities. I am particularly happy to see support for local food systems, conservation and native vegetation plans, community education, and consideration and support for vulnerable communities who are impacted by environmental challenges. I am also happy to see that the city plans with work in partnership with local organizations and businesses who have been dedicated to addressing the social and environmental needs of this community. By working in partnership with groups who know the needs of the community, we can support each other more effectively.

Overall, I'm pleased with the plan and glad the city is taking this on! This is really important work! Adjustments to consider: I'd like to see the plan incorporate more education & incentivisation of citizens to participate in climate actions too. Yes, we have low costs for water treatment and road/park upkeep, but charges can be increased overall to allow the city to perform actions that increase ecosystem services/stormwater mitigation. Adding discounts for properly deployed rainbarrels and raingardens on properties would be a great incentive for citizens to change from the status quo. The city also needs to increase efforts/staffing to manage our current natural resources and properties better... specifically, we have several natural areas and parks that are not managed enough to reduce invasive species and increase opportunities of native habitats (remove invasive and plant natives that will provide ecosystem services). Hire more people to manage our land better. Hire more people to water the trees that have been recently planted. Hire more people to reduce invasive species and plant native species in Rassmussen, Williams Nature Center, Hiniker Pond and Kiwanis Recreation Area...

I absolutely agree on the need to bring more citizen participation and education into the plan! The plan will be more successful if we have the whole community involved and educated on the plan. People love positive hands-on projects that have benefits for their local environment, and there are a lot of local parks and natural areas in desperate need of some management. I see potential for both hiring teams to manage areas and volunteer opportunities. Rassumusen Woods and Williams Nature Center off the top of my head need invasive species removal and have so much potential for public stewardship projects. To see Mankato be a city that actively organizes its citizens on conservation efforts would be so powerful and restorative!

Missing measurable interim goals (percentage of change, numbers) before 2050 as seen in other MN city Climate Action Plans. Examples: RED WING, "reducing community-wide greenhouse gas emissions 9% over the next five years." DULUTH, "Achieve energy reduction targets for city buildings and facilities to meet 10% emissions reduction goal, per mayoral term (80% by 2050)." NORTH MANKATO (draft), "Achieve "fuel switching" of 10% of existing buildings using on-site fossil fuel combustion to electrification or renewable energy by 2040." Those city plans then detail specific actions to achieve their interim goals.  
[www.redwingmn.gov/DocumentCenter/View/3672/Red-Wing-Climate-Action-Work-Plan-PDF?bidId=](http://www.redwingmn.gov/DocumentCenter/View/3672/Red-Wing-Climate-Action-Work-Plan-PDF?bidId=)  
[https://duluthmn.gov/media/12752/duluth-cawp\\_final\\_and\\_financememo.pdf](https://duluthmn.gov/media/12752/duluth-cawp_final_and_financememo.pdf) <https://palebluedot.llc/02-buildings-nm>

This comprehensive multifaceted plan is wonderful! I think providing education for residents on treating lawns in environmentally friendly ways would also be beneficial.

## ***Comments Received on the DRAFT Climate Action Plan from May 19 to May 29***

I was disappointed that Light and Noise pollution are not a part of the action plan. Light and noise pollution in all probability will be improved indirectly if the Plan is implemented, but more is needed. Light Pollution: Excessive, misdirected, or obtrusive artificial light. It has detrimental effects on humans, wildlife, and ecosystems, impacting everything from human health and night sky visibility to the natural patterns of nocturnal animals. Some cities, at a minimum, are measuring their light pollution to establish a baseline. Decreases in light pollution are sometimes gained through the other aspects of reduced energy consumption, Zoning and land Use Planning. Noise Pollution: Some time back a partial survey showed Mankato to have high noise levels. The Climate Action Plan could help provide awareness, demonstrate ways to reduce noise, and incorporate noise reduction in land use planning. Planting of trees, landscaping, soundproofing of transportation corridors and land use zoning. Residential development adjacent to freeways or industrial areas need improvement.

This draft 5 year installment of a 15 year plan excludes an ongoing citizen committee of promotion & assistance. Withholding citizen agency, abandons the foot soldiers eager to carry information into their businesses, vendors, churches, neighborhoods... Lots of other cities, including Albert Lea & Red Wing, have successfully incorporated engaged community sustainability stakeholders - propelling, broadening, deepening & monitoring initiatives. As has Mankato past & present - Envision 2020, Downtown Planning Task Force with Civic Center creation, United Way Committees, Mankato Area Foundation... City of Mankato, please do not cut loose citizens who submitted over 700 suggestions. Harness their positive energy to help reach our mutual goals.

**1. The recommendations make no mention of local distributed energy like solar and wind at city facilities, residences, commercial buildings, or institutions. City support, permitting, and partnerships are critical to encouraging and facilitating local renewable energy development. Since we can't take climate action without renewable energy, to not even mention renewable energy as an recommendation for the community to is an oversight.**

There were 13 comments/ideas that mentioned solar and how to make this more accessible for the community. Yet it was not included as a recommendation or action for the city, nor our community as a whole.

**2. The recommendation to only "Analyze any upcoming road reconstruction projects for the opportunity to incorporate additional bike lanes" is not strong enough to actually inspire action.**

We should be pushing to increase the # of miles and the quality of bike lanes in our community. Of the 20-25 community comments about biking, there were 13 that asked for some combination of safer, protected, and separated biking infrastructure, but the plan makes no recommendation to improve the bike infrastructure or even increase it. It only suggests that we analyze opportunities for this, which doesn't seem like enough to me.

**3. The plan makes no mention of electrification as the best path forward for decarbonizing the buildings in our community.** There is a vague goal to "Improve energy efficiencies of existing buildings and systems as budgets allow through equipment and management software upgrades". Air Source Heat Pump, Water Source Heat Pump, and Ground Source Heat Pumps (Geothermal) are all accessible and effective technologies that should be clearly mentioned as paths forward to decarbonizing city, residential, commercial, and institutional buildings. By not mentioning these technologies and only talking vaguely about "efficiency" the plan leaves the door open to leaning on fossil fuels going forward, which we can't afford to do.



# Appendix B

## Recommendations

## 5.2 Social Vulnerability Index

- Further analysis of SVI under each parameter evaluated under the Climate Action Plan. i.e. Floodplains, public transportation, housing.
- Evaluate transportation networks within highest vulnerability areas.
- Evaluate access to critical services within highest vulnerability areas.
- Identify “food deserts” areas, characterized by lack of grocery stores and access to fresh foods.

## 5.3 Environmental Justice Areas of Concern

- Create and make available an Emergency Response Toolkit offering tips and suggestions for residents to increase their emergency preparedness.
- Develop a communication plan to reach vulnerable populations with limited access to the internet, language barriers or disabilities.
- Create an accessible/user friendly guide to vulnerable communities to basic and emergency services.
- Continue to develop and work with community networks to test strategies that support vulnerable populations.

## 5.4 Community Spaces- Parks & Recreational Opportunities

- Develop a conservation plan for existing green spaces and open land owned by the City.
- Evaluate the feasibility of a permanent location for Local Farmer’s Markets including 4-seasons markets.
- Develop a native species/desired species vegetation plan for existing parks.
- Develop a plan for removal of non-native species or not desired species.
- Evaluate partnerships with community/volunteer groups to create and schedule events for vegetation planting and maintenance.
- Create guidelines for pet owners to ensure leash visits and waste pickup.
- Evaluate future opportunities for development of parks like Sibley Park, especially on the hilltop/east site.
- Evaluate the feasibility of a public nature center that includes education and volunteer opportunities.

## 5.5 Community Gardens and Food Programs

- Consider ways to support community farms, local food systems and food production programs.
- Consider ways to support the community food programs and similar programs.
- Establish guidelines for community gardens and identify City owned land opportunities to establish community gardens.
- Consider ways to support master gardener program.
- Re-evaluate the City’s code of ordinances to allow urban chickens.

- Consider ways to support cooking, gardening, composting, preserving, pollinator friendly vegetation classes and workshops in libraries and neighborhood parks.

## 5.6 Community Livability & Housing

- Develop a walkability plan for downtown and commercial districts.
- Consider ways to support affordable family homes subdivisions.
- Centralize economic development along high-use corridors such as Madison Avenue, Riverfront Drive, and Stadium Road; and develop walkability/bikeability plans for each corridor.
- Educate developers on potential grant funding sources for sustainable development practices. For example, MINNPACE.com.

