



# OLD TOWN MASTER PLAN



CITY OF MANKATO  
CITY CENTER PARTNERSHIP

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## CITY CENTER RENAISSANCE

In 2005, the City renewed its Strategic Plan and an identified goal emerged for downtown revitalization - City Center Renaissance. In 2006, the Mankato community began a visioning process to create "Envision 2020" to assist Greater Mankato in further establishing itself as a regional market place in 2020. Envision 2020 also identified a community goal of Downtown Renaissance with a vision as, "Redefine and revitalize the downtowns of Mankato and lower North Mankato as the Valley, a center for the region that is cultural, civic, governmental, residential, and the entertainment heartbeat of the area." In order to move forward the concept of a City Center Renaissance, a plan needed to be developed. In August 2006, the City Council appointed a City Center Renaissance Stakeholder Task Force charged with the review and revitalization of planning practices within the city center. The City Center Renaissance (CCR) Plan was completed in June of 2007 and continues to serve as the guidance document that directs revitalization efforts in Mankato's city center.

### CITY CENTER RENAISSANCE COMPONENT PLANS

The CCR Plan called for several component plans including connectivity through Front Street, wayfinding signage, and a master plan for Old Town.

#### FRONT STREET CONNECTIVITY

The need for connectivity improvements was highlighted out in the City Center Renaissance Plan, which specified pedestrian connectivity as one of the key downtown initiatives including reclaiming Front Street as a pedestrian corridor. The City Center Partnership (CCP) established Front Street Connectivity as a priority for 2012, and in May 2012, the CCP and the City of Mankato formally partnered to lead a collaborative process to gather conceptual ideas and consensus around a new pedestrian focused Front Street corridor.



To craft the Front Street Connectivity Plan, a task force was convened and over 100 community members shaped the plan by participating in a design charrette and public open house. The Front Street Connectivity Plan was completed in October 2014 and serves as an appendix to the City Center Renaissance Plan.

#### WAYFINDING SIGNAGE

The City Center Renaissance Plan and Front Street Connectivity Plan identified the need for connectivity improvements which called for wayfinding signage to assist with navigating through the city center and to announce ones arrival into the area. Wayfinding is the process of navigating through ones built environment and wayfinding signage assists the experience of navigating through surroundings by directing the user to points of interest.

To craft the Wayfinding Signage Plan, the City Center Partnership formed a sub-committee of the Aesthetics and Livability Committee with the mission of improving the multi-modal and pedestrian wayfinding experience in the City Center through wayfinding/directional signage that guide daily users and visitors from major gateways into and around the City Center. A connectivity and wayfinding open house was held in conjunction with the



complete streets plan open house on February 26, 2015 to identify opportunities, to prioritize and to provide input regarding wayfinding signage. The Wayfinding Signage Plan was completed in October 2015 and serves as an appendix to the City Center Renaissance Plan.

## OLD TOWN

The city center is divided into five unique planning areas, of which includes Old Town. While many of the implementation tactics of the City Center Renaissance (CCR) Plan have been completed or are ongoing in the Old Town area, there have been several changes and identified challenges that should be addressed via an updated master plan specific for the area.



The CCR Plan references the importance of the continuation of a corporate presence in Old Town, in reference to Ridley Corporation, which recently moved from the Old Town area leaving a large vacant property. There are growing challenges associated with increased pedestrian crossing of Riverfront Drive and the railroad corridor in response to the development of Riverfront Park and increased business activity on both sides of Riverfront Drive. There is also growing interest in Second Street as a potential transitional zone between Washington Park and Old Town. Interests include possible parking resources, possible business expansion, and addressing property utilization while retaining neighborhood character and its historic context.

The Old Town planning area is bound by Main Street, North Second Street, Madison Avenue, and the riverfront; Figure 1 displays the planning area boundaries. Specifically, the CCR Plan called for the following within the Old Town planning area:

CCR PLAN IMPLEMENTATION TACTICS	ACCOMPLISHMENTS
Storefront rehabilitation and rear store front development	<i>To date, 25 storefront rehabilitation projects have been assisted with city funds with improvements totaling \$634,664.</i>
Riverfront Park	<i>Completed in 2009, former storage yard which hosts concerts and festivals. Improvements exceed \$2,828,985.</i>
Traffic calming, reconnection of Second Street, traffic modifications	<i>Conversion of 1-ways to 2-ways (N. Second, N. Broad, N. Fourth, and N. Fifth Streets). Second Street reconnection at Veteran's Memorial Bridge. Improvements total \$3,114,585.</i>
Removal of serpentine pattern on Riverfront, increase on-street parking and streetscaping	<i>Improvements total \$468,936.</i>
Neighborhood preservation	<i>Neighborhood Association Program was established and the Washington Park Neighborhood Association was one of the first neighborhood associations recognized by the City of Mankato.</i>
Historic preservation	<i>Heritage Preservation Ordinance and Heritage Preservation Commission were established. To date, fourteen properties have been locally designated as Heritage Preservation Landmarks.</i>
Rail corridor mitigation	<i>Work in progress, some at-grade crossing improvements.</i>
Enhanced alleyways through gateways, signage, lighting, and surface overlays	
Burying power lines when feasible	

To craft the Old Town Master Plan, property owners, business owners, residents, City Center Partnership, and general interested parties were engaged in a planning process. The planning process allowed the public to discuss their ideas and to provide direction for the master plan and how their vision could be reached. A kick-off stakeholder meeting was held on January 26, 2016 and January 30, 2016 with over 160 people in attendance where the community was asked four



questions: what's your favorite thing about Old Town/Second Street; what are the area's opportunities; what's your big idea; and what should the priorities be. The first series of meetings were modeled after the "café" method where multiple small tables were set up to encourage conversation. There was a facilitator at every table who recorded comments and encouraged everyone to contribute to the conversation. Additionally, the community was able to provide feedback electronically via an online survey; an additional 60+ community members engaged online. Word clouds were created for each of the four questions; the more frequently a word is found, the larger it becomes. Figure 2 displays the word clouds. Based on input received at the kick-off meetings and online survey, four themes emerged: Preservation and Culture, Renaissance and Renewal, Linkages and Connectivity, and Partnerships to Build the Village.



Figure 2

A second series of public meetings were held on March 8, 2016 and March 12, 2016, with approximately 85 people in attendance, where specific implementation steps and ideas were discussed under the four themes. From this group, a steering committee was formed for each major theme to assist in the development and review of the plan. Staff began drafting the plan based on input received at the public meetings.

On June 21, 2016, an open house was held where nearly 90 members of the community were able to view the draft plan and vote on their top priorities for implementation of the plan. Comments received from the open house reaffirmed the community's support for the planning principles contained in the plan. Additional background information regarding the public meetings is contained in the appendix, including feedback received and presentations given at the public engagement meetings.

## PLANNING PRINCIPLES & IMPLEMENTATION TACTICS

Since the 1970s, the term “downtown revitalization” has been a prominent theme for the community. In order to achieve downtown revitalization, Planning Principles and Implementation Tactics have been developed to effectuate the Old Town Master Plan and are based on input received at public meetings and online surveys. The Old Town Master Plan is divided into four sections: Preservation and Culture; Renaissance and Renewal; Connections and Linkages; and Partnerships to Build a Village. Key initiatives include pedestrian/connectivity enhancements, traffic modifications, historic preservation, incorporation of public art, commercial and residential rehabilitation, design standards compatible with established building mass and composition, redevelopment opportunities, and forming partnerships to accomplish several of the implementation tactics. Accomplishment of the implementation tactics set out to achieve a vibrant, walkable neighborhood.

### CONNECTIONS & LINKAGES

The Old Town/Second Street area is characterized by a pedestrian level development context. Context sensitive street and pedestrian improvements should encourage multi modal connectivity, linkages, and accessibility within the Old Town/Second Street area and between Old Town/Second Street and other areas of the city center, including the Riverway.

#### PLANNING PRINCIPLE ONE – EXAMINE TRAFFIC CHARACTERISTICS ALONG RIVERFRONT DRIVE AND SECOND STREET TO CONTEXT

Riverfront Drive and Second Street serve as major urban thoroughfares with 16,400-17,400 vehicles per day traveling on Riverfront Drive while Second Street has 6,900-10,900 vehicles per day (2013 data). Traffic characteristics along Riverfront Drive and Second Street should be improved to calm traffic while maintaining access and connections. Traffic calming helps ensure traffic speeds and volume are not a deterrent to attracting and retaining customers to businesses within Old Town. Traffic calming will enhance the quality of life and strengthen the city center by getting people living and invested in city center neighborhoods.

Implementation Tactic: Riverfront Drive Corridor Study should examine right-sizing the street and other complete street elements to reduce traffic speeds

The Mankato/North Mankato Area Planning Organization will be undertaking a corridor study for Riverfront Drive in 2016 which will conclude in 2017. This corridor study should examine methods of reducing traffic speeds while addressing pedestrian safety concerns by right-sizing the street to complement its setting. The study should consider a three lane conversion with the center lane operating as a left turn lane. Other considerations include installing additional traffic control signals, truck turning movements, bike lanes on Second Street, and additional on-street parking options with adjusted lanes.



Implementation Tactic: Encourage Riverfront Drive/Second Street to be a walkable environment

Streets should be designed to fit within their context. The Washington Park neighborhood sits adjacent to Old Town, making it convenient for its residents to walk to the variety of services and retail establishments they have come to rely on within Old Town. Safe pedestrian connections between the neighborhoods was a common concern raised by the community during the public engagement process.



Streetscaping can be designed to create friction, slowing traffic while encouraging pedestrian movement. Bumpouts reduce the street width, forcing traffic to come into the intersection slower while additionally providing space for benches, art, landscaping, and lighting. Bumpouts are scattered along Riverfront Drive and should be incorporated into additional intersections and along Second Street to aid with safe pedestrian connections. In some cases, existing bumpouts may be enlarged to wrap around both sides of a corner.

Accentuated crosswalks also serve as a method for traffic calming by focusing attention to pedestrian connections through use of material, color and patterns. Accentuated crosswalks should be provided at intersections and midblock to connect alleys. Use of bike lanes along Second Street should be evaluated to assist in traffic calming and connectivity.

Traffic modifications may allow sidewalks to be widened along Riverfront Drive. Sidewalk widths should be a minimum of twelve feet to encourage pedestrian movement while allowing room for streetscaping and sidewalk cafes. Incorporation of art and other visual interest into streetscaping will enhance Old Town's character. Streetscaping should be unique to Old Town to build upon its unique identity, distinguishable from other neighborhoods. Incorporation of art into streetscaping elements may include artist designed crosswalks, murals, streetlight banners, sculptures, or benches.

Pedestrian scaled period lighting supports walkability by creating a sense of safety. Additional pedestrian scale lighting should be incorporated along side streets connecting Riverfront Drive to Second Street, especially Spring Street which does not have any lighting.

Possible closure of one or more sidestreets should also be evaluated. Closure of a sidestreet would provide flexible space that could be used not only for parking, but for events, while improving safety of pedestrians.

## PLANNING PRINCIPLE TWO – IMPROVE CONNECTIVITY

Connectivity should be improved within Old Town and Second Street and between other city center neighborhoods through context sensitive design solutions.

### Implementation Tactic: Improve pedestrian crossing of Riverfront Drive

The community highlighted the need to provide safe pedestrian crossings over Riverfront Drive during the public engagement meetings and online survey. Within Old Town, traffic signals assist pedestrians with crossing movements at the intersections of Plum Street, Elm Street and Madison Avenue. Pedestrians attempt to cross at other intersections without crosswalks or signals which has resulted with injuries and near miss accidents.

The intersection of Rock Street and Riverfront Drive provides a gateway into Riverfront Park while connecting pedestrians to public parking lots. Use of a pedestrian signal and accentuated crosswalk at Rock Street and Riverfront Drive should be examined. Additional intersections for pedestrian crossing improvements should be evaluated, including Washington Street and Spring Street.

Midblock pedestrian crossings with center refuge and signals should be evaluated for use along Riverfront Drive with accentuated patterns, materials, and colors to bring attention to the pedestrian.

### Implementation Tactic: Improve pedestrian crossing of Second Street

The Washington Park neighborhood sits adjacent to Old Town making it convenient for its residents to walk to the variety of services and retail establishments offered along Riverfront Drive. Due to the proximity of the two neighborhoods, it is increasingly important to improve pedestrian crossings to provide a safe and walkable neighborhood.

Circulation routes into Washington Park and Old Town should be defined through use of crossing enhancements. Crossing enhancements may include bumpouts, patterned crosswalks, and pedestrian signals. Pedestrian scaled period lighting supports walkability by creating a sense of safety. Additional pedestrian scaled lighting should be incorporated along side streets to provide pedestrian connections into Old Town. At a minimum, pedestrian scale lighting should be placed at alley entrances, side streets connecting Second Street to Riverfront Drive and intersections.

### Implementation Tactic: Improve pedestrian connections from Old Town/Second Street to city center core/entertainment

Pedestrian connections from Old Town/Second Street to the city center core should be improved to encourage pedestrian movement. Crossings of Plum Street, Mulberry Street (at Second Street), and Main Street should be improved with safer crossing elements to aid in circulation. Crossing elements may include bumpouts, patterned crosswalks, or lighted warning signals. Streetscaping improvements create a sense of pathway and provide connections between city center neighborhoods.

### Implementation Tactic: Foster a multi-modal transportation network

As properties redevelop and streets are reconstructed, opportunities to integrate a multi-modal transportation network may arise. Such opportunities may include providing pedestrian, bicycle and transit access into and throughout Old Town, and providing connections to existing transportation networks. There should be a continual evaluation of incorporating multi-modal networks to create a

balanced system that contains opportunities of movement by a choice of transportation modes. Public bike repair stations may include tools to perform basic bike repairs and maintenance, from pumping air to changing a flat tire. Installation of a public bike repair station would also foster a multi-modal transportation network by supporting alternative forms of transportation and improving Mankato's bicycle infrastructure.

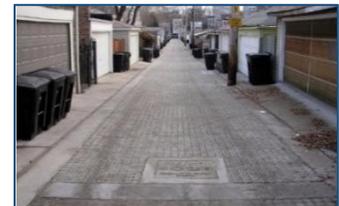
Public transportation opportunities should be explored to ensure Old Town is connected and accessible from other neighborhoods. Evaluation of increased transit service for Old Town and Washington Park should be considered such as a passenger rail service. If intercity service is feasible, a possible depot location could be in Old Town. The reuse of the quarry also provides an opportunity. The community also highlighted their desire to have rail access between Mankato and the twin cities. Feasibility of rail service connecting Mankato to the twin cities should be evaluated as a long term opportunity.

Implementation Tactic: Improve alleyscaping

Public infrastructure improvements such as lighting, pavement, and landscaping pronounce the alley as a user friendly entrance and give users a sense of security. Alley gateways on Plum Street and Rock Street in addition to beautification efforts make rear storefronts more available and inviting.

Decorative pedestrian scale light fixtures used throughout the city center should be carried into alleys. Decorative lighting and strand lighting should be used throughout the alleys to improve aesthetics and safety. A plan should be developed to provide decorative lighting in strategic locations, including alleys and side streets, that will enhance safety.

Permeable pavement (permeable asphalt, concrete, or pavers) not only improve water quality, but improve aesthetics. Permeable pavement has pores or openings allowing water to pass through the surface and infiltrate through the existing subsoil. Having an accentuated alley surface, such as use of pavers or murals, helps to break up the heavy use of pavement. Where feasible, powerlines should be buried to declutter and streamline the aesthetics of the area. Burying powerlines will also allow for urban forestation while enhancing safety. Landscaping should be provided along alleys where feasible, especially vertical elements, including trees, bushes, shrubs and flowers.



