

Memorandum

Shared Parking Analysis

ISG

To: City of Mankato

From: Nathan Hermer

Date: February 19, 2026

Subject: Front Street Plaza – Shared Parking Analysis

Parking Code

ISG is working with Front Street Plaza, LLC on a mixed-use redevelopment in downtown Mankato. The project encompasses approximately two and a half acres bounded by Warren Street to the north, Front Street to the east, Liberty Street to the south, and Riverfront Drive to the west. The proposed uses on the property will include multi-family residential, commercial/retail, restaurant, and office.

ISG has performed initial parking calculations based on the City of Mankato code. The code states the following off-street parking shall be provided for each use.

- Multi-Family Residential – One and half spaces per dwelling unit
- Office – One space per each 250 sq. ft. of gross floor area
- Restaurant – One space per each four seats, one space per each two employees on major shift, one space for each delivery vehicle, and one space for customer food pick-up
- Commercial – One space per 200 sq. ft. of retail or sales floor area

The number of stalls required based on this information is shown in Table 1, on the next page, under the parking code column.

The project is located in the CBD-F district and the code states, “Uses and buildings located in the CBD-F district shall be required to provide one-half the required parking set forth in the section. However, the city council may require off-street parking to be provided for conditional uses in the CBD-C or CBD-F districts.”. The property is within the CBD-F district, so a reduction of one-half was applied to the parking code calculations to determine the required parking for the development, as shown in the CBD-F Code column in Table 1.

Table 1: Parking Analysis

General Land Use Classification	Gross Area (SF)	Net Area (SF)	Units (EA)	Seats (EA)	Parking Code	CBD-F Code	Provided Parking
Retail	21338	17071			86	43	43
Residential			160		240	120	128
Restaurant				80	25	13	13
Office	36524	32872			132	66	66
Total					483	242	250

Net Area Efficiency Factor	
Grocer	0.8
Retail	0.85
Office	0.9

A bicycle storage locker is being proposed for the development, and the city code allows for up to a 5% parking reduction for bicycle parking above the required minimum. This would equate to an additional reduction of 12 required parking stalls but is currently not accounted for in the parking calculations.

Shared Parking

The proposed development will include one off-street parking facility with the capacity to serve the entire mixed-use development. Operationally the parking will be handled in a similar manner to the City's shared parking schedule with the following adjustments.

Residential is currently not included in the City's shared parking schedule. Residential and retail both have high nighttime usage, so this could be attributed to the very small amount of mixed-use residential, where the secondary use is not retail. This development includes uses like office, that have high daytime usage, so there is benefit to adding residential to the shared parking schedule. Census data shows that 23.5% of Minnesotans work from home and a much smaller percentage in Mankato. Therefore, we are proposing a 30% parking requirement for residential during the weekday from 7am-6pm. The residential parking requirement would remain 100% during all other times.

The City's shared parking schedule currently has no reduction for office on the weekends from 7am-6pm. The proposed development anticipates a much smaller amount of office employees working on the weekends. Therefore, we are proposing a 10% parking requirement for office during the weekend from 7am-6pm.

The proposed development's shared parking schedule is shown in Table 2 on the next page. The highlighted cells identify where it deviates from the City's shared parking schedule.

The required parking according to the City's code was then entered into the shared parking schedule. The developer's required residential parking is one space per one bedroom and one and half spaces per two or more bedrooms, which is higher than the 0.75 stalls per unit required in the CBD-F. Therefore, the CBD-F requirement of one-half wasn't applied to the residential and only the permitted uses under the developer's operational model. The final parking spaces required based on the developer's model, which closely follows the city's shared parking schedule can be seen in Table 3 on the next page.

Table 2: Development's Shared Parking Schedule

General Land Use Classification	Spaces Required	Weekdays			Weekends		
		12am - 7am	7am - 6pm	6pm - 12am	12am - 7am	7am - 6pm	6pm - 12am
Office + Industrial	1 stall per 250 sq ft	5%	100%	5%	0%	10%	10%
Retail	1 stall per 200 sq ft	0%	100%	80%	0%	100%	60%
Restaurant	1 stall per 4 seats	50%	70%	100%	70%	45%	100%
Hotel	1 stall per unit	100%	65%	100%	100%	65%	100%
Residential	1 stall/1B	100%	30%	100%	100%	100%	100%
	1.5 stalls/2+B						

Table 3: Shared Parking Calculations

General Land Use Classification	Sq Ft/Units/Seats		Total Spaces Required		Weekdays			Weekends		
					12am - 7am	7am - 6pm	6pm - 12am	12am - 7am	7am - 6pm	6pm - 12am
Office (Sq Ft)	32,872		66		3	66	3	0	7	7
Retail (Sq Ft)	17,017		43		0	43	34	0	43	26
Restaurant (Seats)	80		25		13	18	25	18	12	25
Hotel (Units)			0		0	0	0	0	0	0
Residential (Units)	1B Units	2+B Units	1B Units	2+B Units	186	56	186	186	186	186
	108	52	108	78						
Total					202	183	248	204	248	244

The proposed shared parking schedule strategically maximizes the use of a single parking facility by coordinating different users whose peak parking demands occur at different times. This reduces the need for larger parking facilities, which minimizes the impervious footprint and allows for a more compact, walkable, and environmentally friendly development. Shared parking facilities can also encourage the use of alternative modes of transportation, such as public transit, walking, or cycling.

The proposed parking facility meets the minimum requirements set by city code, follows a shared parking schedule similar to what's adopted by the city, and meets the overall needs of the development.