## 5.7 Critical Services and Critical Infrastructure

- Develop facility specific flood risk analysis.
- Development of emergency plans to ensure critical facilities continue to provide critical services during and after extreme weather events.
- Identify key infrastructure, vulnerabilities and level of risk.
- Identify emergency shelters including cooling and heating shelters.
- Identify critical sectors and conduct assessments to determine vulnerabilities.
- Explore opportunities to work with privately owned facilities to develop collaboration programs and conduct assessments.

## 6.1 Land Use

- Continue to update protection and conservation methods including limitations on new development within wetland, floodplains and forest areas as well as identifying restoration opportunities.
- Develop a Natural Resource Inventory and use it to track gains and losses of wetlands, forest and open water.
- Develop an inventory of City owned parking lots and buildings and evaluate impervious surfaces retrofit opportunities.
- Develop sustainable development guidelines and requirements for new developments, including urban and suburban areas.
- Require sustainability measures for new development and redevelopment projects, including tree and vegetation management plan, e.g., plant two trees for every tree that is removed as part of development.
- Increase urban tree and prairie planting density. Use natural ecosystem services to capture carbon and reduce heat island effects.

## 6.2 Floodplain Management

- Analysis of riverine floodplain restoration opportunities within the City limits, including stream buffers, stream bank erosion mitigation and ecological habitat enhancement.



- Incorporate floodplain restoration into stormwater management projects.
- Evaluate opportunities on City owned land and properties within the floodplain
- Inventor infrastructure within regulatory floodplains and vulnerability analysis.
- Expand existing stormwater retention areas within floodplains and heavily developed areas.

## 6.4 Water Quality

- Further analysis of water quality parameters to identify specific best management practices that can be implemented as part of watershed specific and permanent stormwater management projects and improvements.
- Seek and foster partnerships with local soil and water conservation groups to provide education and outreach to landowners to implement agricultural BMPs.

## 6.5 Wetlands

- Further analysis of wetlands to identify natural wetland and wetland restoration opportunities to establish pre-development runoff rates in areas of the City that have been converted to impervious surfaces or agriculture.
- Continue to seek funding to implement the Southeast Mankato wetland restoration project.
- Develop a protection plan for existing peatlands and wetlands.
- Develop a plan to restore drained, farmed or pastured peatlands and wetlands.
- Partner with County and Townships to implement restoration and protection plans.

## 6.6 Stormwater Management

- Develop a stormwater resilience plan to include analysis of existing infrastructure, vulnerability assessment, flood risk analysis, climate projections developed by the University of Minnesota Climate Adaptation Partnership.
- Develop sub-watershed hydrologic and hydraulic modeling to evaluate shallow street flooding and identify opportunities for integration of natural systems into existing systems.
- Incorporate stormwater reuse practices and bioretention practices in City owned facilities and properties to serve as a role model for the community.
- Integrate street maintenance projects with stormwater maintenance projects including street sweeping, catch basin inlet cleaning, culvert inlet cleaning, etc.

## 6.7 Green & Blue Infrastructure

- Build water storage into City parks and lands including rain gardens, vegetated swales, bio-retention cells.
- Integrate green infrastructure into roadways and street reconstruction projects.
- Improve soil health by reducing the use of nutrients/fertilizers and minimizing the use of herbicides.

- Re-evaluate the City code of ordinances to diversify lawns and increase native vegetation (trees, shrubs, vegetables and flower gardens).
- Consider ways to support the Blue Earth County rain barrel program and create educational opportunities to inform the community on installation and maintenance of the rain barrels and other residential level water management practices.

## 6.8 Green Streets

- Integrate vegetation and urban trees into roadways and street reconstruction projects.
- Integrate tree trenches into street and parking lot development and redevelopment projects.
- Replace mowed grass areas along city streets and roadways with native vegetation including wildflowers to provide habitat for pollinators.
- Re-evaluate the use of neonicotinoid and other chemicals.
- Evaluate bus stops tree coverage and integrate tree planting with transportation improvement projects.
- Evaluate the need for a City-wide canopy survey.

## 7.2 Waste Management

- Continue to educate the community on the effects of single use plastic and Styrofoam.
- Evaluate additional options for community and individual composting programs.
- Continue to support Blue Earth County compost bin program.
- Work with community partners to create educational materials on residential and commercial waste reduction strategies.
- Identify local initiatives to increase participation in recycling programs.

## 7.4 Projected Emissions

- Continue to look for funding opportunities to enhance City's fleet with alternative energy vehicles.
- Improve energy efficiencies of existing buildings and systems as budgets allow through equipment and management software upgrades.
- Consider updating City ordinances regarding acceptable use of "last mile" transportation alternatives.
- Consider the development of sustainable materials procurement plan, which can reduce the impact of material procurement, use and re-use/disposal.
- Map the existing tree canopy and determine a strategy for addressing low canopy areas in under-represented parts of town with a goal for achieving that desirable canopy.

## 8.3 Lower Emission Vehicles

- Continue to look for opportunities to improve ridership and service for public transit. Study if electrified, on demand service makes sense for Mankato.
- Consider ways to support continued expansion of electric vehicle charging stations.

- Develop a plan to beneficially manage for “last mile” transportation like electric bikes and scooters.
- Monitor grant programs for opportunities to upgrade the City’s fleet or charging infrastructure.
- Consider adopting rules for requiring low or no emission vehicles for self driving, on-demand vehicles.

## 8.4 Biking Corridors

- Analyze any upcoming road reconstruction projects for the opportunity to incorporate additional bike lanes.
- Further analyze and develop more sophisticated metrics by neighborhood to assess need and benefit of providing more bike lane infrastructure.
- Seek opportunities to provide bike parking in common destination areas to further encourage biking as an alternative mode of transportation.



# Appendix C

Every Voice Mankato Summary and Data

# City of Mankato Climate Action Plan

## Community Feedback Summary on DRAFT Comments closed 05/29/25

### General Overview

- Appreciation for developing a plan that includes working with local organizations, businesses, and vulnerable communities on climate mitigation
- Support for addressing air quality, emissions reduction, recycling, composting, and electric vehicle infrastructure
- Desire to form a Mankato community climate committee
- Opportunity for Mankato to be viewed as climate action leader in Minnesota
- Use available City resources to lead a clean energy transition
- Include all the work that Mankato has already accomplished and incorporated into operations

### Key Suggestions

1. Create a committee consisting of Mankato residents
  - Assist in promotion and education of climate initiatives
2. Adopt firmer language
  - Change terms in the plan (e.g. consider, research) to be more specific
  - Include more tracking and benchmarks
  - Greenhouse gas emissions monitoring should be more specific
3. Enhance management of natural resources and parks
  - Native species protection, wetland and floodplain restoration
  - Impervious surface reduction and invasive species control
4. Education
  - Increase community education and outreach to encourage actions such as use of rain barrels, composting, and use of environmentally friendly lawn care products
  - Ongoing communication about plan progress and additional climate mitigation actions residents can take
5. Expand energy recommendations
  - Emphasize local, renewable energy and address accessibility
  - Encourage electrification of heating/cooling
  - Address barriers to adopting clean energy technologies
6. Include commercial and industrial sectors
  - Commercial and industrial emissions need stronger attention
  - Suggest adoption of sustainable building ordinances
  - Promote use of heat pumps in building rehabilitation programs
  - Advocate for green building codes, solar or tree cover for parking lots
  - Partner with Greater Mankato Growth to encourage business sector energy efficiency

# Summary Report

01 February 2025 - 27 May 2025

## Every Voice Mankato

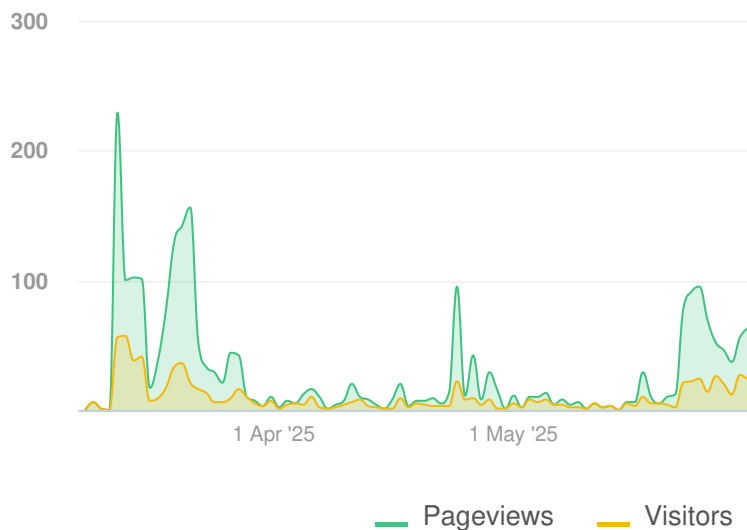
PROJECTS SELECTED: 1

Mankato Climate Action Plan

FULL LIST AT THE END OF THE REPORT



### Visitors Summary



### Highlights

|                   |                      |                |
|-------------------|----------------------|----------------|
| TOTAL VISITS      | MAX VISITORS PER DAY |                |
| 1 k               | 57                   |                |
| NEW REGISTRATIONS |                      |                |
| 15                |                      |                |
| ENGAGED VISITORS  | INFORMED VISITORS    | AWARE VISITORS |
| 32                | 190                  | 596            |