Parking areas along alleys should be designed as multi-functional spaces that can support events, farmer's market, art sales, patios and recreation. Use of paver stones will improve aesthetics making the area more appealing to support events and helping to define pedestrian space. Landscaping will soften the area and provide visual interest, making the alley more appealing. Where feasible, landscaping should be incorporated along alleys and at alley corridors, especially vertical elements, including trees, bushes, shrubs and flowers. Seating should be provided along alley corridors as should bike racks. Opportunities for incorporation of art should also be explored, including murals and street light banners.

Implementation Tactic: Provide wayfinding signage

Wayfinding is the process of navigating through ones built environment and wayfinding signage assists ones experience in navigating through their surroundings by directing users to points of interest. Wayfinding signage may include informational kiosks mapping the area and points of interest, pedestrian signage along sidewalks directing one to landmarks or districts, and vehicular signage

directing one to public parking and other points of interest. The city serves as a regional marketplace making it increasingly important to assist with visitor experience as the city continues to grow.

Wayfinding signage should be provided to direct pedestrians and vehicles to parking lots and other destinations. Such signage will assist visitors with navigating to public parking and other points of interest. Signage shall be provided in conformance with the adopted Wayfinding Signage Plan.

### PLANNING PRINCIPLE THREE – RECONNECT TO THE RIVER – RECLAIM THE RIVERWAY AND QUARRY

Old Town should be reconnected to the Minnesota River through linkages and connectivity to reclaim the riverway. The rail corridor follows the Minnesota River creating an obstruction for access to the river. Mitigating impacts of the rail corridor are necessary in order to reconnect to the Minnesota River.

#### Implementation Tactic: Rail corridor mitigation

The rail corridor serves as a major transportation linkage and improvements should be made to mitigate its impacts on health, safety, traffic, access and aesthetics. Staged quiet zone improvements should be pursued for the rail corridor and grade separated pedestrian crossings should be provided.

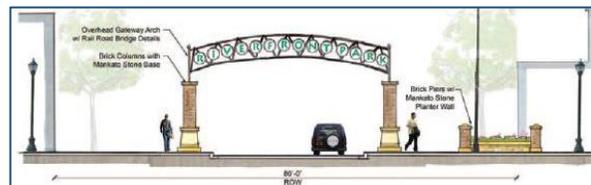
Feasibility of condensing rail tracks should be evaluated to allow expanded development potential. The community frequently mentioned relocating the rail corridor during the public engagement process for potential land assemblage. Relocation may be evaluated in the future, however, it may conflict with other goals of the plan to reconnect to the river.

#### Implementation Tactic: Improve access and connections to the river

Access to the river will be improved through connections. Landscaping and reforestation will improve aesthetics of railroad crossings and serve as pathways.

The Minnesota River trail follows the river with connection points from Sibley Park to Riverfront Park. This trail reconnects users to the river and should include enhancements. Lighting along the Minnesota River trail and at access points should be considered to create a safe environment for trail users, especially areas of high traffic use. Where feasible, benches and drinking fountains should be provided for trail users to rest.

Riverfront Park connects Old Town to the Minnesota River which should be enhanced with streetscaping. An overhead gateway arch should be provided over Rock Street at Riverfront Drive and improvements should be made to assist with pedestrian crossings. Rock Street is a gateway, providing a connection to river access and should be enhanced with plantings and trees to create a pathway to the river. Grade separated pedestrian crossings over the rail would improve access to the river and the Minnesota River Trail. Elm Street also has an opportunity to connect to the river which should be considered.



A separate pedestrian bridge connecting the cities of Mankato and North Mankato should be considered to establish connectivity on both sides of the Minnesota River. Discussion and cooperation is needed to

determine a suitable location while considering the proposed pedestrian bridge connecting Sibley Park and Land of Memories.

The current flood control system restricts physical and visual connections to the Minnesota River. River Reflux, drafted by Michael Schiebe, is a plan to modify the existing flood control system which calls for a series of terraces and would include trails and landscaping providing additional areas for recreation. River Reflux should be pursued as a long term opportunity when examining reconstruction or modification to the current flood control system. Opportunities to provide additional recreational space should be evaluated and pursued when reconstruction or modifications to the current flood control system are undertaken, including promenades, plazas, and boat landings.

The quarry is nearing depletion of its resource, providing an opportunity for improved access to the river, Riverfront Park, and the Minnesota River Trail. Such connections should be considered when planning for the quarry's reuse and incorporated into the design of the reuse.

A possible future roadway network from Madison Avenue and Riverfront Drive should be considered to provide a grade separated crossing and alternative entry to parking lots behind west side of Riverfront Drive as planning for the quarry's reuse and design proceeds.

## PRESERVATION & CULTURE

The Old Town/Second Street area has many architecturally and historically significant structures and spaces which create an environment conducive for the promotion of arts and culture. Preservation, maintenance, and historic design sensitive infill shall be encouraged to foster opportunities in the area and to allow the character to flourish.

### PLANNING PRINCIPLE ONE – PRESERVE OLD TOWN LOOK

Old Town flourishes with historic architecture, providing the area with its unique charm and creating a sense of identity for Old Town's businesses, residents, and the community. Historic preservation and design was a priority within the City Center Renaissance Plan and was also identified as a priority by the community during the Old Town planning process. A culture of preservation should be built by bringing awareness and education to the community of Mankato's historic resources and also by encouraging rehabilitation of historic structures and design that is compatible to Old Town's distinct context.

North Riverfront Drive within Old Town serves as a remnant of Mankato's original commercial district, reflecting economic growth of a major southern Minnesota city and changes in commercial architecture from the simple 1870s styles to the elaborate Victorian styles in the early 20<sup>th</sup> century. The most common building type are two-to-three story commercial buildings comprised of large storefront windows and masonry (brick and limestone) that are built up to the front and side property lines.

North Second Street serves as a remnant of Mankato's working class housing. Most of the early residents in this area were German, Irish, Scandinavian, and Lebanese immigrants. They built their homes in the popular Victorian architectural style, but were more modest than those of the wealthier neighborhoods. Their homes were of smaller scale and included mass-produced embellishments that were ordered through catalogues. The houses reflect the neighborhood's status as a working class

district, occupied by laborers, shop employees and trades people. The proximity of the neighborhood to the central commercial and industrial core meant many of these people could easily get to work.

Implementation Tactic: Consider historic designations

One of the collective themes from the public engagement process is a desire to preserve Mankato’s historic resources. When asked what the public’s favorite thing about Old Town was, the most common responses included its historic architecture, variety of architecture, history, character, and unique buildings. Historic designations can provide varying degrees of protection and financial incentives to support preservation. There are two types of historic designations, local and national.



Within the Old Town planning area is the North Front Street Commercial District, listed on the National Register of Historic Places in 1980. The district is a grouping of late 19<sup>th</sup> and early 20<sup>th</sup> century, brick and stone commercial buildings addressed between 301-415 Riverfront Drive (odd numbers only) with its historic significance derived from architecture and commerce. The district is comprised of 17 buildings. Additionally, the Stahl House, 301 North Riverfront Drive, is designated as a Local Heritage Preservation Landmark.

Table 1 summarizes the differences between local and national designation.

<b>TABLE 1</b>	<b>LOCAL</b>	<b>NATIONAL</b>
<b>ADMINISTRATION</b>	The Mankato City Council is the decision making body.	The National Park Service (NPS) of the U.S. Department of the Interior is decision making body.
<b>AUTHORITY</b>	The City of Mankato’s Heritage Preservation Commission (HPC) recommends to the City Council properties to be designated as Heritage Preservation Landmarks or Districts.	State Historic Preservation Office (SHPO) recommends to NPS properties to be listed on the National Register of Historic Places.
<b>FINANCIAL BENEFITS</b>	At this time there aren’t any financial benefits specifically tied to local designation.  The City offers several types of loans for rehabilitation. Locally designated properties may be eligible to receive commercial or residential rehabilitation assistance.	Properties may be eligible to receive State & Federal grants; exterior and interior work is to conform to the Secretary of the Interior’s Standards for Rehabilitation.  Properties may be eligible to receive 20% Federal & 20% State Rehabilitation Tax Credits (for income producing properties; example rental, commercial). Exterior and interior work is to conform to the Secretary of the Interior’s Standards for Rehabilitation.
<b>PROTECTION</b>	Provides the greatest level of protection as most land use decisions are made at the local level. Protects buildings, structures, and archaeological sites from the threat of demolition and inappropriate exterior alteration.  Exterior improvements are to be reviewed by the HPC to ensure that compatibility is maintained with the historic character recognized by the historic designation.	NPS has virtually no regulatory power over properties listed on the National Register of Historic Places. Properties on the National Register only require review of exterior and interior alterations when the project uses federal money.  National listing does not prevent demolition.

Local designation means a property is an important part of the city’s heritage worthy of preservation from inappropriate changes or demolition. Exterior alterations to properties that are locally designated are reviewed by the Mankato Heritage Preservation Commission (HPC) and conform to the Secretary of the Interior’s Standards for Rehabilitation; the standards are contained within the appendix. Local designation does not “freeze” the exterior of the building and changes can be made. The purpose of local designation is not to prevent change, but rather to guide change through review of exterior alterations. Designation does not restrict the use of property and any interior changes to the building would not require review by the HPC.

Designation is an honor, indicating the community believes the property or district deserves recognition and protection. By designating properties it is hoped to encourage others to preserve or restore the integrity of their property contributing to the enhancement and preservation of old properties, buildings, and places within Mankato. Property owners, businesses, and the community may better realize the benefits of preservation by locally designating a district. A district has defined boundaries in an area with a concentration of historic buildings, structures, sites, and objects which may include historic (contributing), non-historic (non-contributing) structures as well as vacant parcels. Numerous studies have found locally designated historic districts aid in stabilizing or increasing property values and can also positively impact the local economy through tourism.

The National Register of Historic Places is the nation’s official list of properties worthy of preservation. It is possible for a property to have both local and National Register designation, or to have either one without the other. Review of alterations to properties listed on the National Register require review by the State Historic Preservation Office and National Park Service if the project uses federal funding; examples include grants and historic rehabilitation tax credits.

Mankato lost much of its architectural heritage in the 1970s to the urban renewal movement. The State Historic Preservation Office has estimated that Mankato lost more of its architectural heritage than any other city in Minnesota. Within Old Town lies the North Front Street Commercial District, an important strip of commercial buildings that survive, making it especially important to encourage the preservation and rehabilitation of remaining buildings. The HPC should continue educating the community and property owners about historic designations and consider designation of properties with historic significance.

Implementation Tactic: Build community support for preservation through education and awareness

To assist in building community support for preservation, measures should be undertaken to educate and bring awareness of Mankato’s architectural and cultural heritage to help broaden knowledge and appreciation of Mankato’s history. This can not only generate an appreciation of Mankato’s heritage by the community, but can also instill pride among property owners and businesses of historic buildings.



Historic designation plaques inform the public that a particular building has historical significance. Historic plaques may simply state the type of historic designation, or the plaque may additionally contain a description of the property’s historic significance. Properties with such designations should exhibit a plaque indicating its historic designation.

Interpretive plaques are another way to bring awareness of Mankato's history to the community. Interpretive plaques may describe a historic district and its significance or the development of an area.

Historic district markers bring awareness to the community of the presence of a historic district. District markers may spell out the historic district's name on a street sign, or they may be a free-standing sign serving as a gateway. The North Front Street Commercial District should be spelled out on street signs within the district. A gateway sign over Riverfront Drive would also bring attention serving as an indicator of the district's presence.



Self-guided walking tours bring awareness of a community's history and assist with fostering an appreciation for preservation. Walking tours may focus on a specific neighborhood, telling of historic uses, the people who lived and worked in the area, etc. Copies of self-guided walking tours should be made available at the Intergovernmental Center, on the City's website, and to other organizations such as the Blue Earth County Historical Society, City Center Partnership, and Visit Mankato.

Implementation Tactic: Develop design guidelines and promote their use

Design guidelines should be developed to assist with thoughtful, economical, and sensitive rehabilitation to historic buildings. It is important to rehabilitate structures as they age, and to provide guidance so that the rehabilitation can be completed with sensitivity to a building's architecture.

The creation of design guidelines for the North Front Street Commercial District would be a useful tool for property owners as they decide to make changes to their buildings. It would be advantageous to provide property owners with a document educating them on the architectural features of their building, how they can phase rehabilitation work, and how they can enhance the architectural integrity of their building; for example restoring an enclosed storefront, appropriate signage, etc.

Redevelopment underway in the city center is expected to spur additional investment within the city center, making the timing of design guidelines crucial. Use of the design guidelines could be incentivized by weaving them into the City of Mankato rehabilitation program guidelines.

Implementation Tactic: Foster historically sensitive design for infill spaces or redevelopment

During the public engagement process it was apparent that the community recognizes the historic architecture and context that makes Old Town unique. As redevelopment of vacant lots or infill occurs, buildings should be designed with sensitivity to compliment the architecture of adjacent buildings.

To assist with fostering historically sensitive design for new construction, the current zoning classification of properties within the Old Town planning area should be evaluated, as well as zoning district standards. The downtown design district standards should also be evaluated to ensure they foster historically sensitive design. The Renaissance and Renewal section provides additional elaboration.



### Implementation Tactic: Provide financial support for rehabilitation

Within the Old Town planning area, the average year that buildings were constructed is 1918. In a few years, the majority of buildings within Old Town will be 100 years old, making it increasingly important to reinvest and rehabilitate existing structures so that they can be preserved. As buildings age, they need continued care and maintenance, as they have inherent needs not experienced by new construction; this may include the need to tuckpoint brick or stone, cleaning masonry, and restoring or replacing rotted woodwork elements. There are varying types of financial support for rehabilitation which are outlined below:

#### **City Financial Support**

The City of Mankato offers several types of loans for rehabilitation. There is continued need for rehabilitation which is identifiable with ongoing waiting lists; funds should continue to be allocated for rehabilitation. Eligible properties must be located within one of the targeted areas for rehabilitation; the appendix includes a map of the targeted areas which includes Old Town. Applications are available on the city's website.

- **Economic Development Authority Levy Commercial Rehabilitation Deferred Loan:** program provides 0% interest deferred loans, up to \$25,000, which are forgiven after 10 years of ownership. This funding mechanism requires a 50% match and eligible costs include windows, doors, and tuckpointing. A waiting list for this financing remains in place year after year and it should continue to be provided. In the past, the EDA has allocated funding for three commercial rehabilitation projects each year.
- **City Center Renaissance Revolving Loan:** program provides 3% interest loans and requires a 1/3 match. The revolving loan funds are intended to promote and assist the revitalization of Mankato's city center by providing financial support of efforts related to the expansion, retention, and enhancement of business opportunities. During the planning process property owners discussed the need for making building improvements that promote viable reuse and business occupancy. This program supports business opportunities and should continue to be provided.
- **Community Development Block Grant (CDBG):** The City of Mankato is a CDBG grantee and has allocated funds for commercial, owner-occupied, and rental rehabilitation in the past; owner-occupied and rental rehabilitation must benefit low-to-moderate income households. Funds are made available as 0% interest deferred loans which are forgiven after 10 years of ownership. A 50% match is required for commercial and rental rehabilitation. Depending on household income, a 20% match may be required for owner-occupied rehabilitation. It is important to continue to allocate funding for residential rehabilitation benefiting low-to-moderate income households to assist with preserving Mankato's affordable housing. Funding amounts vary year to year, the annual CDBG Action Plan specifies how funding will be allocated on a project basis.

