

**RESOLUTION OF THE MANKATO CITY COUNCIL
GRANTING A VARIANCE UNDER
THE MANKATO ZONING ORDINANCE**

WHEREAS, the owner of the following described real estate located in Mankato, Minnesota, to wit:

See Attached Exhibit “A” for 120 Pine Street & 1700 3rd Avenue.

Has applied for a for a variance from Chapter 10, Article VII, Division 3, Sec.10-1005 of the Mankato City Code to decrease the transitional yard setback from thirty (30) feet to six (6) feet in the M-1, Light Industrial zoning district; and

WHEREAS, the Director of Community Development of the City of Mankato has completed a review of the application and made a report pertaining to said request (CYV 01-26), a copy of which has been presented to the City Council; and

WHEREAS, the Director of Community Development of the City of Mankato, on the 28th day of January, 2026, following proper notice, held a public hearing regarding the request, and following said public hearing, provided a recommendation that the variance request be approved with conditions; and

WHEREAS, the City Council find the property owner has demonstrated a practical difficulty in complying with Chapter 10, Article VII, Division 3, Sec.10-1005 of the Mankato City Code and finds:

1. The property owner proposed to use the property in a reasonable manner not permitted by the zoning ordinance. The subject property is designated as M-1, Light Industrial, where accessory uses and structures, including surface parking lots, are permitted. Light Industrial uses often require truck access and off-street parking areas in order to operate normally. In the M-1, Light Industrial District, the side yard setback for impervious parking is set at six (6) feet. Construction of a hardsurfaced parking lot at the proposed location would be a reasonable use of the property. As the applicant proposed to construct an off-street parking area with four (4) or more stalls, the applicant is required to provide a buffer area that property screens the perimeter of the parking lot with landscaping and other screening devices. The reduced transitional yard width will not prevent the applicant from providing the required vegetative buffering and screening. The purpose of a transitional yard is still being achieved through buffering and screening of the parking lot.
2. The plight of the property is due to circumstances unique to the property not created by the property owner. The warehouse building at 1700 3rd Ave was constructed up to, if not on, or over the northern, eastern, and southern adjacent property boundaries, all of which are platted right-of-ways. The warehouse was constructed in such a way as to utilize the existing railroad right-of-way located north of the subject property. The residential structures located at 120 Pine St were demolished in 1996, leaving a vacant lot adjacent to the warehouse...

The warehouse building has overhead doors for loading/unloading along the western elevation of the building and successful truck turning movements cannot be completed without proper clearance.

3. The variance, if granted, will not alter the essential character of the locality. The proposed hardsurfaced parking lot improvement will not alter or increase the intensity of the existing use of the property. An existing gravel parking lot currently operates within the propose project area. Properties located in the neighborhood are a mix of residential, commercial, and industrial properties. Hardsurfaced parking lots are common within the surrounding area and there are no known thirty (30) foot transitional yards within nearby properties.
4. The proposed variance is in harmony with the general purposed and intent of the zoning ordinance as amended from time to time. The intent of the M-1, Light Industrial Zoning District ordinance is to create standards for light manufacturing and light industrial uses that minimize any adverse effects on adjacent properties. The current gravel parking area is nonconforming due to the lack of hardsurfacing and would be brought into conformance through the proposed project. City Code states that the elimination of nonconformities is desirable. The proposal would include improved management over surface stormwater and the instillation of a vegetative buffer between the parking area and adjacent residential uses / public ROWs. This is in-line-with the goal of the M-1 district to minimize adverse effects on adjacent properties.
5. The proposed variance is consistent with the comprehensive plan of the City of Mankato as amended from time to time. Use of the subject property is not indicated to change with approval of the variance, as a gravel parking area, which serves as accessory to the light industrial use is already in place. The subject property is zoned M-1, Light Industrial and is actively in use by a light industrial use. The property was initially developed as an industrial warehouse use that utilized the adjacent railroad for their business. Development of similar industrial properties is common throughout the surrounding vicinity. The proposed improvement would preserve the existing industrial development in the area and meet the goal of the Land Use Plan to retain and enhance the character and quality of the established areas.

NOW, THEREFORE BE IT RESOLVED by the Council of the City of Mankato, that the request for a variance to decrease the transitional yard setback from thirty (30) feet to six (6) feet in the M-1, Light Industrial zoning district be approved subject to the following conditions:

1. The applicant shall apply for and receive a building permit prior to making improvements associated with the proposed paving and parking lot expansion.