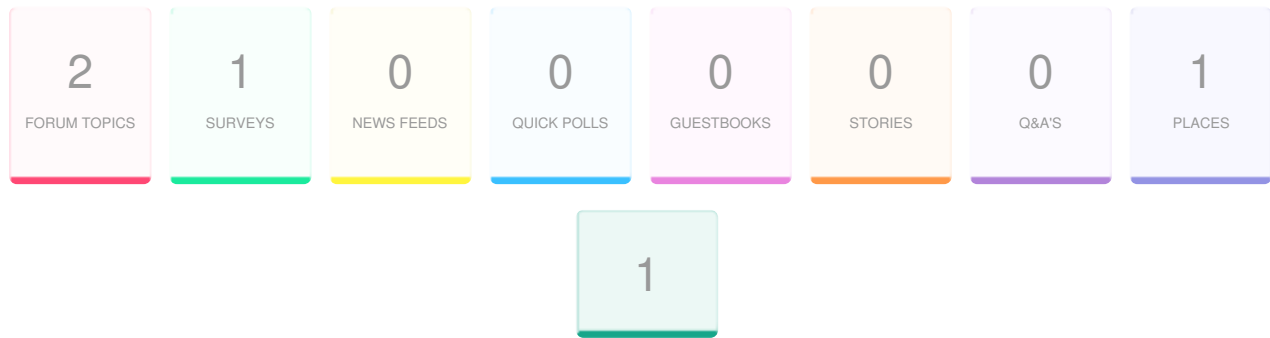
PARTICIPANT SUMMARY

|          |                         |                             |            |                                                             |                             |                                                             |
|----------|-------------------------|-----------------------------|------------|-------------------------------------------------------------|-----------------------------|-------------------------------------------------------------|
| ENGAGED  | 32 ENGAGED PARTICIPANTS |                             |            |                                                             | (%)                         |                                                             |
| INFORMED |                         | Registered                  | Unverified | Anonymous                                                   | Mankato Climate Action Plan | 32 (5.4%)                                                   |
|          |                         | Contributed on Forums       | 12         | 0                                                           | 0                           |                                                             |
|          |                         | Participated in Surveys     | 3          | 0                                                           | 0                           |                                                             |
|          |                         | Contributed to Newsfeeds    | 0          | 0                                                           | 0                           |                                                             |
| AWARE    |                         | Participated in Quick Polls | 0          | 0                                                           | 0                           |                                                             |
|          |                         | Posted on Guestbooks        | 0          | 0                                                           | 0                           |                                                             |
|          |                         | Contributed to Stories      | 0          | 0                                                           | 0                           |                                                             |
|          |                         | Asked Questions             | 0          | 0                                                           | 0                           |                                                             |
|          |                         | Placed Pins on Places       | 3          | 0                                                           | 0                           |                                                             |
|          |                         | Contributed to Ideas        | 23         | 0                                                           | 0                           |                                                             |
|          |                         |                             |            | * A single engaged participant can perform multiple actions |                             | * Calculated as a percentage of total visits to the Project |

|          |                           |                                 |  |                                                              |                             |                                                             |
|----------|---------------------------|---------------------------------|--|--------------------------------------------------------------|-----------------------------|-------------------------------------------------------------|
| ENGAGED  | 190 INFORMED PARTICIPANTS |                                 |  |                                                              | (%)                         |                                                             |
| INFORMED |                           |                                 |  | Participants                                                 | Mankato Climate Action Plan | 190 (31.9%)                                                 |
|          |                           | Viewed a video                  |  | 0                                                            |                             |                                                             |
|          |                           | Viewed a photo                  |  | 0                                                            |                             |                                                             |
|          |                           | Downloaded a document           |  | 56                                                           |                             |                                                             |
| AWARE    |                           | Visited the Key Dates page      |  | 65                                                           |                             |                                                             |
|          |                           | Visited an FAQ list Page        |  | 0                                                            |                             |                                                             |
|          |                           | Visited Instagram Page          |  | 0                                                            |                             |                                                             |
|          |                           | Visited Multiple Project Pages  |  | 157                                                          |                             |                                                             |
|          |                           | Contributed to a tool (engaged) |  | 32                                                           |                             |                                                             |
|          |                           |                                 |  | * A single informed participant can perform multiple actions |                             | * Calculated as a percentage of total visits to the Project |

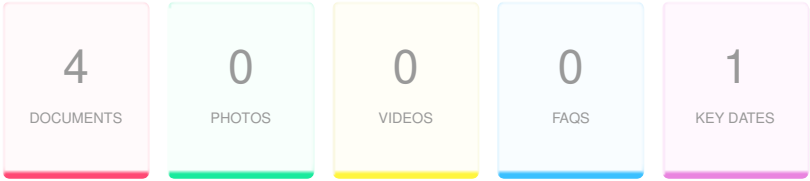
|          |                        |                           |  |                                                                      |                             |                                                |
|----------|------------------------|---------------------------|--|----------------------------------------------------------------------|-----------------------------|------------------------------------------------|
| ENGAGED  | 596 AWARE PARTICIPANTS |                           |  |                                                                      |                             |                                                |
| INFORMED |                        |                           |  | Participants                                                         | Mankato Climate Action Plan | 596                                            |
|          |                        | Visited at least one Page |  | 596                                                                  |                             |                                                |
| AWARE    |                        |                           |  |                                                                      |                             |                                                |
|          |                        |                           |  | * Aware user could have also performed an Informed or Engaged Action |                             | * Total list of unique visitors to the project |

## ENGAGEMENT TOOLS SUMMARY



|                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                    |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <div><div>FORUM TOPICS SUMMARY</div><div><div>2</div><div>Forum Topics</div></div><div><div>12</div><div>Contributors</div></div><div><div>50</div><div>Contributions</div></div></div> <div><div>TOP 3 FORUM TOPICS BASED ON CONTRIBUTORS</div><div><div>11</div><div>Contributors to</div><div>Draft Plan Feedback</div></div><div><div>2</div><div>Contributors to</div><div>April 21 Townhall Presentation</div></div></div> | <div><div>SURVEYS SUMMARY</div><div><div>1</div><div>Surveys</div></div><div><div>3</div><div>Contributors</div></div><div><div>3</div><div>Submissions</div></div></div> <div><div>TOP 3 SURVEYS BASED ON CONTRIBUTORS</div><div><div>3</div><div>Contributors to</div><div>March 18 Community Engagement Input</div></div></div> |
| <div><div>PLACES SUMMARY</div><div><div>1</div><div>Places</div></div><div><div>3</div><div>Contributors</div></div><div><div>5</div><div>Pins</div></div></div> <div><div>TOP 3 PLACES BASED ON CONTRIBUTORS</div><div><div>3</div><div>Contributors to</div><div>Drop a Pin</div></div></div>                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                    |
| <div><div>IDEAS SUMMARY</div><div><div>1</div><div>Ideas</div></div><div><div>23</div><div>Contributors</div></div><div><div>150</div><div>Contributions</div></div></div> <div><div>TOP 3 IDEAS BASED ON CONTRIBUTORS</div><div><div>23</div><div>Contributed to</div><div>Share an Idea</div></div></div>                                                                                                                      |                                                                                                                                                                                                                                                                                                                                    |

INFORMATION WIDGET SUMMARY



| DOCUMENTS |           |
|-----------|-----------|
| 4         | Documents |
| 56        | Visitors  |
| 101       | Downloads |

| TOP 3 DOCUMENTS BASED ON DOWNLOADS                  |                                        |                                                                     |
|-----------------------------------------------------|----------------------------------------|---------------------------------------------------------------------|
| 31                                                  | 29                                     | 21                                                                  |
| Downloads                                           | Downloads                              | Downloads                                                           |
| Mankato Climate Action Plan Presentation May 19.pdf | Mankato Climate Action Plan Draft Plan | Mankato Climate Action Plan Presentation (4.21.25 Virtual Townhall) |

| KEY DATES |           |
|-----------|-----------|
| 1         | Key Dates |
| 65        | Visitors  |
| 84        | Views     |

| TOP 3 KEY DATES BASED ON VIEWS |  |
|--------------------------------|--|
| 84                             |  |
| Views                          |  |
| Mankato Climate Action Plan    |  |