### Other Available Incentives

Properties may be eligible to receive historic rehabilitation tax credits. There are three types of historic preservation tax credits:

- **10% Federal Tax Credit for non-historic buildings:** buildings cannot be listed on the National Register of Historic Places, buildings must be placed in service before 1936, rehabilitation must be for a non-residential use, at least 50% of exterior walls shall remain.
- **20% Federal Historic Rehabilitation Tax Credit:** Property must be listed or be eligible for listing on the National Register of Historic Places, building must be income-producing, credit is applied to qualified rehabilitation expenses (QREs) only, rehabilitation must meet substantial rehabilitation test, work must be completed in accordance with the Secretary of the Interior Standards for Rehabilitation.
- **20% Minnesota Historic Rehabilitation Tax Credit:** The state rehabilitation tax credit mirrors the 20% federal rehabilitation tax credit; same criteria applies.

For more information or to apply, please contact the State Historic Preservation Office at (651) 259-3450 or [mnshpo@mnhs.org](mailto:mnshpo@mnhs.org).

New incentives should also be explored to promote façade and alley improvements. Alley improvements provide for the greatest opportunity for enhancements. Some communities offer small grants, between \$1,000-\$5,000, which could fund new signage, awnings, or exterior painting. These improvements while minor, can drastically enhance a building's exterior and improve the overall appearance of a neighborhood.

Initiating a new pilot program specifically tailored to alleyscaping should also be explored. Eligible criteria would include alley facing façade restoration or renovation with elements such as alley entry way improvements, paving improvements, paint, hardscape improvements for outdoor seating areas, fixing blighted conditions, façade improvements, lighting improvements, drainage improvements, removal/restoration or installation of awnings, trash/recycling enclosures. Some cities offer grants, low-interest loans, or reimburse property owners once improvements are made.

Connecting property owners to resources for weatherization and energy efficiency improvements, including energy audits, grants, and public and private agencies offering assistance, would be beneficial in supporting preservation and adaptive reuse of historic buildings. Property owners would benefit from an informational packet providing an overview of available resources and such packet should be created.

### PLANNING PRINCIPLE TWO – FOSTER ART OPPORTUNITIES & CREATIVE PLACEMAKING

Fostering art opportunities in Old Town will result in a unique and vibrant neighborhood. Creative placemaking is an emerging trend where efforts are made to shape the built environment to engage users. Much of creative placemaking involves adding and integrating art into public spaces. The local art community should be engaged to incorporate their designs into public spaces. Embracing creative placemaking will foster community identity, creating a sense of place within the built environment, which in turn will create a destination.

Implementation Tactic: Integrate artist-painted murals and designs

Mankato has a talented art community that should be engaged to incorporate art within the district, both the private and public realm. Bringing art into Old Town will assist with making it a vibrant place and Mankato will enrich its cultural economy by supporting local artists. Visual appeal is paramount in creating vibrant streets.



CityArt on the Go is a collection of eighteen traffic signal boxes that have been transformed by artists with support from the City Center Partnership, Prairie Lakes Regional Arts Council, Mankato Area Foundation, City of Mankato, and Sign Pro. This program should be expanded to include additional utility boxes in Old Town. CityArt Walking Sculpture Tour is an exhibit of outdoor sculptures that are displayed year-round. Expansion the sculpture walk into Old town should be evaluated.



The City should also engage the local art community to design and sculpt creative, functional, bike racks and street light banners. The bike racks will not only provide bicycle parking, but will contribute to an interesting environment for residents and visitors by enhancing the character of Old Town.



Murals should be incorporated onto existing infrastructure in Old Town. Crosswalks, sidewalks, streets, and buildings should incorporate murals and designs by the local art community. Murals painted on buildings should be completed on the rear or side of a building rather than compromising the integrity of the façade. The preservation of historic signs is important as the reuse of historic structures occurs. Ghost signs, faded advertisements typically painted on exposed side walls of commercial buildings, should be preserved and not obscured by new signage nor should they be repainted.

Feasibility of painting murals on the floodwall should be examined to provide visual interest to an expansive surface.

Other forms of art should be fostered, such as sidewalk poetry (either etched in concrete or plaques placed within concrete) and pop-up art where temporary art installations are enacted in public spaces. Private property owners may also embrace incorporation of art by displaying local artwork or displaying temporary art exhibits within storefront windows. A pilot creative placemaking program should be explored where the community is engaged to design public spaces.



The feasibility of establishing of an arts and historic district in Old Town should be considered to assist with fostering art opportunities and creative placemaking. The density of historic buildings and variety of arts and local businesses may merit Old Town as a suitable location for an arts district. Establishment of an arts district would assist with marketing the area by highlighting its unique character to draw interest and create vibrancy. Preliminary work has commenced on evaluating a suitable location for an arts and historic district within the city center which should continue to be evaluated and pursued.

Implementation Tactic: Integrate decorative lighting

Veteran’s Memorial Bridge subconsciously serves as a visual divide between Old Town and South Front Street, and the City of Mankato and North Mankato. Aesthetic lighting on the bridge will transform it from a divide into a link.



Holiday lights previously were installed in Old Town providing a nostalgic feel and should be reintroduced along Riverfront Drive, including cross streets.

**PLANNING PRINCIPLE THREE – CREATE GATHERING SPACES**

Providing gathering spaces devoted to the pedestrian provides increased safety and encourages pedestrian movement rather than vehicular movement. Offering a variety of things to do in one spot enhances the quality of life and draws people, increasing pedestrian activity and providing additional eyes on the street.

Implementation Tactic: Create temporary gathering spaces

Where feasible, temporary gathering spaces should be incorporated into the public infrastructure. As streets are reconstructed, the feasibility of widening sidewalks should be explored to allow greater utilization by pedestrians. Sidewalk cafes activate streets and are encouraged.

Parklets also activate streets and create attractive gathering spaces. A parklet is an extension of the existing sidewalk onto the street for temporary space and are growing in popularity. Parklets can be seen in cities such as Minneapolis, Milwaukee, La Crosse, Seattle, and San Francisco. Parklets are typically installed on streets with a speed limit less than 30 mph and located at least one parking space from an intersection or street corner. Parklets work well in areas with low traffic congestion and along narrow sidewalks with active pedestrian activity. Application of parklets in Old Town may work best along cross streets, such as Washington Street, Elm Street, and Rock Street. Staff should explore establishing a pilot parklet program.



Implementation Tactic: Integrate gathering spaces into public infrastructure

Improvements should be made to enhance the pedestrian realm by integrating gathering spaces into public infrastructure. Seating should be provided along public sidewalks and bumpouts, designed in a way that encourages conversation. Active spaces and public art should also be incorporated into public infrastructure. Bumpouts situated along Riverfront Drive provide opportunities to integrate gathering spaces as do sidewalks along East Elm Street and East Spring Street. City parking lots also provide opportunity for inclusion of gathering spaces. The city parking lots should be redesigned to include gathering spaces while maintaining existing parking levels. In many cases the city parking lots can be redesigned without losing parking stalls by removing existing planters, some of which are 20' x 30'. These areas should include landscaping for softening along pavement.



Possible closure of one or more sidestreets should also be evaluated. Closure of a sidestreet would provide flexible space that could be used not only for parking, but as a plaza for events, while improving safety of pedestrians.



Implementation Tactic: Encourage festivals and events

During the planning process, a common theme was the desire to have festivals and events held in Old Town. Reoccurring events, once a week or once a month, would help create habit of coming to Old Town. Bringing the community to Old Town on a regular basis would serve to make the community aware of the unique amenities Old Town offers. Events like a weekly farmers market or a monthly artwalk (many cities have a “First Friday Art Walk”) can draw hundreds of people on a regular basis. Those that attend are more likely to visit for shopping/dining/entertainment on other occasions, and are more likely to consider locating to the area whether living or opening a business. The design of public infrastructure can also support festivals and events. An example is having the street and sidewalk at the same grade, putting emphasis on the pedestrian over the vehicle. A partnership between organizations is needed to support such events and city policies should be structured to foster festivals and events rather than serve as barriers for their occurrence. City policies and permitting process should be reviewed to evaluate whether current practice is too prohibitive for organizations holding community events.

## RENAISSANCE & RENEWAL

The Old Town/Second Street area has potential and desire for renewal and reinvention while embracing the heritage of the buildings and uses in the area. The quarry is a prime location for redevelopment that could build value, provide a component of public access, and incorporate linkage with Riverfront Park and the Old Town area. Improvements to existing buildings and other enhancements can support businesses and residents.

### PLANNING PRINCIPLE ONE – PROMOTE THE URBAN VILLAGE

It was evident during the public engagement process that the public saw value in having a neighborhood center that is walkable in which a variety of uses and services are available within reach. Development and design shape how Old Town looks and functions. Regulations should promote form over use when designing new construction to ensure it is compatible with the neighborhood. Fostering an urban village will assist in making Old Town a vibrant and desirable neighborhood, attracting and retaining residents and businesses.

### Implementation Tactic: Develop a Plan to Reuse the Quarry

The Old Town planning area includes the Mankato Quarry, encompassing 32 acres, which is nearing depletion for mining purposes. Coughlan Companies, owner of the Mankato Quarry, has indicated their intent to make the property available for redevelopment, offering a unique opportunity to plan for its reuse. The reuse of the quarry merits its own planning process due to the complexity of land involved and plethora of ideas that surfaced during the Old Town public engagement process.

Coughlan Companies has indicated their intent to offer the quarry for redevelopment and their desire to include the public in planning for its reuse. This process should be initiated by discussions with Coughlan Companies, the City of Mankato, and other stakeholders to identify opportunities and challenges and to consider design and uses that are compatible with the area. The amount of developable land should be evaluated during this step, which should include an environmental review, as the amount of developable land will influence uses and design.

Strong public interest in redevelopment of the quarry lends to potential public involvement. The community provided input about potential reuses for the quarry at the Old Town public engagement meetings and online surveys. The community highlighted that the reuse of the quarry should address linkages and connectivity to adjacent areas and trails, inclusion of a public component, and a mixture of uses that complement the area.

The community provided several ideas for the quarry's reuse which included athletics, gardens, recreation (skate park, outdoor ice rink, baseball, soccer, rock climbing, biking, waterpark, dog park, playground, labyrinth, county fairgrounds, marina), public parking, mixed-use (commercial, residential, light manufacturing), variety of housing, high density development, arts market/venue, farmer's market, and movie theater. The appendix lists all comments received during the public engagement meetings and online surveys. Such input can be used to stimulate creative thinking for potential uses and to develop an initial framework to evoke responses from the community when planning for the quarry's reuse.

The public should be engaged early in the process to allow for their feedback to be incorporated into the design. It is recommended that an information gathering session and open houses be held with the public to solicit feedback on draft designs and proposed uses.

### Implementation Tactic: Evaluate zoning district standards and alternative zoning methods

The zoning classification of properties within the Old Town planning area should be evaluated, as should zoning district standards, to ensure zoning is harmonious with the established setting.

The purpose of the central business district – fringe district (CBD-F) is to provide for high density shopping, business, and business service departments, the design of your typical “main street.” Currently, the CBD-F district encompasses 301 North Riverfront Drive through 429 North Riverfront Drive, thereafter properties are zoned community business district (B-1). It is

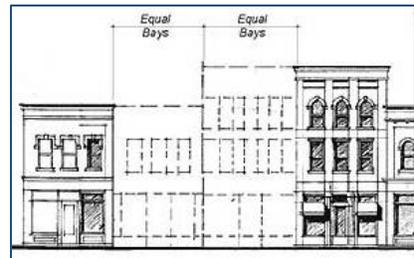


recommended to extend the CBD-F zoning classification to the north through 709 North Riverfront Drive. By doing so, as new construction or infill occurs, the zoning will allow for the buildings to have zero setbacks to align with adjacent buildings.

Alternative methods of zoning should also be evaluated. Adoption of a form-based code should be considered to assist with achieving new construction that is compatible with existing context in regards to composition and massing. Form-based codes include permitted/conditional uses, but focus on the form or design of the public realm rather than traditional zoning (Euclidian zoning) which separates uses. Generally speaking, traditional zoning separates uses which often leads to low-density development and encourages one's dependence on the automobile. Whereas form-based codes focus on scale and intensity of development, public spaces, and harmony of design between buildings, generally encouraging a mix of land uses, often reducing one's dependence on the automobile. Form-based codes are tailored to fit specific neighborhoods to be compatible with its architecture and character. A form-based code may be adopted for a specific area or for an entire city. Further evaluation should be made on whether a form-based code or another zoning method would be suitable for Old Town.

Implementation Tactic: Evaluate downtown design district standards

New construction should reflect the historic patterns that give Old Town its unique charm. Infill should be compatible and complementary in design to adjacent buildings in regards to proportion, composition, rhythm of pattern, detailing, color, and placement. Exterior finishes of new construction should be faced brick and stone. Use of metal panels, pre-cast concrete units, concrete blocks and similar shall consist only of minor accent features. The downtown design district standards should be updated as they currently allow for such flexibility that new construction may not be compatible with adjacent buildings.



Implementation Tactic: Encourage rear façade improvements

While façade improvements on the front of the building are primarily in the public eye, rear façade improvements will also promote the urban village by encouraging both vehicular and pedestrian access to retail by use of rear storefront entrances. Rear building entrances are a key way to activate the alley, especially when off-street parking is located to the rear of the building. Lighting, doorway and entry treatments, signage and plantings should be considered when undertaking improvements. New incentives should be explored to promote rear façade improvements. Some communities offer small grants, between \$1,000-\$5,000, which could fund new signage or exterior painting. These improvements while minor, can drastically enhance a building's exterior and create a more appealing environment. Where feasible, corner properties provide the greatest opportunity.

Initiating a new pilot program specifically tailored to alleyscaping should also be explored. Eligible criteria would include alley facing façade restoration or renovation with elements such as alley entry way improvements, paving improvements, window enhancements, painting, tuckpointing, hardscape improvements for outdoor seating areas, signage, fixing blighted conditions, façade improvements, lighting improvements, drainage improvements, removal/restoration or installation of awnings, trash/recycling enclosures. Some cities offer grants and low-interest loans, or reimburse property

owners once improvements are made. Best practices for promoting rear façade improvements should be evaluated and creation of alley design guidelines should be considered.

## PLANNING PRINCIPLE TWO –REDEVELOPMENT POTENTIAL

Opportunities for redevelopment/infill may allow for denser construction which should be in keeping with established building patterns. Rehabilitation to substandard structures is encouraged as is preservation of historic structures.

### Implementation Tactic: Identify vacant or underutilized parcels

Vacant parcels should be encouraged for infill construction. Opportunities to assemble vacant parcels for redevelopment should be evaluated in the context of the form and function of Old Town and Second Street.

Opportunities for new construction include the 300 block of North Second Street, Bridge Plaza site (former Ember’s property), and scattered properties along the west side of Riverfront Drive. New construction should be designed to be compatible in massing and composition with surrounding buildings. Identifying vacant parcels will assist with evaluating how they may be developed. Current zoning will dictate how structures can be positioned and what uses are allowed. It is important to evaluate the current zoning standards to review whether they will support infill construction that is compatible with Old Town’s character.

Underutilized properties also allow for redevelopment potential. While some parcels may not have structures built, a business may be operating on site. Opportunities for more efficient utilization of space and uses which activate the streets should be explored where there are willing property owners. Development that responds to and enhances the positive qualities that make Old Town unique should be encouraged. Again, coordination with the property owners is necessary.