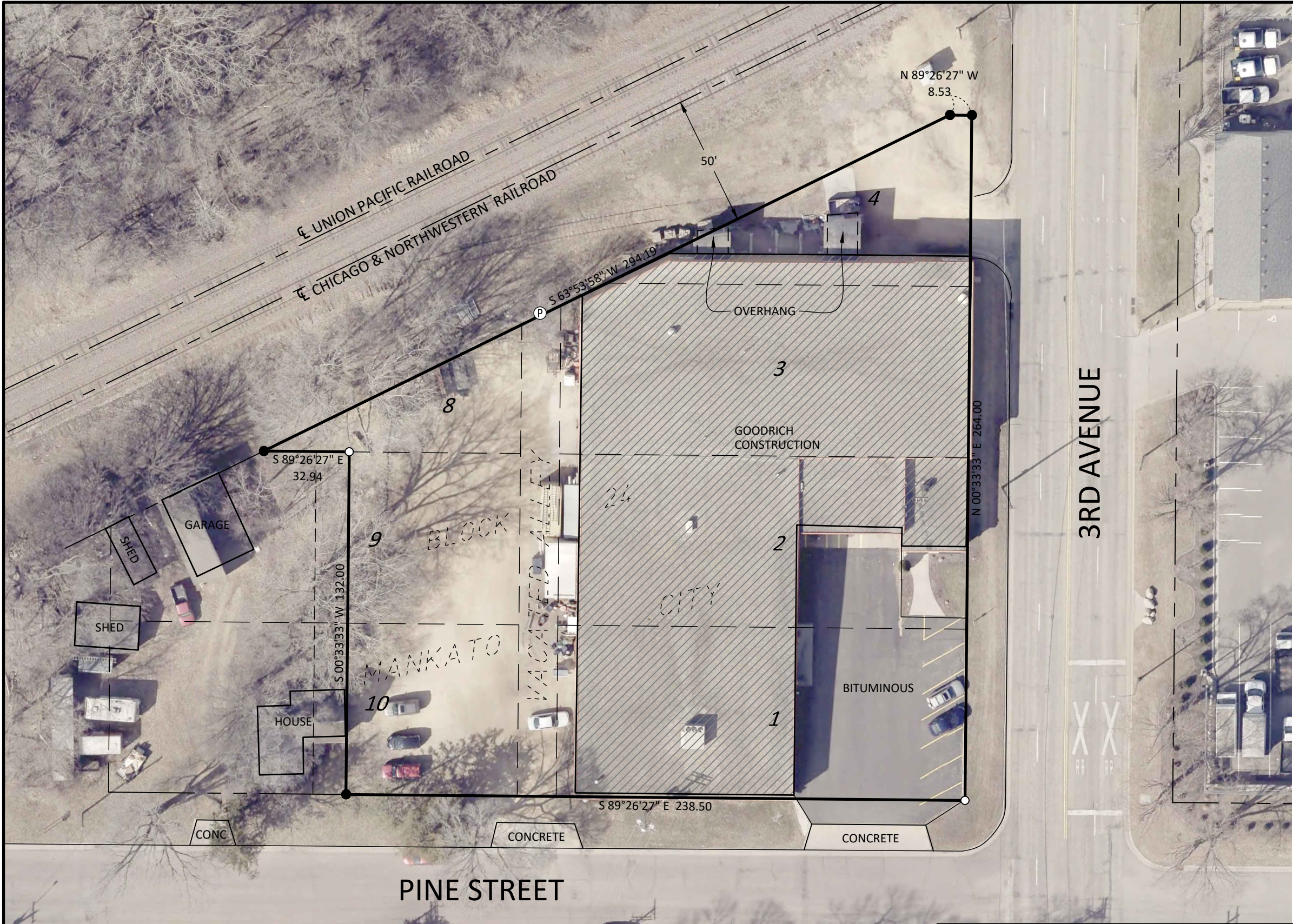
2. The applicant shall provide drainage, paving, and landscaping plans for review by City Staff with building permit submission.
3. If temporary access for construction or any other means is necessary in the public way, the appropriate right of way permit, obstruction permit or others shall be obtained in accordance with City of Mankato standards prior to work occurring.
4. If new exterior lighting is proposed, it shall achieve Mankato City Code standards. This requires, but is not limited to, full-cut, fully shielded light fixtures. Lighting levels at the property line shall not exceed 1/2-foot candle.
5. The applicant shall work with City Staff to identify the appropriate accessible parking stall location based on entry door proximity.
6. Any increase in the intensity of the use of the property shall require a Conditional Use Permit to determine conformity with Mankato City Code, including, but not limited to, parking standards.

This resolution shall become effective immediately upon passage.

Dated this _____ day of _____, 2026.

Najwa Massad
Mayor

ATTEST: _____
Renae Kopischke, MMC
City Clerk



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

DESCRIPTION (PROVIDED)

The Easterly 80 feet of Lot 1; the Easterly 80 feet of the Southerly 44 feet of Lot 2; the Northerly 22 feet of Lot 2; all of Lot 3 and Fractional Lot 4, all in Block 24, Mankato City; together with that part of the East one half of vacated alley adjacent which accrued thereto by reason of the vacation thereof.

AND

The West 77.5 feet of Lot 1 and the South 44 feet of Lot 2, except the Easterly 80 feet thereof, Block 24, Mankato City; together with that part of the East one half of vacated alley adjacent which accrued thereto by reason of the vacation thereof.

AND

Lot 8, Block 24, Mankato City, except railroad right-of-way and including vacated alley adjacent thereto.

The West 91.5 feet of Lots 9 and 10, Block 24, Mankato City EXCEPT railroad right-of-way.

The West 12.75 feet of the East Half of Lots 9 and 10, Block 24, Mankato City, except railroad right-of-way.

LEGEND

- 3/4" IRON PIPE MONUMENT SET
MARKED BY LIC. NO. 46564
- MONUMENT FOUND

EXHIBIT A
MANKATO, MINNESOTA



**BOLTON
& MENK**

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

LOTS 1-4, AND 8, PART OF LOTS 9 & 10, AND
VACATED ALLEY, BLOCK 24, MANKATO CITY,
BLUE EARTH COUNTY, MINNESOTA

FOR: RGL PROPERTIES