## TRAFFIC SOURCES OVERVIEW

| REFERRER URL             | Visits |
|--------------------------|--------|
| www.mankatomn.gov        | 222    |
| www.google.com           | 113    |
| m.facebook.com           | 20     |
| www.bing.com             | 20     |
| l.facebook.com           | 15     |
| www.keyc.com             | 15     |
| lm.facebook.com          | 14     |
| news.google.com          | 13     |
| android-app              | 10     |
| www.ecosia.org           | 9      |
| www.mankatofreepress.com | 8      |
| duckduckgo.com           | 5      |
| content.govdelivery.com  | 4      |
| radiomankato.com         | 3      |
| mail3.spectrum.net       | 2      |

## SELECTED PROJECTS - FULL LIST

| PROJECT TITLE               | AWARE | INFORMED | ENGAGED |
|-----------------------------|-------|----------|---------|
| Mankato Climate Action Plan | 596   | 190      | 32      |

# Survey Responses

01 March 2025 - 27 May 2025

## March 18 Community Engagement Input

# Every Voice Mankato

Project: Mankato Climate Action Plan



|              |            |           |            |            |           |
|--------------|------------|-----------|------------|------------|-----------|
| VISITORS     |            |           |            |            |           |
| 16           |            |           |            |            |           |
| CONTRIBUTORS |            |           | RESPONSES  |            |           |
| 3            |            |           | 3          |            |           |
| 3            | 0          | 0         | 3          | 0          | 0         |
| Registered   | Unverified | Anonymous | Registered | Unverified | Anonymous |





**Respondent No:** 1

**Login:** madisonvandersee

**Email:** madisonvandersee@gmail.  
com

**Responded At:** Mar 19, 2025 16:21:27 pm

**Last Seen:** Mar 19, 2025 21:09:28 pm

**IP Address:** 134.29.63.154

#### Q1. **Transportation Comments**

The current timeframes of bussing operations are limited in the early hours and overnight. There are no other public transport options during this timeframe. More options, even less frequent than daytime hours, would be beneficial to those who work outside of the typical workday hours or wanting to connect to stores and other resources.

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#### Q2. **Community Health and Economy Comments**

The greater Mankato area is lacking a hub that coordinates community education related to our local environment. Such as a nature center that provides education and resources for families, school groups, community members, and visitors to the area. It would be beneficial to see a sustainable and coordinated effort to highlight and service the trail, natural, and recreational resources that Mankato has to offer.

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#### Q3. **Water Resource Comments**

Lead pipes are still used throughout Mankato and provide longterm health concerns for our community.

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#### Q4. **Green House Gas Comments**

More public education on our waste management infrastructure. How can we work towards less waste systematically and become more self-sufficient? Let's ban plastic bags and encourage reusable options!

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**Respondent No:** 2  
**Login:** mkaproth  
**Email:** mkaproth@yahoo.com

**Responded At:** Mar 22, 2025 15:39:27 pm  
**Last Seen:** May 21, 2025 16:15:51 pm  
**IP Address:** 172.58.11.50

#### Q1. Transportation Comments

Increase protected bikeways and increase mass transit use by offering more frequent routes. Develop a city plan to increase population density, reduce parking requirements for new developments, encourage non-car transportation methods, increase regional transit hub use (trains and buses), provide protected bike lockers and safer bike routes (especially with ebikes becoming more popular - be forward thinking!).

#### Q2. Community Health and Economy Comments

Increase management (number of hours of work) in our parks. Many parks are well-worn (mud at high-use locations), but overrun with invasive species. Parks are seeing a loss of native plants and animals due to high deer populations and invasive species encroachment - the city needs to remove invasive species and plant native species in those open niche. The city needs to focus on conserving the green space it has and encourage higher density development instead of sprawl that is car-centric with little access to parks on the hill.

#### Q3. Water Resource Comments

Reduce water impacts by increasing water-porous surfaces, decrease surface parking requirements and roadways. Increase rain gardens and rain barrel use in the city. Increase urban tree and prairie land to capture more water and control floods.

#### Q4. Green House Gas Comments

Increase solar on all city buildings. Incentivize white roof surfaces and residential solar. Increase incentives to have citizens mitigate their environmental impacts (offer discounts for citizens recycling and composting properly, increasing their tree and native garden plantings, using rain barrels or rain gardens, using electric vehicles, etc.)



**Respondent No:** 3

**Login:** schmd04

**Email:** azimuthgridnorth000@gmail.com

**Responded At:** Mar 22, 2025 16:26:41 pm

**Last Seen:** Apr 21, 2025 22:02:23 pm

**IP Address:** 172.58.9.212

## Q1. Transportation Comments

Work with MN DOT, US Army Corps of Engineers, and all related parties to critically evaluate current shoulder and right of way mowing, wetland impacts, and water draining for their environmental impact and ecosystem degradation. We do not need to have the land (or bike path area) adjacent to our Minnesota River Levee mowed, chemically sprayed, or have vegetation razed. Find ways to adopt land management practices that utilize Bio-controls of native species and take advantage of ecosystem services along the Highway 169 corridor, Highway 14 corridor, and the Minnesota River. Throughout the city, consider investment in non-automobile centric infrastructure as a way to reduce greenhouse gas emissions, environment-degrading roadways. Work with MAPO and construction engineering firms with all future roadwork to fully support and prioritize pedestrian, bike, and e-bike/ scooter travel. Discontinue the use of pedestrian push-buttons for initiating 'Walk' signals at semafores/ signalized intersections, and program semafores to include walk signals as a default for all green light crossings. Shape the behavior and culture of Mankato as one in which walking, biking, and mass-transit are typical and central. We need to develop the expectation for drivers that other forms of transportation are using our roadways. Develop a master plan for e-bike and scooter usage within the city. Implement a plan and pursue a contract with bikeshare, scooters, and carshare companies for use in the city. Utilize sand/ gravel instead of computer controlled salting. All of our salt used in Winter finds its way into the Minnesota River; it's time we start restoring the quality of the water way in how we responsibly drain our streets' rainwater/ storm drains. Develop a city plan for how to encourage city-wide use of mass transit buses. Promote mass transit in our community by establishing one of the parking lots at River Hills Mall/ MNSU campus as a video-monitored 'Park and Ride' (as used in Wisconsin) so as to encourage carpooling. Encourage local residents to use mass transit over their vehicles in town by providing a rebate/ credit system for city bus use (punch card or subsidized fares). Construct a plan for supporting electric vehicle charging stations on housing rental properties (New Jersey as a state has some great guides/materials that direct municipalities on how to logistically support electric car charging in residential, commercial, and industrial sectors). Seek grants and subsidies from the state of Minnesota/ non-profits and institutions that will support EV car chargers (Level 2 is much easier) at numerous destinations in the city (River Hills Mall, City Center Municipal Parking Garage, Hospital, All Seasons Arena, MNSU campus lots). Specifically aim for a reduction in a number of Internal Combustion vehicles driven on city roadways by a specific date (use a SMART goal), and craft strategies for how to achieve that goal. Work with city leadership to draft a plan and timeline for converting the fleet of city vehicles (public safety squad cars, red flat bed trucks, city-owned cars and sedans) to EV's through selling and trade-ins. Work with State of Minnesota to use the bargained rate that they have been able to negotiate when purchasing vehicles. Reduce emissions by implementing a 'no idling ordinance' for all parked vehicles between Memorial Day and Labor Day (temperatures during these months are warm enough that running climate controls is unnecessary). Work with MN DOT and other state departments to use existing railways and right-of-ways for a passenger train line to be used between Mankato and the Twin Cities. For future building development in the municipality, abolish car parking requirement minimums and instead require projects' investment in non-automobile based infrastructure/bikeability/walkability. Examples include: positioning buildings on lots so as to promote pedestrian and biking access (and bike rack installation). There is so much land that we end up dedicating to frontage roads and other transitory uses that could instead be developed for increased density of commercial and residential functions. Work with city zoning to prevent urban sprawl at the outskirts of our city's footprint and re-zone currently developed land for higher density. When our city builds out rather than up, we have less distance that must be traveled to maintain infrastructure. Let's shape the behaviors and geographic development of Mankato's future growth to minimize carbon generation by limiting the distance needed to travel throughout the city, and reduce the city's cost to provide basic utilities by keeping the city's footprint as compact as possible.