Redevelopment opportunities should be supported and quality design should be exhibited while taking care into preserving historic properties which contribute to Old Town’s unique character. The City of Mankato’s Heritage Preservation Commission should be consulted with to determine if the property holds historic significance. Redevelopment should enhance the pedestrian experience by being pedestrian-oriented in design while providing a safe environment, this will promote a walkable neighborhood. Buildings should provide visual interest at the pedestrian level by use of windows, entrances, and pathways. Redevelopment may garner additional lighting, mid-block crossings, and pedestrian connections. Redevelopment may raise parking opportunities and challenges. Consolidation of surface parking lots will support infill construction which in turn promotes an urban village. Opportunities to co-op private parking and flexibility with parking requirements should be explored, including potential establishment of a parking district similar to South Front Street. Establishment of a parking district would allow for centralized parking where property owners would pay into the district for parking stalls to meet off-street parking requirements; these funds would then support associated maintenance costs. Similar efforts have been implemented in the core block parking district.

Implementation Tactic: Identify substandard structures for rehabilitation assistance

The Washington Park neighborhood contains unique and one of a kind homes that are affordable and attractive to a diverse population and family structures. Old Town contains unique buildings that represent a significant portion of Mankato’s commercial and architectural heritage. Continued maintenance and rehabilitation is necessary to assist with preserving the housing supply and historic structures. Substandard structures should be identified and rehabilitation encouraged for eligible properties, either owner-occupied or rental residences, or commercial properties.

Implementation Tactic: Promote a variety of housing on North Second Street

North Second Street provides opportunity to support a variety of housing types. Mixed-use is encouraged to provide a live-work environment. A variety of housing options and density are encouraged to accommodate a wider diversity of households, incomes, and ages. The composition of South Broad Street is encouraged to be carried over to North Second Street to provide a live-work environment where office, institutional and residential uses coexist under the same roof. It should be noted that the rental density ordinance applies to properties along North Second Street, with the exception of the 300 block (west side only and 301) and 821-832 North Second Street, whereby not more than 25% of the properties can have rental licenses. Currently, blocks that are subject to the rental density ordinance are at or over the 25% density threshold; blocks which exceed the 25% density threshold are grandfathered in because their rental license was issued prior to adoption of the rental density ordinance. The office-residential zoning district, which includes South Broad Street and North Second Street, allows for a live-work environment. The purpose of the office-residential zoning district is to provide for medium-high density development to encourage an optimum mix office, institutional, and residential uses, and to promote reinvestment into the homes.

Implementation Tactic: New residential construction should conform to the Washington Park Pattern Book

The public engagement process highlighted the importance of maintaining the neighborhood character and new residential construction should be sensitive to compliment and fit in with the neighborhood. Where new construction in residential areas occurs, design should conform to the Washington Park Pattern Book, created in 2009 as part of an implementation tactic within the City Center Renaissance Plan.

The pattern book notes that building heights should be between 1.5 and 2.5 stories, include raised entries, and garages should be located to the rear, side, or be buffered from the public right-of-way. The pattern book also outlines scale and massing which should be followed when designing new construction. New construction shall compliment the historic nature of the neighborhood and be designed with sensitivity to the architectural styles found within the neighborhood. Victorian vernacular and craftsman are the most common styles found within the neighborhood with the use of wood cladding and brick being the dominant exterior finish.



## PARTNERSHIPS TO BUILD A VILLAGE

A dynamic Old Town Business Association will enhance the area by creating special events and promotions, coordinating a unified vision, connecting with adjacent areas and forming strategic partnerships. Strategic partnerships with community members are necessary to realize many of the implementation tactics contained within the Old Town Master Plan.

### PLANNING PRINCIPLE ONE – DEVELOP AN OLD TOWN BUSINESS ASSOCIATION

Promoting strong associations add to the vitality of our city center as they collectively reflect the goals of the neighborhood and City. Developing an Old Town business association can help foster communication and interaction between property owners and businesses and help boost neighborhood pride and integrity. Such associations require involvement among Old Town area property owners and businesses, commitment, planning and organization, and are usually directed by a steering committee or board of directors.

Implementation Tactic: Determine the roles and responsibilities of the possible players in a business association

Establishment of a business association would first entail organizing a group of property owners and businesses with an interest in working together on common issues and opportunities. The roles and responsibilities of potential players would need to be clear so all parties have a clear understanding of expectations. A business association would need to be inclusive of all properties located within defined boundaries. If a business association is established, the City of Mankato will designate a City staff person to serve as liaison and public safety support. The liaison provides information and referral regarding City programs and arrangement for other programs of interest upon request which may include topic-oriented presentations. The goals of the business association will influence whether additional organizations may provide support. If other organizations are brought in as liaisons, roles and responsibilities shall be clearly communicated between the association and supporting organization. The city's neighborhood association program should serve as a model in developing the framework for a business association. As with the neighborhood association program, the City will provide staff support, the association is financially self-sufficient. Existing neighborhood associations accept donations and some charge annual membership dues which are used for beautification projects, special events, etc.

Implementation Tactic: Consider incorporating as a nonprofit

It may be advantageous for an Old Town business association to incorporate as a nonprofit to facilitate fundraising support for special events. The purpose and activities of a nonprofit must serve the organization's mission to benefit the public, and may not be operated to profit other persons or entities.

Steps to incorporate as a nonprofit organization includes filing articles of incorporation, legal record of how the organization is to be managed, with the Minnesota Secretary of State. An annual renewal is required each calendar year; there is no charge to file for renewal. Additional steps may be needed after filing with the Secretary of State, including a license and/or tax ID number. There are many resources available, including the [Minnesota Council of Nonprofits](#), [Minnesota Attorney General](#), and the [Management Assistance Program for Nonprofits, who may provide assistance on the steps to forming a nonprofit](#).

Implementation Tactic: Consider establishment of a Special Service District

Property owners and businesses within Old Town may find it beneficial to establish a special service district. A special service district, also known as a Business Improvement District (BID), is a public/private partnership in which property and business owners of a defined area elect to make a collective contribution to the maintenance, development and marketing/promotion of a district. BIDs typically provide services such as street and sidewalk maintenance, public safety officers, streetscape maintenance, marketing, capital improvements and various development projects. The services provided by BIDs are a supplement to the services already provided by the municipality. An example is the South Front Street Special Service District where properties pay for the increased level of services through service charges which are based on property values, as determined by the Blue Earth County Assessor. Fees collected for the maintenance service are used to provide general cleaning on a daily basis and also for seasonal maintenance such as power washing and snow removal. Fees collected were also used to provide streetscaping improvements.

BIDs are funded through special assessments collected from the property owners in the defined boundaries of the district. The assessment is levied on the property owners who can, if the property lease allows, pass it on to their tenants.

A special service district may be established only if a petition by a certain percentage of potentially affected property owners is filled and the city adopts an ordinance to establish it. A special service district may be established by petition of the owners of 25% or more of the land area that would be affected and either owners of 25% or more of the net tax capacity of property that would be subject to the charges or owners, individuals, and business organizations that would be subject to 25% or more of a proposed charge.

It is vital that a business plan is developed specifying properties or businesses benefiting and their direct cost for the service. From research, it has been concluded that BIDs are far more successful if they are generated from a private sector interest.

Implementation Tactic: Consider cooperative opportunities

Property owners may find it beneficial to co-op existing private parking. Maximizing availability of parking helps to ensure convenient access to Old Town. Shared parking between properties is encouraged for greater utilization of parking spaces. Efforts should be pursued to assist property owners to co-op existing private parking for more effective usage. An example of this strategy is the 300 block of Riverfront Drive in which the property owners worked together to form a parking association. By working together, property owners were able to increase the amount of off-street parking. The City of Mankato may evaluate potential financing opportunities to assist.

Additionally, shared garbage collection between properties may also be of benefit as it can create additional parking stalls by having a central collection area rather than having a dumpster at every property.



## PLANNING PRINCIPLE TWO – CREATE A BRANDING VISION

The product of a branding vision will be used within marketing, public relations, and streetscape improvements to reinforce the image of the area.

Implementation Tactic: Establish a collaborative effort to brand the district

The City of Mankato, City Center Partnership, property owners, businesses, residents, Old Town customers, and other stakeholders, should work together to brand the image of the district. Engaging stakeholders, soliciting their input, and establishing consensus is essential in creating a brand for the area that will be fostered by the community. The product of the branding campaign will be used within marketing, public relations and streetscape improvements.

Old Town has a concentration of small local businesses which the community highlighted as an essential element of Old Town’s identity and should correspond with the branding vision for the area. The brand should also coordinate with the City Center Renaissance vision, “building a culture of preservation to embrace our past and provide opportunities for livable neighborhoods, recreation and service matrixes that create a sustainable urban environment.”

“Branding” is a coordinated marketing strategy to create a personality for the product, place or service in the consumer’s mind. Branding the district’s personality and character can also be accomplished through retail and restaurant promotions, parking districts and consistent representation of the brand through visual graphics and the use of a tag line. This effort should be led by property owners and businesses in collaboration with the City Center Partnership and the City of Mankato. The branding process should include professional support.

## PLANNING PRINCIPLE THREE – CREATE STRATEGIC PARTNERSHIPS

Partnerships are necessary in order to implement the Old Town Master Plan. The City is fortunate to have several organizations which contribute to the quality of life. By working together, we can further enrich the community by capitalizing on our available resources.

Implementation Tactic: Partner with Greater Mankato Growth and the City Center Partnership to actively market Old Town business vacancies to targeted businesses

Greater Mankato Growth and the City Center Partnership should work together in tracking business vacancies in Old Town. Current data indicates a vacancy rate of 11% for properties located along Riverfront Drive in Old Town. Tracking vacancies in Old Town will allow for review of trends when comparing data over time. If trends are identified, the data can assist with determining potential actions, whether it be public policy or connecting business owners to available resources. An Old Town business association could facilitate data collection.

Some communities have downtown organizations which include listings on their website of properties located downtown that are available for lease or sale. Actively tracking and marketing properties available for lease or sale can assist with having a low vacancy rate. Greater Mankato Growth has begun tracking vacancies along Riverfront Drive but has found difficulties contacting property owners for occupancy information.

Tracking business vacancies may also assist with promoting the strengthening and expansion of the range of shopping, hospitality and other services in Old Town by increasing the number and diversity of uses to serve as a marketplace. Zoning of the Old Town planning area allows for a variety of uses and services. With the close proximity of the Washington Park neighborhood to retail and commercial space, Old Town is strengthened as it becomes a valuable space for the community, but more importantly the residents who come to rely on the services contained within walking distance. Coordination between a business association, City Center Partnership, and Greater Mankato Growth may promote and encourage a variety of uses within Old Town. As identified in the City Center Renaissance Plan, specialty retail will continue to be promoted and enhanced throughout Riverfront Drive as will the continued promotion of a university presence which will enhance the variety of purposes and full utilization of mixed-use synergy within Old Town.

Implementation Tactic: Form partnerships on special events and promotions

Special events and promotions within Old Town should be collaborated with the City Center Partnership (CCP), Visit Mankato, Twin Rivers Council for the Arts, business association (if established), and other community organizations. The CCP may assist with marketing and outreach to reach a wider audience and may be able to partner on planning such events; Visit Mankato may be able to assist with marketing and outreach as well for large events that have a visitor draw. Events commonly mentioned during the public engagement process included farmer’s market, art fairs, family friendly events, entertainment (concerts, outdoor movies), and festivals.

Implementation Tactic: Partnerships with Greater Mankato Growth, City Center Partnership and Private Property Owners to market the area as an urban village

Current zoning allows for several uses and services and this should be marketed to the community as an area where you can live and work under the same roof. Active uses such as retail should be provided on the ground floor of mixed use buildings. Flexibility in setbacks, lot coverage, and parking will allow for greater density, fostering the urban village.

Implementation Tactic: Partnership with Washington Park Neighborhood Association

The Washington Park neighborhood is situated adjacent to Old Town and was the first neighborhood association to be recognized by the City of Mankato. Due to the close proximity of the two neighborhoods, it would be beneficial to both the Washington Park Neighborhood Association and an Old Town Business Association to have a designated member serve as a liaison to attend each association’s meetings. The associations may be able to collaborate on special events or other efforts and would allow the two neighborhoods to be apprised of projects or concerns for the area.

Implementation Tactic: Partnership with Twin Rivers Council for the Arts on public art and cultural opportunities and promotions

The Twin Rivers Council for the Arts (TRCA) is a nonprofit organization that “advocates for the arts, connects people to arts and culture and creates partnerships between the business, cultural, and academic communities – all to ensure that arts and culture thrive in Greater Mankato.” TRCA partners with the City Center Partnership on the CityArt public art program, which includes the Walking Sculpture Tour and CityArt On



the Go. A partnership with TRCA to incorporate public art and art fairs and promoting them within Old Town should be explored.

Implementation Tactic: Explore business related partnerships

The City Center Renaissance (CCR) plan called for continued promotion of a corporate presence and expansion on the west side of Riverfront Drive. Since adoption of the CCR plan, Ridley, owner of Hubbard Mill, has moved from its office building on Riverfront Drive which currently remains vacant. Minnesota State University, Mankato has made the public apprised of its intent to become a visible part of the downtown core, noting its interest in the division of Strategic Partnerships locating to the former Ridley building.

Minnesota State University, Mankato's division of Strategic Partnerships serves as a place businesses and other groups can come for research, expertise from Minnesota State University, Mankato faculty and students, seek grants or other assistance. If a move is made to the former Ridley building it would serve as a viable resource to existing businesses in Old Town, or for those interested in locating to Old Town. Regardless of a move, the division of Strategic Partnerships serves as a resource to entrepreneurs and businesses. The Small Business Development Center at Minnesota State University, Mankato also serves as a resource.

Public engagement meetings held during the planning process identified a desire for incentives to start new businesses or to have a business innovation program to support new business ventures. A business innovation program is an organization that helps new and startup companies to develop by providing services such as management training or office space. The former Ridley office building provides an opportunity to house a business innovation program.

Implementation Tactic: Explore collaborative possibilities for a market

During the public engagement meetings the community expressed a desire to have a farmers market in Old Town. Initiating a farmer's market in Old Town could also include live music, sale of art and other goods, in addition to consumable goods. Collaborations among the community should be explored, including local musicians and art community, existing Mankato farmer's market, City Center Partnership, Old Town businesses, Minnesota State University, Mankato, and Twin Rivers Council for the Arts. Potential locations for a market may include city owned parking lots, temporary closure of public street, or Riverfront Park. Having a market in Old Town on a reoccurring basis will assist with the community making a habit of coming to Old Town.

Implementation Tactic: Explore membership in the Preservation Alliance of Minnesota's Main Street Program

Minnesota Main Street, a program of the Preservation Alliance of Minnesota, is a proven comprehensive strategy that helps communities create new jobs and businesses, while preserving their historic downtowns. The National Trust for Historic Preservation established the National Main Street Center in 1980 to assist nationwide downtown revitalization efforts, Minnesota Main Street is a Main Street America Coordinating Program. The Main Street program follows a proven four point approach to downtown revitalization: promotion, design, organization, and economic restructuring. Minnesota Main Street has found that for every \$1 spent running a local Main Street Program, more than \$16 are reinvested in the community.

There are two types of membership, associate member program (\$200) and member program (\$2,000), which should be explored. Member programs have several benefits including complimentary training admissions, \$6,400 in technical assistance, and unlimited access to Minnesota Main Street staff. The City Center Partnership was previously an associate member of Minnesota Main Street, representing City Center Mankato and North Mankato, which allowed for discounted training admission. The appendix includes the Considering Main Street Handbook which provides additional information about the program. The Main Street program could encompass the entire city center or a specific neighborhood within the city center. Membership should be explored as should boundaries of a Main Street program. A partnership between the City Center Partnership should also be explored.

## IMPLEMENTATION PLAN

An Implementation Matrix has been created to facilitate successful implementation of the Old Town Master Plan. The Implementation Matrix is focused on implementation efforts for the City of Mankato. It must be realized that the City of Mankato alone cannot be expected to implement the many goals and strategies contained in the Plan. The public and private sectors must share in the responsibility of implementing the vision of Old Town. Property owners, business owners, private developers, residents, and all other entities must be active participants and partners.