## Q2. Community Health and Economy Comments

Parks and recreational Opportunities: Stop planting cultivars, hybrids, and non-native plants in parks, city-owned spaces, and as city street trees. Instead, plant those flora that are native to our river valley and prairie ecosystems, and those species who will function well with the encroaching shift of planting zones (as our climate further warms in the future). Utilize boulevards and stretches of public lands as spaces for native plantings. When it comes to growing prairie plants/ native plants/ pollinator gardens/ rain gardens, work with city codes and ordinances to eliminate barriers to homeowners and tenants from planting them. My house literally has to be on the 'Do not cite' list for being unkempt yard in order to be allowed to have a prairie planted in my front yard. Our community and ecosystem is less vulnerable and more resilient when our city staff actually do maintenance at parks/ city land that removes invasive plant species. Black Locust, Amur Cork Tree, garlic mustard, and buckthorn dominate land at Rasmussen, Highland, and Williams parks. We need to be cultivating what should be growing there- natively. Invest time and staff hours in properly maintaining the wild spaces that our city has in its possession. Community spaces: Provide latrines at parks where there are no built bathrooms. Community livability: design neighborhoods and commercial areas for walkability, bikeability, and mass-transit use. When we design our spaces for interactions with neighbors, we are more likely to interact with others in our neighborhood and are more invested in the overall wellbeing of our community. Housing: Continue to develop increased housing in places that are proximal to vitals of life (grocery stores). Engage with developers and local business owners to open grocery stores in any places deemed 'food deserts'. Prioritize housing development in places other than wetlands, and minimize disturbances to existing habitats/ water drainage/ ecosystems. Provide incentives to builders/ homeowners for utilizing heating systems that use electricity of natural gas. Establish a moratorium on future natural gas supply lines to future commercial and residential builds. Centralize economic development along high-use corridors such as Madison Avenue, Riverfront Drive, and Stadium Road. Find a permanent place to host our local Farmers' Market, perhaps in the parking lot footprint of the old mall at Victory Rd and Madison Avenue.

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## Q3. Water Resource Comments

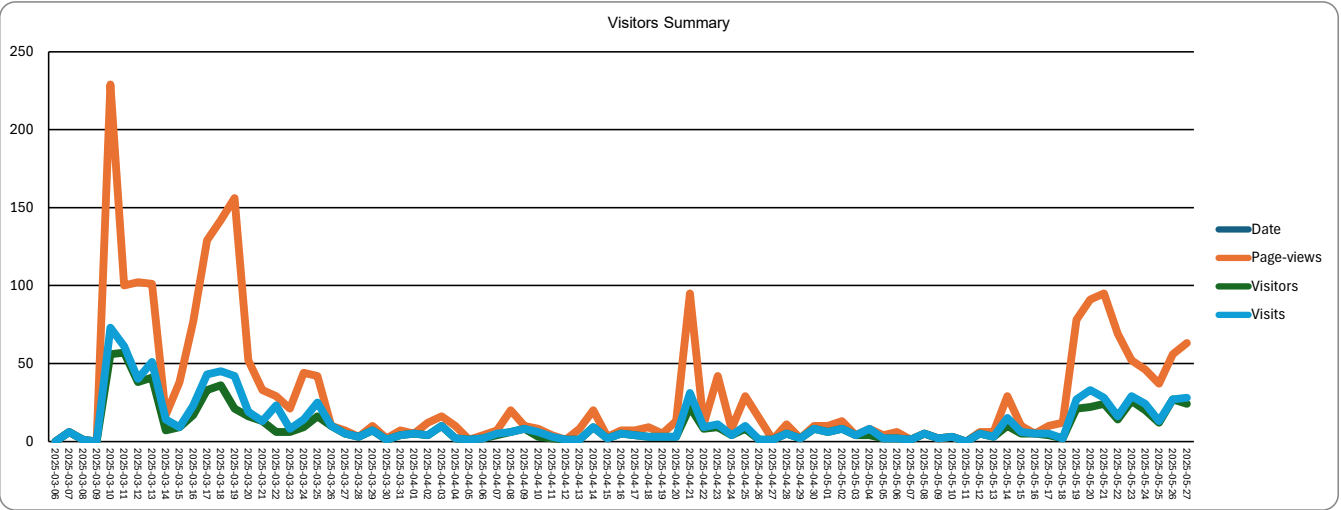
Extreme Weather Events: We need to increase the water storage capacity of stormwater drain system and also reduce the load we expect to enter into the system at any given point in time. I live on the 300th block of Broad Street. In the last 7 years, our basement has been subject to flooding of several inches of water on two separate occasions. The inability of our current stormwater system to handle the torrential rains--that will continue to be a new normal-- cause excessive risk to the livelihood of homeowners and tenants in the less affluent parts of Mankato (residents living at lower elevations in the MN river valley). Floodplain Management: Mankato needs to reduce speed and volume of rainwater that enters the Minnesota River. We need to achieve this by restoring wetlands on the East side of town (that were once drained for agricultural use), use current riverfront floodplains as wetlands, increase the water storage capacity of private property through the promulgation of rain gardens and wetland creation, establishing a moratorium on the installation of future agricultural rain tile within city and/or county limits. Perhaps our city could imitate Detroit, Michigan's program of rebates to municipal water bills through the installation of rain barrels on private properties. Flood Control Infrastructure: While the flood wall appears to be doing its job well, functionally there is little use of it if our stormwater drains back up and flood basements all the same. These two need to be upgraded with increased capacity so that our river valley development (city center) avoids water inundation. Waste Water: I am honestly thrilled that our city has been able to acquire funds to upgrade our waste water facility. Let's get the upgrades done!

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#### Q4. Green House Gas Comments

Infrastructure: Our city has made very little apparent progress on de-carbonizing our city's buildings, heat demands, electrical providers, fleet vehicles, lawn and park care, and tools and equipment. From this plan, I expect to see a solid, specific goals and objectives with a timeline from our city staff for how we will electrify and decarbonize the city's buildings, heat demands, electrical providers, fleet vehicles, lawn and park care, and tools and equipment. Waste Management: It is great that our city has compost available to residents. I take advantage of the city's dropoff locations on a weekly basis. Our city can further reduce greenhouse gas emissions by specifying to-go containers from food vendors (ban polystyrene/styrofoam containers) and require the default use of biodegradable/ compostable/ 100% recycled content bags from local merchants. I do feel that our city is able to effectively work around MN state legislation that outright forbids plastic bag bans if we are willing to explore the topic further. Green Streetscapes: If 'green streetscapes' is meant to describe the sustainability and ecological value of city streets and boulevards, we have a long way to go if we were to describe Mankato streetscapes that way. Currently, we still plant non-native street trees in places that Justin Lundborg considers to be prone to salt toxicity, rather than finding native alternatives. And, the abundance of mowed grass among city streets and roadways could be replaced by native grasses that provide habitat for pollinators. In honesty, the city streetscapes in their current state provide minimal value ecologically, are not sustainable, are currently cared for by city staff in ways that generate more CO<sub>2</sub>, and confine native plantings rather than allowing them to proliferate in areas that they naturally want to grow in. Our current streetscape beautification is a vision of land managed for uniformity, a lawnmower, and a lack of willingness to let use natural plants for competing with weeds. I would love to see our city's landscaping/ streetscape/ natural space ordinances experience a paradigm shift in which we realize the possibilities of working with native native plants of our area to achieve our end goals of beautification. Also, we need to ban neonicotinoid use in the city of Mankato. Research has proven that these chemicals decimate insect populations we rely upon for pollination-- particularly, bees. Environmental Initiatives: Please consider any and all ways to educate and incentivize Mankato residents to implement the topics I previously described here. Education/ Stewardship: It would be great if we used the Free Press Newspaper to describe how our city is doing in decarbonizing infrastructure, reducing environmental degradation, restoring wetlands and native habitats, and working to achieve the goals of our climate action plan. We know education most meaningfully occurs when people encounter information repeatedly, so let's use our media to that end. Environmental Initiatives: We can shape Mankato residents/workers/visitors' behaviors towards less environmentally harmful choices if we structure the ease of particular decisions. I hope that development and execution of this plan uses an inter-departmental collaboration to reach its intended goals in an optimal way. Thank you for considering my feedback.

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Project Highlights

|                    |        |
|--------------------|--------|
| Total Visits       | 1.01 k |
| New Registrations  | 15     |
| Video views        | 0      |
| Photo Views        | 0      |
| Document Downloads | 101    |

| ENGAGED PARTICIPANTS      | 32         |            |           |
|---------------------------|------------|------------|-----------|
| Engaged Actions Performed | Registered | Unverified | Anonymous |

|                             |    |   |   |
|-----------------------------|----|---|---|
| Contributed on Forums       | 12 | 0 | 0 |
| Participated in Surveys     | 3  | 0 | 0 |
| Contributed to Newsfeeds    | 0  | 0 | 0 |
| Participated in Quick Polls | 0  | 0 | 0 |
| Posted on Guestbooks        | 0  | 0 | 0 |
| Contributed to Stories      | 0  | 0 | 0 |
| Asked Questions             | 0  | 0 | 0 |
| Placed Pins on Places       | 3  | 0 | 0 |
| Contributed to Ideas        | 23 | 0 | 0 |

| INFORMED PARTICIPANTS      | 190          |
|----------------------------|--------------|
| Informed Actions Performed | Participants |

|                                 |     |
|---------------------------------|-----|
| Viewed a video                  | 0   |
| Viewed a photo                  | 0   |
| Downloaded a document           | 56  |
| Visited the Key Dates page      | 65  |
| Visited an FAQ list Page        | 0   |
| Visited Instagram Page          | 0   |
| Visited Multiple Project Pages  | 157 |
| Contributed to a tool (engaged) | 32  |

| AWARE PARTICIPANTS      | 596          |
|-------------------------|--------------|
| Aware Actions Performed | Participants |

Visited at least one Page 596



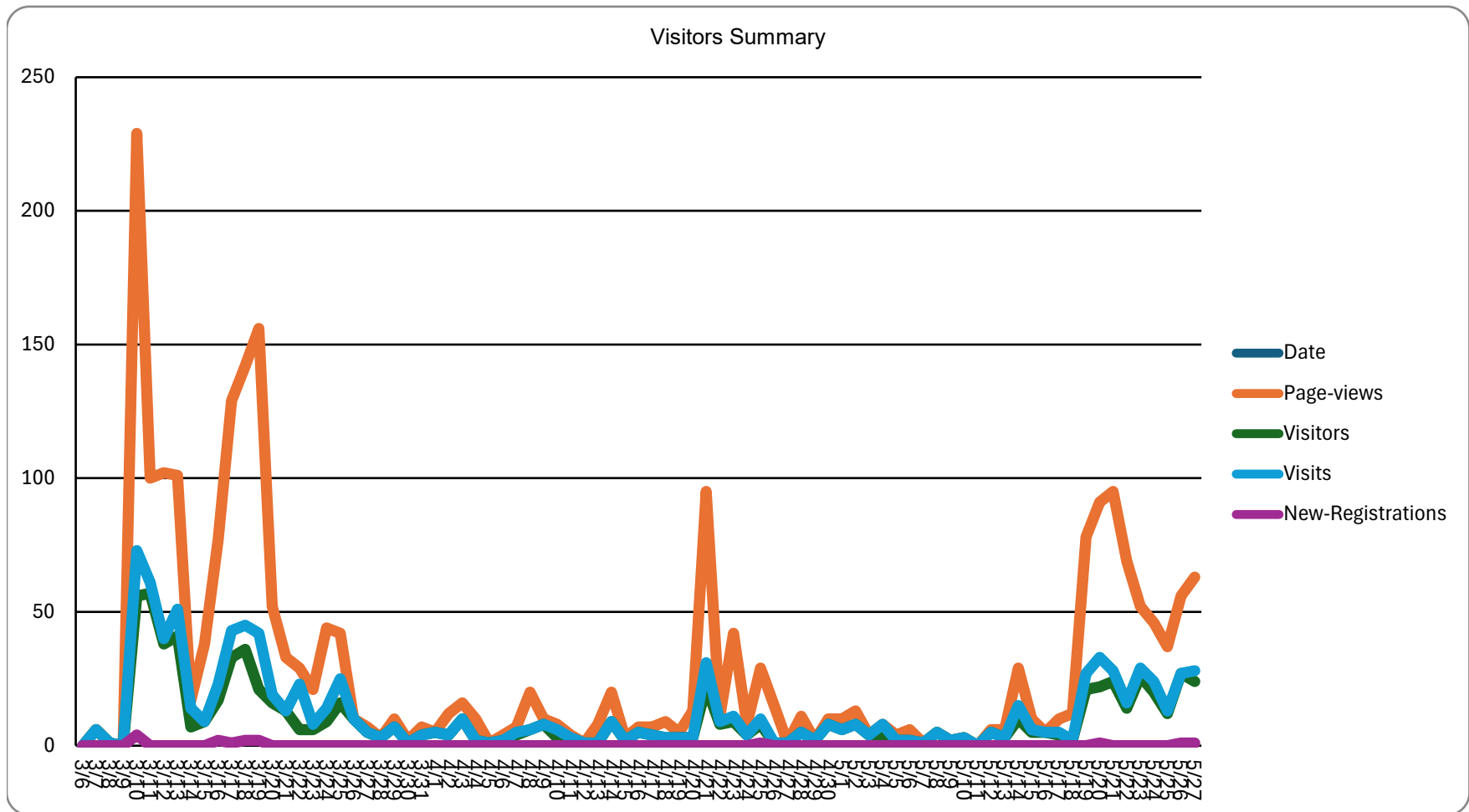
| ENGAGEMENT TOOLS SUMMARY |   |             |   |         |   |              |   |       |   |
|--------------------------|---|-------------|---|---------|---|--------------|---|-------|---|
| Forum Topics             | 2 | Guestbooks  | 0 | Places  | 1 | News Feeds   | 0 | Ideas | 1 |
| Qandas                   | 0 | Quick Polls | 0 | Stories | 0 | Survey Tools | 1 |       |   |

| Tool Type     | Engagement Tool Name                | Tool Status | Visitors | Contributors |            |           |
|---------------|-------------------------------------|-------------|----------|--------------|------------|-----------|
|               |                                     |             |          | Registered   | Unverified | Anonymous |
| Brainstormers | Share an Idea                       | Archived    | 102      | 23           | 0          | 0         |
| Maps          | Drop a Pin                          | Published   | 12       | 3            | 0          | 0         |
| SurveyTools   | March 18 Community Engagement Input | Archived    | 16       | 3            | 0          | 0         |
| Forum Topics  | April 21 Townhall Presentation      | Archived    | 20       | 2            | 0          | 0         |
| Forum Topics  | Draft Plan Feedback                 | Published   | 42       | 11           | 0          | 0         |

| INFORMATION WIDGET SUMMARY |   |        |   |        |   |      |   |           |   |
|----------------------------|---|--------|---|--------|---|------|---|-----------|---|
| DOCUMENTS                  | 4 | PHOTOS | 0 | VIDEOS | 0 | FAQS | 0 | KEY DATES | 1 |

| Widget Type | Engagement Tool Name                                                | Visitors | Downloads /Views |
|-------------|---------------------------------------------------------------------|----------|------------------|
| Document    | Mankato Climate Action Plan Presentation May 19.pdf                 | 27       | 31               |
| Document    | Mankato Climate Action Plan Draft Plan                              | 20       | 29               |
| Document    | Mankato Climate Action Plan Presentation (4.21.25 Virtual Townhall) | 15       | 21               |
| Document    | Mankato Climate Action Virtual Townhall April 21                    | 14       | 20               |
| Key Dates   | Key Date                                                            | 65       | 84               |

| Visitors Summary |    | Mankato Climate Action Plan |  |
|------------------|----|-----------------------------|--|
| 01 March         | to | 27 May 2025                 |  |



| Date | Page-views | Visitors | Visits | New-Registrations |
|------|------------|----------|--------|-------------------|
| 3/6  | 0          | 0        | 0      | 0                 |
| 3/7  | 6          | 6        | 6      | 0                 |
| 3/8  | 1          | 1        | 1      | 0                 |
| 3/9  | 0          | 0        | 0      | 0                 |
| 3/10 | 229        | 56       | 73     | 4                 |
| 3/11 | 100        | 57       | 61     | 0                 |
| 3/12 | 102        | 38       | 40     | 0                 |
| 3/13 | 101        | 41       | 51     | 0                 |
| 3/14 | 17         | 7        | 14     | 0                 |
| 3/15 | 38         | 9        | 9      | 0                 |
| 3/16 | 77         | 17       | 23     | 2                 |
| 3/17 | 129        | 33       | 43     | 1                 |
| 3/18 | 142        | 36       | 45     | 2                 |
| 3/19 | 156        | 21       | 42     | 2                 |
| 3/20 | 52         | 16       | 19     | 0                 |
| 3/21 | 33         | 13       | 13     | 0                 |
| 3/22 | 29         | 6        | 23     | 0                 |
| 3/23 | 21         | 6        | 8      | 0                 |
| 3/24 | 44         | 9        | 14     | 0                 |
| 3/25 | 42         | 16       | 25     | 0                 |