Establishing consensus and community awareness regarding the vision, planning principles and implementation tactics is a necessary first step. The commitment of the public and private sectors is critical to ensuring that future public and private development, infrastructure improvements, policy decisions and other actions are consistent with this Plan. The City of Mankato will periodically review implementation efforts of the public sector. This shall not be misconstrued as the sole implementation of the plan lies within the City of Mankato.

Implementation tactics were prioritized based on feedback from the community, current planning efforts, and fiscal constraints. The implementation matrix is divided into four time frames: short-(2016-2020), mid-(2021-2025), long-(2026-2030), and illustrative-(where an opportunity arises).

# Connection + Linkages

## PLANNING PRINCIPLE ONE:

Examine traffic characteristics along Riverfront Drive and Second Street to context.

IMPLEMENTATION TACTICS	TIMELINE	ESTIMATED TOTAL PROJECT COST	FINANCING STRATEGY
<p>Implementation Tactic: Riverfront Drive Corridor Study should examine right-sizing the street &amp; other complete street elements to reduce traffic speeds</p> <ul style="list-style-type: none"> <li>a. Examine methods of reducing traffic speeds</li> <li>b. Examine methods of addressing pedestrian safety concerns</li> <li>c. Consider a three lane conversion with a center turn lane</li> <li>d. Consider additional traffic signals</li> <li>e. Consider truck turning movements</li> <li>f. Consider additional on-street parking options</li> </ul>	Short (2016-2017)		Mankato/North Mankato Area Planning Organization funding the study
<p>Implementation Tactic: Encourage Riverfront Drive/Second Street to be a walkable environment</p> <ul style="list-style-type: none"> <li>a. Provide streetscaping (landscaping, lighting, art, seating)</li> <li>b. Provide bumpouts</li> <li>c. Provide accentuated crosswalks</li> <li>d. Widen sidewalks where feasible</li> </ul>	Short (Study as part of Riverfront Drive Corridor. Implementation to be recommended by Study when complete in May 2017)		

## PLANNING PRINCIPLE TWO:

Improve connectivity.

IMPLEMENTATION TACTICS	TIMELINE	ESTIMATED TOTAL PROJECT COST	FINANCING STRATEGY
<p>Implementation Tactic: Improve pedestrian crossing of Riverfront Drive</p> <ul style="list-style-type: none"> <li>a. Improve crossing at Rock Street and Riverfront Drive</li> <li>b. Evaluate additional pedestrian signals and accentuated crosswalks</li> <li>c. Evaluate midblock pedestrian crossings with center refuge and signals</li> </ul>	Short (Study as part of Riverfront Drive Corridor. Implementation to be recommended by Study when complete in May 2017)		

<p><b>Implementation Tactic: Improve pedestrian crossing of Second Street</b></p> <ul style="list-style-type: none"> <li>a. Define circulation routes into Washington Park and Old Town</li> <li>b. Consider crossing enhancements (bumpouts, accentuated crosswalks, pedestrian signals)</li> <li>c. Incorporate additional pedestrian scaled lighting along side streets</li> </ul>	<p style="text-align: center;">Short <i>(Study as part of Riverfront Drive Corridor. Implementation to be recommended by Study when complete in May 2017)</i></p>		
<p><b>Implementation Tactic: Improve pedestrian connections from Old Town/Second Street to city center core/entertainment</b></p> <ul style="list-style-type: none"> <li>a. Plum Street</li> <li>b. Mulberry Street at Second Street</li> <li>c. Main Street</li> <li>d. Evaluate feasibility of providing a separate transit service to Old Town and Washington Park.</li> </ul>	<p style="text-align: center;">Short <i>(Study as part of Riverfront Drive Corridor. Implementation to be recommended by Study when complete in May 2017)</i></p>		
<p><b>Implementation Tactic: Foster a multi-modal transportation network</b></p> <ul style="list-style-type: none"> <li>a. Provide pedestrian, bicycle and transit access into and throughout Old Town</li> <li>b. Provide connections to existing transportation networks</li> <li>c. Evaluate need and feasibility of increased transit service for Old Town and Washington Park</li> </ul>	<p style="text-align: center;">Short <i>(Study as part of Riverfront Drive Corridor. Implementation to be recommended by Study when complete in May 2017)</i></p>		
<p><b>Implementation Tactic: Improve alleyscaping</b></p> <ul style="list-style-type: none"> <li>a. Provide period lighting in alleys</li> <li>b. Design parking areas as multi-functional spaces</li> <li>c. Incorporate art (murals, street light banners)</li> <li>d. Bury powerlines where feasible</li> <li>e. Provide landscaping along alleys and alley corridors</li> <li>f. Provide alley corridor enhancements (bike racks, seating)</li> </ul>	<p style="text-align: center;">Short-Mid</p>	<p style="text-align: center;">TBD on scope</p>	<p style="text-align: center;">Special assessment and CIP based on petition</p>
<p><b>Implementation Tactic: Provide wayfinding signage</b></p> <ul style="list-style-type: none"> <li>a. Pedestrian signage</li> <li>b. Vehicular signage</li> </ul>	<p style="text-align: center;">Short</p>	<p style="text-align: center;">\$445 - 4,130/sign</p>	<p style="text-align: center;">CCR Plan Community Signal</p>

**PLANNING PRINCIPLE THREE:**  
**Reconnect to the river – reclaim the riverway and quarry.**

IMPLEMENTATION TACTICS	TIMELINE	ESTIMATED TOTAL PROJECT COST	FINANCING STRATEGY
<b>Implementation Tactic: Rail corridor mitigation</b> a. Pursue staged quiet zones b. Provide grade separated pedestrian crossings c. Evaluate feasibility of condensing rail tracks	Mid-Long	Undetermined Study	
<b>Implementation Tactic: Improve access &amp; connections to river</b> a. Consider improvements along Minnesota River trail and at access points (lighting, benches, drinking fountains) b. Provide a gateway into Riverfront Park (overhead gateway arch, landscaping) c. Evaluate feasibility of a separate pedestrian bridge connecting the cities of Mankato and North Mankato d. Consider modifications to existing flood control system as a long term opportunity e. Incorporate connections from the quarry to the river, Riverfront Park, and Minnesota River Trail once redevelopment occurs f. Evaluate future roadway network from Madison Avenue and Riverfront Drive	Illustrative	Undetermined	

## Preservation + Culture

**PLANNING PRINCIPLE ONE:**  
**Preserve Old Town look.**

IMPLEMENTATION TACTICS	TIMELINE	ESTIMATED TOTAL PROJECT COST	FINANCING STRATEGY
<b>Implementation Tactic: Consider historic designations</b> a. Local Designation b. National Designation	Short	Amend Ordinance Undetermined	In-direct (staff)

<p><b>Implementation Tactic: Build community support for preservation through education and awareness</b></p> <ul style="list-style-type: none"> <li>a. Historic designation plaques</li> <li>b. Interpretive plaques</li> <li>c. Historic district markers / Street Signs</li> <li>d. Develop historic walking tours</li> </ul>	Short (2016-2019)	\$300/each \$2,500/each \$50-\$1,000/each	HPC budget for designated properties  In-direct (staff)
<p><b>Implementation Tactic: Develop design guidelines and promote their use</b></p> <ul style="list-style-type: none"> <li>a. Develop design guidelines</li> <li>b. Promote use of design guidelines</li> </ul>	Short (2016)	\$15,000	Grant (MNHS & CLG) In-direct (staff)
<p><b>Implementation Tactic: Foster historically sensitive design for infill spaces or redevelopment</b></p> <ul style="list-style-type: none"> <li>a. Evaluate zoning district standards</li> <li>b. Evaluate downtown design district standards</li> <li>c. Educate community on design guidelines</li> </ul>	Short (2016-2017)	Policy Development	In-direct (staff)
<p><b>Implementation Tactic: Provide financial support for rehabilitation</b></p> <ul style="list-style-type: none"> <li>a. City financial support <ul style="list-style-type: none"> <li>a. Deferred Loans</li> <li>b. Low-interest Loans</li> <li>c. Evaluate new incentives</li> </ul> </li> <li>b. Promote use of Federal and State historic rehabilitation tax credits</li> </ul>	Short	Policy Development	Community Development Block Grant Funds and Economic Development Authority Levy  In-direct (staff)

**PLANNING PRINCIPLE TWO:**  
Foster art opportunities and creative placemaking.

IMPLEMENTATION TACTICS	TIMELINE	ESTIMATED TOTAL PROJECT COST	FINANCING STRATEGY
<p><b>Implementation Tactic: Integrate artist-painted murals and designs</b></p> <ul style="list-style-type: none"> <li>a. Traffic signal box murals</li> <li>b. Street banners</li> <li>c. Sidewalk poetry</li> <li>d. Pilot creative placemaking program</li> <li>e. Bike racks</li> <li>f. Walking sculpture tour</li> <li>g. Murals (crosswalks, sidewalks, streets, buildings)</li> <li>h. Pop-up art installations</li> </ul>	Short	\$1,000/each \$3,000 Undetermined Policy Development \$5,000/each  Undetermined  Undetermined	CityArt   Rack & Roll CityArt CityArt  Petition In-direct (staff)

i. Evaluate feasibility of establishing an arts & historic district		Policy Development	
Implementation Tactic: Integrate decorative lighting a. Veterans Memorial Bridge b. Holiday Lights	Long	\$250,000 \$20,000	Wish Book Donation

**PLANNING PRINCIPLE THREE:**  
Create gathering spaces.

IMPLEMENTATION TACTICS	TIMELINE	ESTIMATED TOTAL PROJECT COST	FINANCING STRATEGY
Implementation Tactic: Create temporary gathering spaces a. Initiate pilot parklet program b. Encourage sidewalk cafes	Short	Policy Development	In-direct (staff)
Implementation Tactic: Integrate gathering spaces into public infrastructure a. Incorporate seating options b. Incorporate active spaces c. Incorporate public art d. Evaluate feasibility of sidestreet closures for flexible space (parking, events)	Short	TBD on scope	Special assessment and CIP based on petition
Implementation Tactic: Encourage festivals and events a. Design public infrastructure to support festivals and events b. Evaluate existing city policies and permitting processes for events	Short-Mid	Policy Development and Facilitation	In-direct (staff) to determine scope and coordination

# Renaissance + Renewal

## PLANNING PRINCIPLE ONE: Promote the urban village.

IMPLEMENTATION TACTICS	TIMELINE	ESTIMATED TOTAL PROJECT COST	FINANCING STRATEGY
<p>Implementation Tactic: Develop a plan to reuse the quarry</p> <ul style="list-style-type: none"> <li>a. Identify opportunities and challenges (discussions with Coughlan Companies, City of Mankato, stakeholders)</li> <li>b. Engage the public for feedback on designs and proposed uses</li> </ul>	Short		In-direct (staff)
<p>Implementation Tactic: Evaluate zoning district standards and alternative zoning methods</p> <ul style="list-style-type: none"> <li>a. Extend the Central Business District Fringe zoning district</li> <li>b. Evaluate adoption of a form-based code and other zoning alternatives</li> </ul>	Short (2016 – 2017)	Policy Development	In-direct (staff)
<p>Implementation Tactic: Evaluate downtown design district standards</p>	Short (2016 – 2017)	Policy Development	In-direct (staff)
<p>Implementation Tactic: Encourage Rear façade improvements</p> <ul style="list-style-type: none"> <li>a. Evaluate new incentives</li> <li>b. Evaluate initiation of a pilot program for alleyscaping</li> </ul>	Short	Policy Development	In-direct (staff)

## PLANNING PRINCIPLE TWO: Redevelopment potential in Old Town/Second Street.

IMPLEMENTATION TACTICS	TIMELINE	ESTIMATED TOTAL PROJECT COST	FINANCING STRATEGY
<p>Implementation Tactic: Identify vacant or underutilized parcels</p> <ul style="list-style-type: none"> <li>a. Encourage infill construction</li> <li>b. Encourage co-op private parking</li> <li>c. Consider consolidation of surface parking lots to support infill construction</li> <li>d. Evaluate flexibility with parking requirements</li> </ul>	Short	Undetermined Policy Development	<p>In-direct (staff)</p> <p>In-direct (staff)</p>

<p>Implementation Tactic: Identify substandard structures for rehabilitation assistance</p> <p>a. Encourage commercial and residential rehabilitation for eligible properties</p>	Short	In house study (up to \$25,000/project for rehab based on current guidelines)	In-direct (staff)
<p>Implementation Tactic: Promote a variety of housing on North Second Street</p> <p>a. Encourage mixed-use to provide a live-work environment</p> <p>b. Encourage a variety of housing options to accommodate a wider diversity of households, incomes, and ages</p> <p>c. Evaluate feasibility of establishing an arts &amp; historic district</p>	Short	Art & Culture Plan update to examine	In-direct (staff)
<p>Implementation Tactic: New residential construction shall conform to the Washington Park Pattern Book</p>	Short	Policy Development	In-direct (staff)

## Partnerships to Build the Village

### PLANNING PRINCIPLE ONE:

#### Develop an Old Town Business Association.

IMPLEMENTATION TACTICS	TIMELINE	ESTIMATED TOTAL PROJECT COST	FINANCING STRATEGY
Implementation Tactic: Determine roles and responsibilities of possible players in a business association	Short		In-direct cost (staff)
Implementation Tactic: Consider incorporating as a non-profit	Short		In-direct cost (staff)
Implementation Tactic: Consider establishment of a Special Service District	Short	Dependent on scope and petition	Special assessment
<p>Implementation Tactic: Consider cooperative opportunities</p> <p>a. Encourage shared private parking</p> <p>b. Encourage shared private garbage collection</p>	Short		

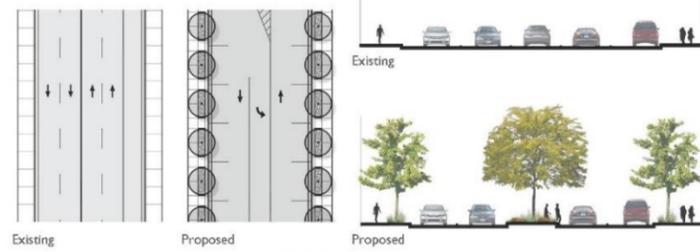
**PLANNING PRINCIPLE TWO:**  
Create a branding vision.

IMPLEMENTATION TACTICS	TIMELINE	ESTIMATED TOTAL PROJECT COST	FINANCING STRATEGY
Implementation Tactic: Establish a collaborative effort to brand the district	Short	TBD by additional study	

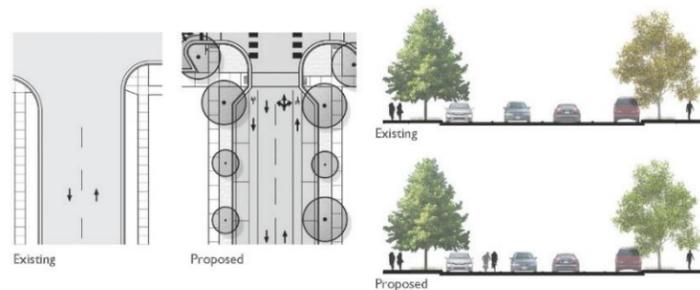
**PLANNING PRINCIPLE THREE:**  
Create a branding vision.