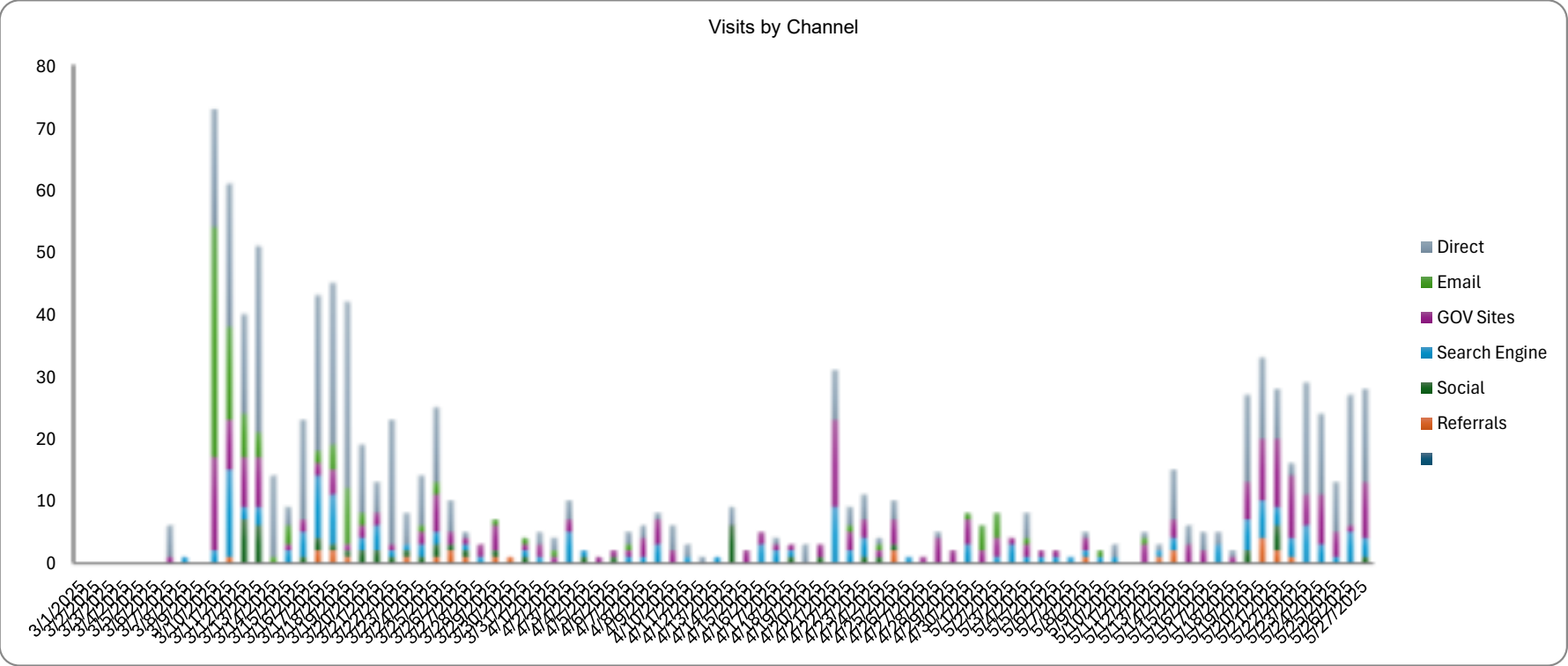
| Date | Page-views | Visitors | Visits | New-Registrations |
|------|------------|----------|--------|-------------------|
| 3/26 | 10         | 10       | 10     | 0                 |
| 3/27 | 7          | 5        | 5      | 0                 |
| 3/28 | 3          | 3        | 3      | 0                 |
| 3/29 | 10         | 7        | 7      | 0                 |
| 3/30 | 2          | 1        | 1      | 0                 |
| 3/31 | 7          | 4        | 4      | 0                 |
| 4/1  | 5          | 5        | 5      | 0                 |
| 4/2  | 12         | 4        | 4      | 0                 |
| 4/3  | 16         | 10       | 10     | 0                 |
| 4/4  | 10         | 2        | 2      | 0                 |
| 4/5  | 1          | 1        | 1      | 0                 |
| 4/6  | 4          | 2        | 2      | 0                 |
| 4/7  | 7          | 4        | 5      | 0                 |
| 4/8  | 20         | 6        | 6      | 0                 |
| 4/9  | 10         | 8        | 8      | 0                 |
| 4/10 | 8          | 3        | 6      | 0                 |
| 4/11 | 4          | 2        | 3      | 0                 |
| 4/12 | 1          | 1        | 1      | 0                 |
| 4/13 | 8          | 1        | 1      | 0                 |
| 4/14 | 20         | 9        | 9      | 0                 |

| Date | Page-views | Visitors | Visits | New-Registrations |
|------|------------|----------|--------|-------------------|
| 4/15 | 3          | 2        | 2      | 0                 |
| 4/16 | 7          | 5        | 5      | 0                 |
| 4/17 | 7          | 4        | 4      | 0                 |
| 4/18 | 9          | 3        | 3      | 0                 |
| 4/19 | 5          | 3        | 3      | 0                 |
| 4/20 | 13         | 3        | 3      | 0                 |
| 4/21 | 95         | 22       | 31     | 0                 |
| 4/22 | 11         | 8        | 9      | 0                 |
| 4/23 | 42         | 9        | 11     | 0                 |
| 4/24 | 8          | 4        | 4      | 0                 |
| 4/25 | 29         | 8        | 10     | 1                 |
| 4/26 | 15         | 1        | 1      | 0                 |
| 4/27 | 1          | 1        | 1      | 0                 |
| 4/28 | 11         | 5        | 5      | 0                 |
| 4/29 | 2          | 2        | 2      | 0                 |
| 4/30 | 10         | 8        | 8      | 0                 |
| 5/1  | 10         | 6        | 6      | 0                 |
| 5/2  | 13         | 8        | 8      | 0                 |
| 5/3  | 4          | 4        | 4      | 0                 |
| 5/4  | 8          | 4        | 8      | 0                 |

| Date | Page-views | Visitors | Visits | New-Registrations |
|------|------------|----------|--------|-------------------|
| 5/5  | 4          | 2        | 2      | 0                 |
| 5/6  | 6          | 2        | 2      | 0                 |
| 5/7  | 1          | 1        | 1      | 0                 |
| 5/8  | 5          | 5        | 5      | 0                 |
| 5/9  | 2          | 2        | 2      | 0                 |
| 5/10 | 3          | 3        | 3      | 0                 |
| 5/11 | 0          | 0        | 0      | 0                 |
| 5/12 | 6          | 5        | 5      | 0                 |
| 5/13 | 6          | 3        | 3      | 0                 |
| 5/14 | 29         | 10       | 15     | 0                 |
| 5/15 | 10         | 5        | 6      | 0                 |
| 5/16 | 5          | 5        | 5      | 0                 |
| 5/17 | 10         | 4        | 5      | 0                 |
| 5/18 | 12         | 2        | 2      | 0                 |
| 5/19 | 78         | 21       | 27     | 0                 |
| 5/20 | 91         | 22       | 33     | 1                 |
| 5/21 | 95         | 24       | 28     | 0                 |
| 5/22 | 69         | 14       | 16     | 0                 |
| 5/23 | 52         | 26       | 29     | 0                 |
| 5/24 | 46         | 20       | 24     | 0                 |
| 5/25 | 37         | 12       | 13     | 0                 |
| 5/26 | 56         | 27       | 27     | 1                 |
| 5/27 | 63         | 24       | 28     | 1                 |



| Sources of Traffic Summary |    | Mankato Climate Action Plan |  |
|----------------------------|----|-----------------------------|--|
| 01 March 2025              | to | 27 May 2025                 |  |



| Traffic-Channel | Source                          | Aware-Visits | Informed-Visits | Engaged-Visits |
|-----------------|---------------------------------|--------------|-----------------|----------------|
| Direct          | -                               | 457          | 146             | 69             |
| Referrals       | android-app                     | 4            | 1               | 0              |
| Referrals       | granicus.lightning.force.com    | 1            | 0               | 0              |
| Referrals       | search.brave.com                | 1            | 0               | 0              |
| Referrals       | www-keyc-com.cdn.ampproject.org | 1            | 0               | 0              |
| Referrals       | www.ecosia.org                  | 9            | 7               | 3              |
| Referrals       | www.keyc.com                    | 4            | 0               | 0              |
| Referrals       | www.mankatofreepress.com        | 4            | 4               | 1              |
| Referrals       | www.mnsu.edu                    | 1            | 0               | 0              |
| Referrals       | www.msn.com                     | 1            | 0               | 0              |
| Search Engine   | bing                            | 20           | 8               | 0              |
| Search Engine   | duckduckgo                      | 5            | 2               | 2              |
| Search Engine   | google                          | 126          | 56              | 7              |
| Email           | ehq                             | 3            | 3               | 0              |
| Email           | govdelivery                     | 100          | 37              | 8              |
| Email           | tbiefyvifel                     | 2            | 0               | 0              |
| Social          | facebook                        | 50           | 21              | 1              |
| Social          | instagram                       | 1            | 0               | 0              |
| .GOV sites      | gov                             | 222          | 84              | 18             |

| Date      | Direct | Email | GOV Sites | Search Engine | Social | Referrals |
|-----------|--------|-------|-----------|---------------|--------|-----------|
| 3/1/2025  | 0      | 0     | 0         | 0             | 0      | 0         |
| 3/2/2025  | 0      | 0     | 0         | 0             | 0      | 0         |
| 3/3/2025  | 0      | 0     | 0         | 0             | 0      | 0         |
| 3/4/2025  | 0      | 0     | 0         | 0             | 0      | 0         |
| 3/5/2025  | 0      | 0     | 0         | 0             | 0      | 0         |
| 3/6/2025  | 0      | 0     | 0         | 0             | 0      | 0         |
| 3/7/2025  | 5      | 0     | 1         | 0             | 0      | 0         |
| 3/8/2025  | 0      | 0     | 0         | 1             | 0      | 0         |
| 3/9/2025  | 0      | 0     | 0         | 0             | 0      | 0         |
| 3/10/2025 | 19     | 37    | 15        | 2             | 0      | 0         |
| 3/11/2025 | 23     | 15    | 8         | 14            | 0      | 1         |
| 3/12/2025 | 16     | 7     | 8         | 2             | 7      | 0         |
| 3/13/2025 | 30     | 4     | 8         | 3             | 6      | 0         |
| 3/14/2025 | 13     | 1     | 0         | 0             | 0      | 0         |
| 3/15/2025 | 3      | 3     | 1         | 2             | 0      | 0         |
| 3/16/2025 | 16     | 0     | 2         | 4             | 1      | 0         |
| 3/17/2025 | 25     | 2     | 2         | 10            | 2      | 2         |
| 3/18/2025 | 26     | 4     | 4         | 8             | 1      | 2         |
| 3/19/2025 | 30     | 9     | 1         | 0             | 1      | 1         |
| 3/20/2025 | 11     | 2     | 2         | 2             | 2      | 0         |
| 3/21/2025 | 5      | 0     | 2         | 4             | 2      | 0         |
| 3/22/2025 | 20     | 0     | 1         | 1             | 1      | 0         |
| 3/23/2025 | 5      | 0     | 0         | 1             | 1      | 1         |
| 3/24/2025 | 8      | 1     | 2         | 2             | 1      | 0         |
| 3/25/2025 | 12     | 2     | 6         | 2             | 2      | 1         |
| 3/26/2025 | 5      | 0     | 2         | 0             | 1      | 2         |
| 3/27/2025 | 1      | 0     | 1         | 1             | 1      | 1         |
| 3/28/2025 | 0      | 0     | 2         | 1             | 0      | 0         |
| 3/29/2025 | 0      | 1     | 4         | 0             | 1      | 1         |
| 3/30/2025 | 0      | 0     | 0         | 0             | 0      | 1         |
| 3/31/2025 | 0      | 1     | 1         | 1             | 1      | 0         |
| 4/1/2025  | 2      | 0     | 2         | 1             | 0      | 0         |
| 4/2/2025  | 2      | 1     | 1         | 0             | 0      | 0         |
| 4/3/2025  | 3      | 0     | 2         | 5             | 0      | 0         |
| 4/4/2025  | 0      | 0     | 0         | 1             | 1      | 0         |
| 4/5/2025  | 0      | 0     | 1         | 0             | 0      | 0         |
| 4/6/2025  | 0      | 0     | 1         | 0             | 1      | 0         |
| 4/7/2025  | 2      | 1     | 1         | 1             | 0      | 0         |
| 4/8/2025  | 2      | 0     | 3         | 1             | 0      | 0         |
| 4/9/2025  | 1      | 0     | 4         | 3             | 0      | 0         |
| 4/10/2025 | 4      | 0     | 2         | 0             | 0      | 0         |
| 4/11/2025 | 2      | 0     | 0         | 1             | 0      | 0         |
| 4/12/2025 | 1      | 0     | 0         | 0             | 0      | 0         |
| 4/13/2025 | 0      | 0     | 0         | 1             | 0      | 0         |
| 4/14/2025 | 3      | 0     | 0         | 0             | 6      | 0         |
| 4/15/2025 | 0      | 0     | 2         | 0             | 0      | 0         |
| 4/16/2025 | 0      | 0     | 2         | 3             | 0      | 0         |



| Date      | Direct | Email | GOV Sites | Search Engine | Social | Referrals |
|-----------|--------|-------|-----------|---------------|--------|-----------|
| 4/17/2025 | 1      | 0     | 1         | 2             | 0      | 0         |
| 4/18/2025 | 0      | 0     | 1         | 1             | 1      | 0         |
| 4/19/2025 | 3      | 0     | 0         | 0             | 0      | 0         |
| 4/20/2025 | 0      | 0     | 2         | 0             | 1      | 0         |
| 4/21/2025 | 8      | 0     | 14        | 9             | 0      | 0         |
| 4/22/2025 | 3      | 1     | 3         | 2             | 0      | 0         |
| 4/23/2025 | 4      | 0     | 3         | 3             | 1      | 0         |
| 4/24/2025 | 1      | 1     | 1         | 0             | 1      | 0         |
| 4/25/2025 | 3      | 0     | 4         | 0             | 1      | 2         |
| 4/26/2025 | 0      | 0     | 0         | 1             | 0      | 0         |
| 4/27/2025 | 0      | 0     | 1         | 0             | 0      | 0         |
| 4/28/2025 | 1      | 0     | 4         | 0             | 0      | 0         |
| 4/29/2025 | 0      | 0     | 2         | 0             | 0      | 0         |
| 4/30/2025 | 0      | 1     | 4         | 3             | 0      | 0         |
| 5/1/2025  | 0      | 4     | 2         | 0             | 0      | 0         |
| 5/2/2025  | 0      | 4     | 3         | 1             | 0      | 0         |
| 5/3/2025  | 0      | 0     | 1         | 3             | 0      | 0         |
| 5/4/2025  | 4      | 1     | 2         | 1             | 0      | 0         |
| 5/5/2025  | 0      | 0     | 1         | 1             | 0      | 0         |
| 5/6/2025  | 0      | 0     | 1         | 1             | 0      | 0         |
| 5/7/2025  | 0      | 0     | 0         | 1             | 0      | 0         |
| 5/8/2025  | 1      | 0     | 2         | 1             | 0      | 1         |
| 5/9/2025  | 0      | 1     | 0         | 1             | 0      | 0         |
| 5/10/2025 | 2      | 0     | 0         | 1             | 0      | 0         |
| 5/11/2025 | 0      | 0     | 0         | 0             | 0      | 0         |
| 5/12/2025 | 1      | 1     | 3         | 0             | 0      | 0         |
| 5/13/2025 | 1      | 0     | 0         | 1             | 0      | 1         |
| 5/14/2025 | 8      | 0     | 3         | 2             | 0      | 2         |
| 5/15/2025 | 3      | 0     | 3         | 0             | 0      | 0         |
| 5/16/2025 | 3      | 0     | 2         | 0             | 0      | 0         |
| 5/17/2025 | 2      | 0     | 0         | 3             | 0      | 0         |
| 5/18/2025 | 1      | 0     | 1         | 0             | 0      | 0         |
| 5/19/2025 | 14     | 0     | 6         | 5             | 2      | 0         |
| 5/20/2025 | 13     | 0     | 10        | 6             | 0      | 4         |
| 5/21/2025 | 8      | 0     | 11        | 3             | 4      | 2         |
| 5/22/2025 | 2      | 0     | 10        | 3             | 0      | 1         |
| 5/23/2025 | 18     | 0     | 5         | 6             | 0      | 0         |
| 5/24/2025 | 13     | 0     | 8         | 3             | 0      | 0         |
| 5/25/2025 | 8      | 0     | 4         | 1             | 0      | 0         |
| 5/26/2025 | 21     | 0     | 1         | 5             | 0      | 0         |
| 5/27/2025 | 15     | 0     | 9         | 3             | 1      | 0         |

# Building a Better World for All of Us<sup>®</sup>

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