IMPLEMENTATION TACTICS	TIMELINE	ESTIMATED TOTAL PROJECT COST	FINANCING STRATEGY
Implementation Tactic: Partner with Greater Mankato Growth and the City Center Partnership to actively market Old Town business vacancies to targeted businesses	Short		In-direct cost (staff)
Implementation Tactic: Form partnerships on special events & promotions	Short		In-direct cost (staff)
Implementation Tactic: Partner with Greater Mankato Growth, City Center Partnership and Private Property Owners to market the area as an urban village	Short		In-direct cost (staff)
Implementation Tactic: Partner with Washington Park Neighborhood Association	Short		In-direct cost (staff)
Implementation Tactic: Partner with Twin Rivers Council for the Arts on public art & cultural opportunities & promotions	Short		In-direct cost (staff)
Implementation Tactic: Explore business related partnerships	Short		In-direct cost (staff)
Implementation Tactic: Explore collaborative possibilities for a market	Short		In-direct cost (staff)
Implementation Tactic: Explore membership in the Preservation Alliance of Minnesota's Main Street Program	Short	\$200 - \$2,000	

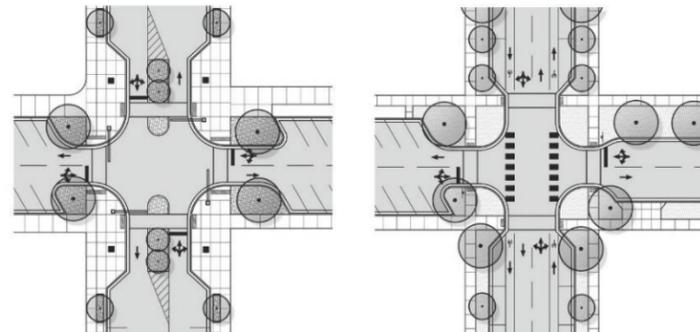
# OLD TOWN PLANNING AREA - IMPLEMENTATION MAP



**TRAFFIC CALMING / STREETSCAPE (RIVERFRONT DRIVE)**  
4 TO 3 LANES WITH WIDENED SIDEWALKS AND PARKING ON BOTH SIDES OF STREET, PHASED IMPROVEMENT

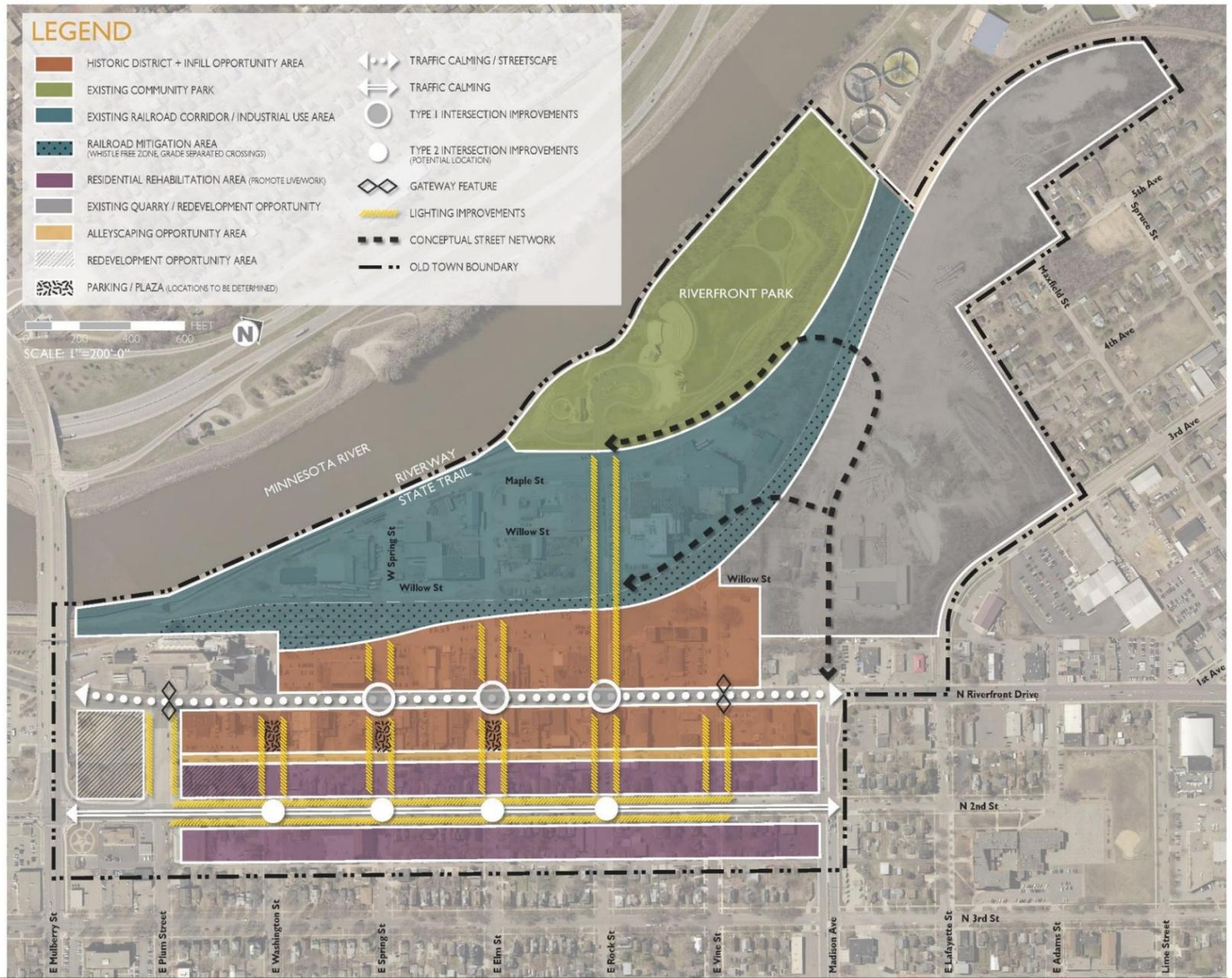


**TRAFFIC CALMING (N 2ND STREET)**  
MODIFY PARKING AND DRIVE LANE WIDTHS TO ALLOW FOR 5' WIDE BIKE LANES



**TYPE 1 INTERSECTION IMPROVEMENTS (RIVERFRONT DRIVE)**  
SIGNALIZED CROSSINGS, CROSSWALK ENHANCEMENTS, CURB EXTENSIONS, PEDESTRIAN REFUGES, ARTWORK, & LANDSCAPED AREAS

**TYPE 2 INTERSECTION IMPROVEMENTS (N 2ND STREET)**  
CURB EXTENSIONS & CROSSWALK ENHANCEMENTS



**LEGEND**

- HISTORIC DISTRICT + INFILL OPPORTUNITY AREA
- EXISTING COMMUNITY PARK
- EXISTING RAILROAD CORRIDOR / INDUSTRIAL USE AREA
- RAILROAD MITIGATION AREA (WHISTLE FREE ZONE, GRADE SEPARATED CROSSINGS)
- RESIDENTIAL REHABILITATION AREA (FROM LIVEWORK)
- EXISTING QUARRY / REDEVELOPMENT OPPORTUNITY
- ALLEYSCAPING OPPORTUNITY AREA
- REDEVELOPMENT OPPORTUNITY AREA
- PARKING / PLAZA (LOCATIONS TO BE DETERMINED)
- TRAFFIC CALMING / STREETSCAPE
- TRAFFIC CALMING
- TYPE 1 INTERSECTION IMPROVEMENTS
- TYPE 2 INTERSECTION IMPROVEMENTS (POTENTIAL LOCATION)
- GATEWAY FEATURE
- LIGHTING IMPROVEMENTS
- CONCEPTUAL STREET NETWORK
- OLD TOWN BOUNDARY



**RIVER REFLEX**  
POTENTIAL FUTURE OPPORTUNITY TO REDEVELOP EXISTING RAILROAD CORRIDOR & INDUSTRIAL USE AREA



**QUARRY REDEVELOPMENT**  
POTENTIAL FUTURE OPPORTUNITY TO REDEVELOP EXISTING QUARRY



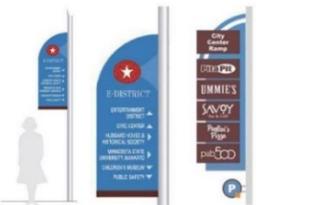
**ALLEYSCAPING**  
LIGHTING IMPROVEMENTS, ENHANCE ALLEY STOREFRONTS, LANDSCAPING, & UNDERGROUND UTILITIES



**GATEWAY FEATURE**  
HISTORIC DISTRICT IDENTIFICATION ARCH GATEWAY STRUCTURE SPANNING N RIVERFRONT DRIVE



**LIGHTING**  
STREET & PEDESTRIAN LIGHTING IMPROVEMENTS, STYLE TO MATCH CITY STANDARDS

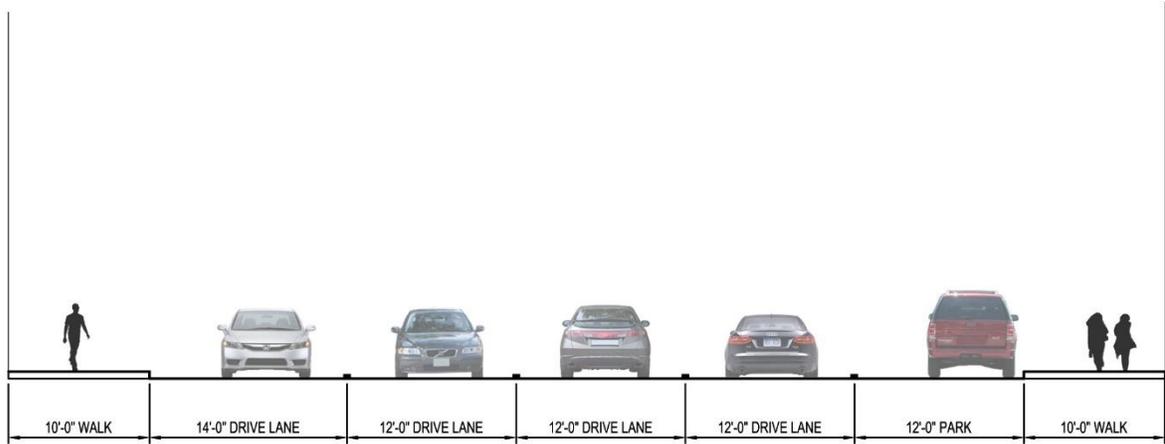


**WAYFINDING**  
WAYFINDING SIGNAGE AT KEY LOCATIONS THROUGHOUT OLD TOWN DISTRICT, STYLE TO MATCH CITY STANDARDS

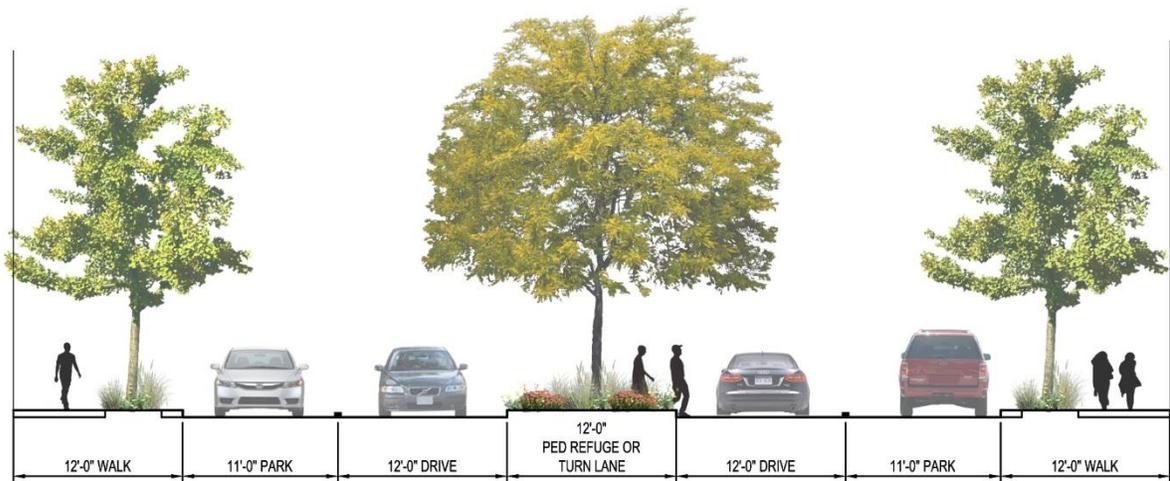


**GATHERING SPACES**  
TEMPORARY AND PERMANENT STRATEGIES SUCH AS PARKLETS, PARKING LOT & SIDEWALK MODIFICATIONS, & PARTIAL SIDE STREET CLOSURES

# RIVERFRONT DRIVE SECTIONS

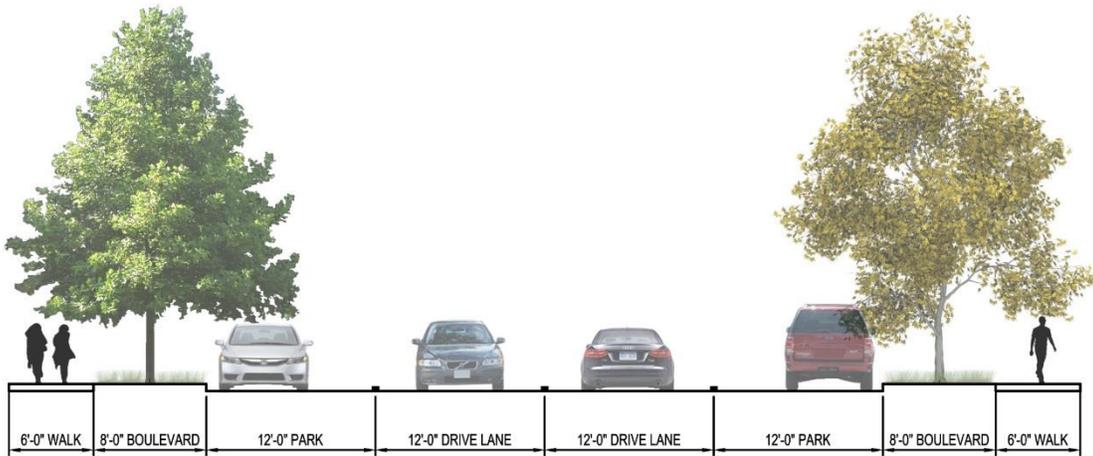


## RIVERFRONT DRIVE . EXISTING

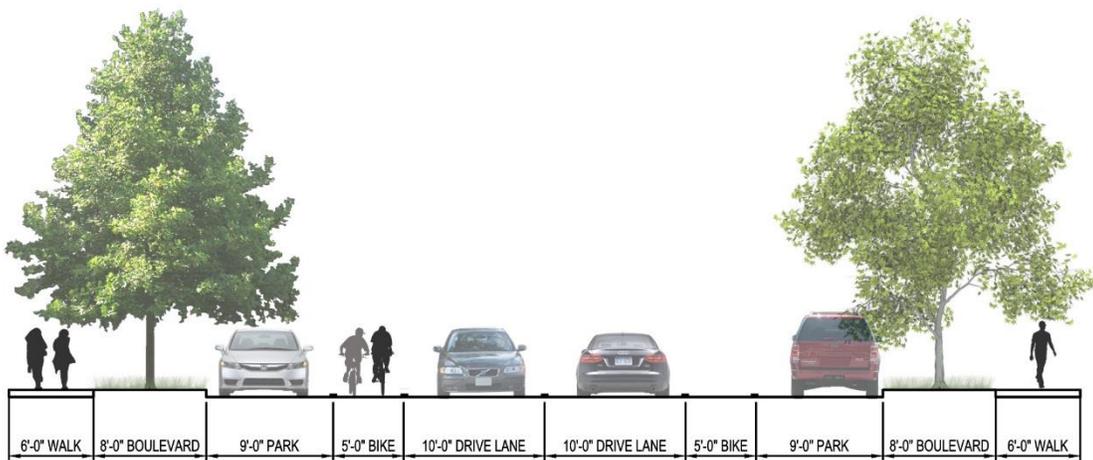


## RIVERFRONT DRIVE . PROPOSED

## SECOND STREET SECTIONS



NORTH 2nd STREET . EXISTING



NORTH 2nd STREET . PROPOSED

# APPENDIX

# KICK-OFF STAKEHOLDER MEETING – PRESENTATION, JANUARY 26 & 30, 2016



## Old Town Master Plan

### Kick-Off Stakeholder Meeting



**JANUARY 26, 2016**  
**6:00 P.M. MANKATO FRATERNAL ORDER OF EAGLES**  
**708 N. RIVERFRONT DRIVE**

**JANUARY 30, 2016**  
**10:30 A.M. MANKATO FRATERNAL ORDER OF EAGLES**  
**708 N. RIVERFRONT DRIVE**



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## Meeting Outline



- Welcome & introductions
- Purpose of meeting
- Past planning efforts
- Overview of current conditions of the Old Town planning area
- Break into small table discussions



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## Why Are We Here?

- Feedback received through this meeting and additional meetings will be used to craft the Old Town master plan.
  - Establishing consensus and community awareness regarding the vision, planning principles and implementation tactics is a necessary first step in the effectuation of the Old Town master plan.
  - The concepts are not intended to be prescriptive, but rather used as a guide in final design.

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### Old Town Planning Area

To include:

- ❖ Riverfront Park;
- ❖ Coughlan Quarry; and
- ❖ Area bound by Main Street, North 2<sup>nd</sup> Street, Madison Avenue and the riverfront.





## Past Planning Efforts



- **Riverfront 2000:**
  - Long-term strategic planning for downtown Mankato began over 25 years ago with the Riverfront 2000 plan. The plan was presented to the City Council in 1990.
  - Called for revitalization projects including a riverfront park, arena, civic/convention center, and a city/county government complex.
- **2005 Strategic Plan:**
  - In 2005, the City renewed its Strategic Plan in which a goal of downtown revitalization-City Center Renaissance emerged.
  - To move forward, it was determined that a plan would need to be developed with input from community stakeholders.
- **Envision 2020:**
  - In early 2006, a community visioning process began to establish a vision and plan for the community to establish Greater Mankato as a regional marketplace by 2020.
  - Envision 2020 identified a community goal of downtown renaissance.
- **City Center Renaissance Plan (CCR):**
  - In August 2006, a task force was charged with the review and revitalization of planning practices within the city center. The city center was divided into five planning areas, of which included Old Town.

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## Past Planning Efforts *cont'd*

City Center Renaissance Plan: Planning principles for Old Town called for:

- **\*Storefront rehabilitation & rear store front development**
  - 25 storefront rehabilitation projects assisted with city funds totaling in Old Town. Funds continue to be available for rehab.
    - × Improvements total \$634,664
- **\*Continuance of a corporate presence and encouragement of expansions and other redevelopment potentials through the area.**
- **\*Riverfront Park**
  - Completed in 2009, former storage yard which hosts concerts and festivals.
    - × Improvements total \$2,828,985
- **\*Traffic calming, 2<sup>nd</sup> Street reconnection, and traffic modifications.**
  - Conversion of 1-ways to 2-ways (N. 2<sup>nd</sup>, N. Broad, N. 4<sup>th</sup>, and N. 5<sup>th</sup> Streets)
  - Second Street reconnection at Veteran's Memorial Bridge
    - × Improvements total \$3,114,585

*\*Projects completed*

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## Past Planning Efforts *cont'd*

- **\*Removal of serpentine pattern on Riverfront, increase on-street parking and streetscaping**
  - ✦ Improvements total \$468,936.
- **\*Neighborhood preservation.**
  - Development of Neighborhood Association Program.
- **\*Historic Preservation.**
  - Establishment of a Heritage Preservation Ordinance and Heritage Preservation Commission, 13 properties have been locally designated as Heritage Preservation Landmarks, encouragement of rehabilitation and adaptive reuse as a way to protect historic integrity.
- **Enhance alleyways through gateways, signage, lighting and surface overlays.**
- **Bury power lines when feasible.**
- **Rail corridor mitigation.**
  - Work in progress, some at-grade crossing improvements, improvements needed near bridge and additional at-grade crossings before it's a whistle free corridor.

*\*Projects completed*

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## Demographics

### Census Tracts in Old Town Planning Area

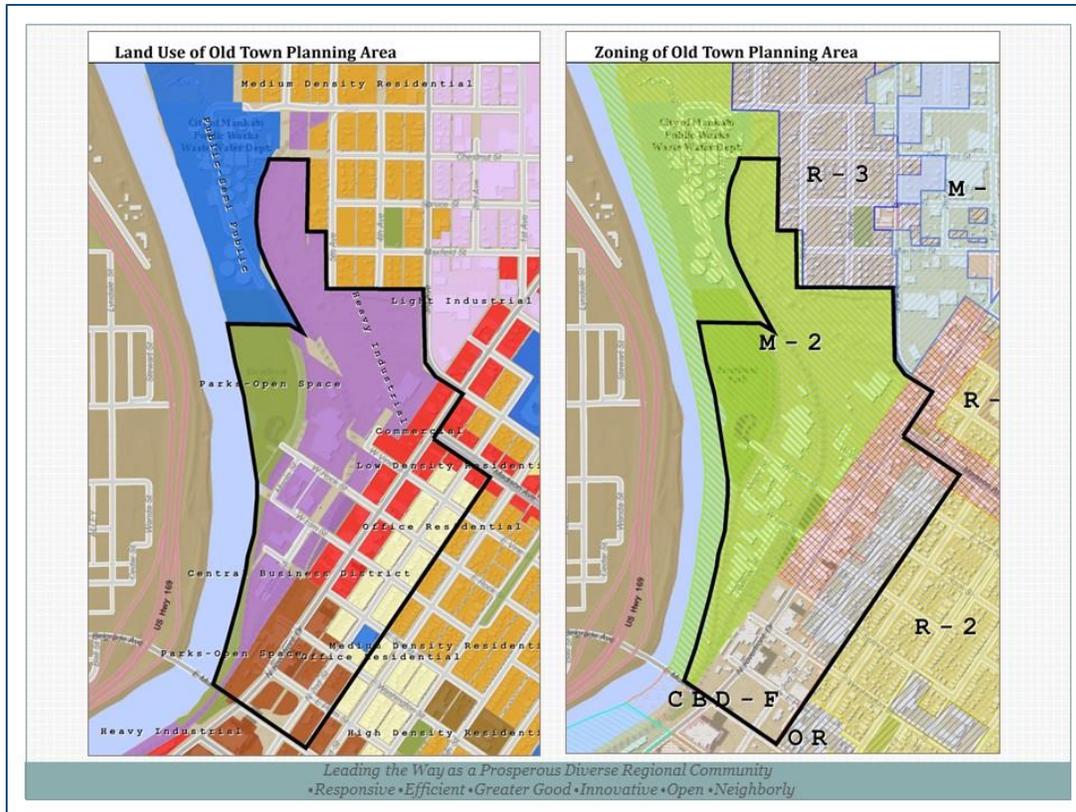
- **Race/Ethnicity:**
  - White: 88.19% - 95.34%
  - Black or African American: 0.52% - 2.23%
  - American Indian / Alaska Native: 0% - 1.09%
  - Asian: 2.24% - 3.51%
  - Native Hawaiian / Pacific Islander: 0%
  - Hispanic: 1.19% - 1.35%
- **Median Household Income:**  
\$36,789 - \$43,841
- **Average Household Size:** 2
- **Median Home Value:** \$134,200
- **Poverty Rate:** 19.57% - 25.23%
- **%Unemployment:** 5.63% - 6.75%

### City of Mankato

- **Race/Ethnicity:**
  - White: 89%
  - Black or African American: 4%
  - American Indian / Alaska Native: 0.3%
  - Asian: 2.8%
  - Native Hawaiian / Pacific Islander: 0%
  - Hispanic: 2.9%
- **Median Household Income:**  
\$42,929
- **Average Household Size:** 2.35
- **Median Home Value:** \$151,100
- **Poverty Rate:** 26%
- **%Unemployment:** 6.4%

*Data Source: U.S. Census Bureau, 2010-2014 A.C.S.*

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## Current Conditions: Buildings

- **Total # of Buildings: 196**
  - Total # of Residential Buildings: 83
    - × 42% of all buildings are solely residential.
      - Total # of Rental Licenses: 70
        - Total # of Rental Units: 158
        - 36% of all buildings have rental licenses.
          - 12% of all buildings are mixed use, with apartments above the ground floor and commercial uses on the ground floor.
          - 55% of solely residential buildings have rental licenses.
  - Total # of Commercial Buildings: 59 buildings
    - × 30% of all buildings are used for commercial uses, including retail, banks, restaurants, laundromat and dry cleaner, hair salons, car wash, and gas station.
  - Total # of Industrial Buildings: 31 buildings
    - × 16% of all buildings are used for industrial uses, including warehousing, manufacturing, automobile repair, foundry, and scrap metal recycling.
  - Total # of Office Buildings: 21 buildings
    - × 11% of all buildings are used for office uses, including insurance, appraisal services, and churches.

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## Current Conditions: Buildings *cont'd*

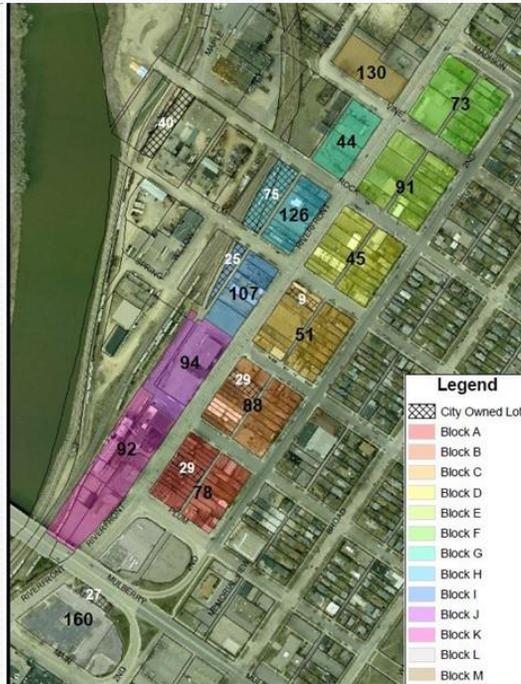
- Total # of Buildings: 196
- Average Year Buildings Were Constructed: 1918
- Building Vacancies on N. Riverfront Drive: 6/54 buildings (11% of buildings are vacant)
  - One of the buildings is vacant due to construction, and a second is for lease but is temporarily being used for storage.
- Building Conditions (source: Blue Earth County Beacon):

	Building Condition Classification							
	Observed	Very Poor	Poor	Below Normal	Normal	Above Normal	Very Good	Excellent
<b>TOTAL # OF BUILDINGS</b>	8	7	15	22	82	38	18	6
<b>% OF BUILDINGS</b>	27%				73%			

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## Current Conditions: Parking Inventory

- ❖ Total Public Parking (Blocks A, B, C, H, I, L): 194 stalls (13% of total parking)
- ❖ Total Private Parking: 930 stalls (63% of total parking)
- ❖ Total Street Parking: 357 stalls (24% of total parking)
  - ❖ Riverfront: 29 stalls
  - ❖ Second: 120 stalls
  - ❖ Washington: 23 stalls
  - ❖ Spring: 18 stalls
  - ❖ Elm: 51 stalls
  - ❖ Rock: 71 stalls
  - ❖ Vine: 36 stalls
  - ❖ Willow: 9 stalls
- ❖ Total Parking: 1,481 stalls



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# Current Conditions: Traffic

## Traffic Counts

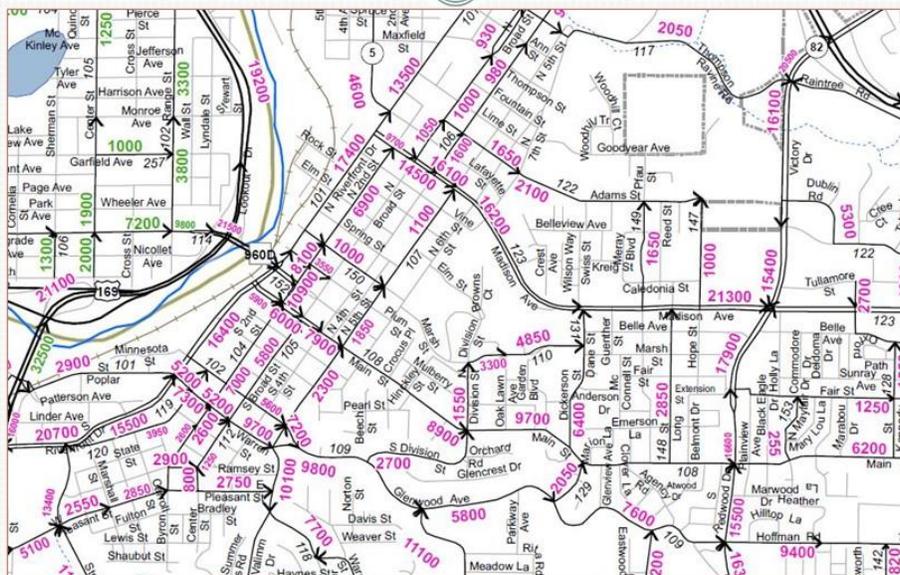
- **N. Riverfront Drive (Mulberry St-Layette St):**
  - 16,400 – 17,400 vehicles (2013)
  - 19,100 vehicles (2005)
- **N. 2<sup>nd</sup> Street (Mulberry St-Madison Ave):**
  - 6,900 – 10,900 vehicles (2013)
  - 5,200 vehicles (2005)
- **Madison Avenue (Riverfront Dr-Broad St):**
  - 9,700 vehicles (2013)
  - 11,800 vehicles (2005)

## Average Traffic Speed

	2008	2009	2010	2012	2013
N. 2 <sup>nd</sup>	33 mph	32 mph	32 mph		32 mph
N. Broad	37 mph	35 mph	30 mph		25 mph
N. 4 <sup>th</sup>	33 mph	33 mph	25.9 mph		27 mph
N. 5 <sup>th</sup>	33 mph	33 mph	33 mph		30 mph
Riverfront				32.5 mph	

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# Traffic Counts



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## Current Conditions: Commercial Historic District

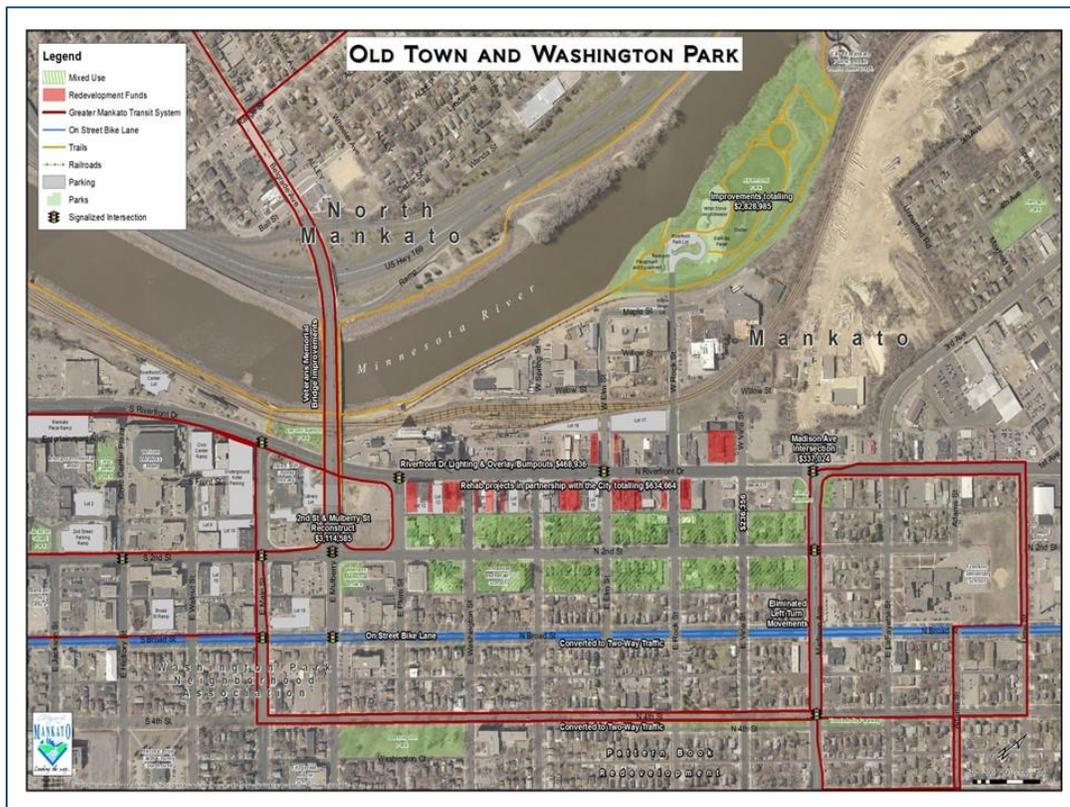


### • North Front Street Commercial District

- Grouping of late 19<sup>th</sup> and early 20<sup>th</sup> century, brick and stone commercial buildings between 301-415 N. Riverfront Drive (odd numbers only). The district is comprised of 17 buildings.
- District is listed on the National Register of Historic Places.
  - ✦ A national listing of properties worthy of preservation that is maintained by the U.S. Department of the Interior, part of the National Park Service.
    - Within the district, the Stahl House, 301 N. Riverfront Drive, is also designated as a Local Heritage Preservation Landmark by the Mankato Heritage Preservation Commission.



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## Question #1



What is your favorite thing about the  
Old Town / 2<sup>nd</sup> Street area?

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## Question #2



What are the opportunities to  
enhance the Old Town and 2<sup>nd</sup> Street  
area for the present and for the  
future?

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### Question #3



As the City moves forward in the planning process, what are 3-5 things to prioritize?

### Question #4



What is your BIG idea for the area?

## KICK-OFF STAKEHOLDER MEETING - PUBLIC COMMENTS, JANUARY 26 & 30, 2016

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### Question #1.

What is your favorite thing about Old Town/2<sup>nd</sup> Street?

- Access from 2<sup>nd</sup> Street to Mulberry/bridge
- NOT trains (horns)
- Pedestrian crossing
- City lots?
- Parking accessible?
- 2<sup>nd</sup> Street used more than Riverfront Drive
- Old Town is very accessible being off of Riverfront Drive, it is well-positioned
- On-street parking in front of shops on Riverfront Drive
- Convenience
- Access to recreation
- Access to the river, few places in the city with access to the river & park
- Area is walkable to surrounding neighborhoods
- Park
- Potential for quarry made green again
- Greenspace
- Riverfront Park
- Culture comes into Old Town at Riverfront Park
- Buildings are unique
- Architecture of the buildings (residential and commercial)
- History of the area
- Small storefronts
- Historic buildings
- Variety of different houses – styles
- Architecture of building facades]
- Old advertising on sides of buildings
- Historic architecture
- Architecturally interesting
- Remnant of downtown
- Reflective of history of area and river
- Small/local businesses (4)
- Capacity for buildings to house small business and residential
- Uniqueness/diversity of business
- Affordable – business & housing
- Mom & Pop’s remodel
- Potential for revitalization
- Variety of uses (industrial, commercial, residential)
- Older buildings being repurposed & keeping historic character
- Like the vibrancy
- Entrepreneurial interest, local people, local flavors provide uniqueness
- It’s laid back
- Neighborhood feel
- Concentration of artistic people
- Expand artwalk to Old Town
- Poetry in sidewalks
- Potential for quarry made green again
- Creative problem-solving
- Pedestrian traffic paths connect community to Riverfront Park
- Want more event parking
- Want a stoplight by Rock Street for pedestrian safety
- Want wider sidewalks
- Tough to cross street
- Holiday Lights
- Accessibility
- River Trail
- Riverfront Park – 2
- Riverfront Park – events and concerts
- Flower planters
- Historic Preservation
- Historic
- Buildings have character
- Mixed uses
- Shop local focus
- Diversity of businesses

- Fireworks
- More Poetry and Art
- Parades
- Sculptures in Park
- Want “Blues on Belgrade” like event – close Riverfront temporarily
- Want more sculptures and art
- Want more events/concerts
- Opportunity to make something unique of the area
- Convenient location main thoroughfare
- Neighbors care and have a common understanding about opportunities to bring activity
- Integrity of area – keep it the way it is
- Appreciation for small business and unique offerings
- Diversity
- Unique
- Farmers Market used to be on Elm Street
- Local community identity from the area – 2
- A gathering place for family activities
- Work together – small businesses
- Local flavor of the area
- Proximity to the river
- Diversity of culture
- [Picture of a] wine glass
- [Picture of a] saxophone
- [Picture of a] rainbow
- Stop light at Rock Street and Front Street
- Pedestrian safety
- Like the way they did traffic down 2<sup>nd</sup> Street
- Bike trail
- Flowers in planters
- Planters – adds scale and character, slows people down
- Easy access to Mulberry Street Bridge
- Like the park connectivity to businesses
- Pedestrian friendly to the small businesses
- Connection to the river – has potential
- Walkable
- Events in the park
- The small parks
- Fireworks
- Ribfest
- Small concerts, variety of concerts
- River trail
- Riverfront Park (2)
- Another green space on the Ember’s site
- Cornices and Facades (especially Cornices along Riverfront)
- Old Town Unique Architecture, comforting feeling – Old Downtown
- Historic Weight of the area –where city started
- Uniqueness of buildings
- Character of buildings
- Older architecture
- Old advertising sign
- The feel of the historic nature
- Front porches – old neighborhood feel
- Historic Building Facades
- Coffee Hag
- Unique Stores
- Small shops
- Specialty shops
- Mom and Pop’s
- Potential for commercial
- Armory
- Diversity of businesses (2)
- Small local business (2)
- Good integration of small businesses and residential
- Sculptures at Riverfront Area
- The poetry on the sidewalk
- 2<sup>nd</sup> Street potential for artists
- Feeling of energy building/interest in the area with growing interest, rents have increase in 4 years by 30%

- Events that help revive Old Town
- Accessibility
- Shop local
- Independent ownership
- Potential for opportunities
- Central location, hub for commercial activity
- Young business incubator
- Not fans of the trains
- Competition for parking
- Not pedestrian friendly to cross Riverfront
- Move art sculpture
- Better parking for Riverfront Park
- High speed traffic
- Geology/Limestone
- Memories
- Density
- Stop light at Rock Street and Front Street
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- Memories
- Density

**January 30, 2016 responses**

- Small Biz – spend time
- Location of grandson’s bike shop/schultzes and the bike trail (ideal location)
- Bakery is an asset/Mankato Bread once there
- Mom and Pop’s Ice Cream shop
- Historical “sense of place” which is missing in what was “downtown”
- We don’t really have a “center of town” and so Old Town steps up and fills that void
- Gives us a new “gathering place”
- Would like to see Old Town attract more tax paying businesses. No more bars please.
- We need a “destination” like Red Wing-Stillwater
- Infill project that matches the architecture
- Expanding into the Quarry
- Storefront, parking in back
- Mindful, tasteful remodel/building
- Alleyway facelift
- Do something at homes and businesses on the other side of the alleyway
- Residential – feel of the Uptown area in the cities
- Can do everything within a walk
- Its own economy/community
- Mom and Pop’s
- Shops
- Small business
- Locally owned

- Neighborhood store (2<sup>nd</sup> and Washington)
- Buildings historic character
- Diverse land use and population
- Walkable
- Riverfront Park
- Lack of high rise buildings
- Geography/geology – bluffs
- Bridge and fireworks
- 300-400 commercial plus residential
- Local shops/unique – Tea Shop, Yarn Shop, Bike Shop
- Entertainment Options – Midtown. Oleander, Wine Café
- Connectivity
- Character of buildings
- Diversity
- Love the sound of trains
- Opportunity – entrepreneurial
- You can see the open sky
- Unique shops and diversity of shopping options
- Not affordable rent
- You can drive 40 miles per hour and not get a ticket
- Historic atmosphere
- Amphitheater
- It’s not the chain-store big box district – unique – No franchise
- Availability w/food, entertainment – lots of variety
- Community – like my neighbors
- Everyone is friendly
- Locally owned
- Traffic cabinet covers
- Character
- Architecture
- Historic – connecting past to future, connecting to small business
- Lots of variety

- Small business owners – important for jobs
- Like “Old Town” name, leave it – relates to old architecture
- Riverfront Park and Trails
- Ice Cream shop
- Bakery
- Walkability
- Remnants of Mankato’s earliest days
- Higher density
- Eclectic business
- Less commercial – Big Box
- More locally owned
- East side architecture – Zero setbacks
- Architecture
- Entertainment
- Vibrancy
- The Shops
- The River
- Walkability
- The Hillview
- The shop owners
- Greenspace
- Density
- Nostalgia
- Unique
- History
- Local shops
- Draw of Riverfront Park
- Thoughtful Renovation
- Attracts Multi-generations
- Counter Culture
- River access
- City’s dedication of established historical buildings
- Cooperation between cities and small business owners
- Lots of stores and history in Mankato
- Grants to improve buildings

- Planning needs to future for young generations
- Sense of community – a neighborhood/communal effort
- Increase in small locally owned “small shops”
- Historical and national designations to ensure longevity
- Intergenerational aspect
- Parkets
- Nostalgia
- Lightening
- Old Downtown feel
- Brick
- View
- Shop Small
- History
- Planters
- Diversity
- Old ads on the side of buildings

***From the Online responses***

The antique and rustic feel and the ability to go to a variety of places (clothing stores, antique stores, coffee shops) in one location.
Unique
The old buildings & the great locally owned businesses like the Coffee Hag, Dinsmore Photography, Nicollet Bike, Wine Cafe and the Oleander. I also like the parks; Washington & Riverfront, and the easy access to the River Trail.
1. Character and local flavor / feel 2. Variety of businesses - retail, service, restaurants
Street art. Potential of old buildings.
The variety of locally owned businesses
The architecture, the fun business and riverfront park.

Individually owned businesses.
Historical architecture. Mature trees.
The independently owned shops.
Art pieces.
Riverfront Park in the summertime. And, the Martini glass over the Wine cafe.
Great locally owned businesses
Small locally owned shops as an alternative to the east end of town
The old building's
Older buildings. Local businesses.
The specialty shops
Eclectic local shops (not chains) Places to park my bike and then the WALKABILITY -- like no place else in town, unfortunately. (I tend not to go there in winter, although I loved the "shop small" initiative at Christmas and that brought me to Old Town in a car.)
Nicely preserved old buildings and unique stores/bars.
Easy to navigate and plenty of parking.
The original look and lack of "me too" businesses that aren't needed down there. Strip malls and restaurants that have the same food and goods as available on top of the hill not needed.
Historic buildings on Riverfront
The quaintness and small businesses + Riverfront Park
The older historical buildings and locally owned shops.
Small businesses
Never go down there.
There's not much there yet.
The small town feel and local businesses.
The unique/local businesses.

Visually appealing and historically noteworthy buildings.
Historic store fronts in close proximity
Not much
The homey feeling
Ability to walk from store to store. Unique retail. Riverfront park
The atmosphere that is/could be created by the old original brick buildings. There is a lot of potential.
Since you changed second street to the main traffic route I hate the bridge access as people do not want to let you in at times when coming from Riverfront (Bad Design)?? and people stop at the top of the up ramp as they want to move over all the way to the left and I do not know how many times I have had to slam on my brakes because of this
easy access and smaller scale than the large stores. and feels safe and friendly and not too many steps as one gets older
Small shops
The old main street feel. It has a lot of local shops and interesting places to visit.
Coffee hag
The atmosphere of old town.
The recent upgrades to sidewalks, light posts etc.
The small shop vibe. I would love to be able to see more shops and restaurants up and down that area.
the old post office building and other old brick buildings
I love the atmosphere that comes with being in old town. The whole area has a great family feel to it and the history surrounding old town is quite extraordinary. The old fashioned buildings are probably my favorite feature
It's possibility for quaint events organized by local business owners.
old school look

historic buildings and small town feel
The historical buildings and locally owned businesses
It gives the sense of community. Love the small business vibe.
Coffee Hag. Old buildings.
I love the fact that most of the businesses are locally owned. I also enjoy the charm of the buildings the Old Town area represents.
Old town Feel -- but I love Friesen's. Would love to see more family friendly shops.
Unique shops with big display windows,
Historic buildings and the different ethnic peoples.
The little, privately owned shops.
The old building architecture and the two lanes of traffic both ways!
The flowers in the summer. Many businesses have huge flower pots and window boxes of flowers which are well taken care of and are beautiful.
Historic building and eclectic shops.
The family friendly establishments like Mom and Pops, Tune Town, and Friessens.
having new business opening in town.
The Historic theme.

Question #2.

What are the opportunities to enhance the Old town and 2<sup>nd</sup> Street area for the present and for the future?

- Quarry restoration.
- Connection between quarry and Riverfront Park.
- River access to Old Town and docks.
- NO CHAINS! LOCAL!
- Affordable housing.
- Enhance safety.
- Crackdown on absent landlords.
- Period architectural resources.
- 4 – 3 conversion.
- Angle-in or reverse angle parking.
- Event parking.
- Minimal setbacks.
- Recreation.
- Parking.
- Safety.
- Center the river current.
- Infill.
- Suspension bridge to Riverfront Park.
- Pedestrian orientation.
- Higher density.
- Charm & ambience.
- More retail/specialty commercial.
- Streetcar.
- Community oriented.
- Charm and ambience.
- Renovation of useable old housing for affordable housing.
- Dual use for housing – small shops in houses.
- Design committee for Old Town.
- Building to street – no setback.
- Increase livability – not just a destination.
- Local restaurants.
- Improve alleyways (better access, improve looks).

- Parking structure (behind Tune Town).
- Pedestrian street crossing needs to be safer.
- Traffic calming measures.
- Sculptures.
- Old timey xmas decorations.
- Wrap/enhance silos.
- Festivals.
- Old Town signage.
- Older style street signs.
- Farmer's market.
- Maker's market.
- Craft and local goods fair.
- Food trucks.
- Block parties.
- Restore old advertising.
- Poetry/sidewalk art.
- All age venues.
- Live music.
- Performance space.
- Local theater.
- Better access to river.
- Seasonal activities in the park.
- Enhance river connection.
- 2<sup>nd</sup> Street like Grand Avenue in St. Paul.
- Parking is a problem for area – heavy traffic makes crossing difficult.
- Pedestrian overpass.
- Change traffic flow.
- Area around Armory on 2<sup>nd</sup> Street heading north!
- Is Riverfront Park realizing its pull for the district?
- Quarry site; multi-sport complex?
- Realign 3<sup>rd</sup> and Madison intersection.
- Riverfront Drive pedestrian overpass.
- Fewer lanes to slow traffic (3 lanes with middle left-turn lane).
- Alleyway enhancements for pedestrians.
- Armory.
- Pedestrian crossing for Riverfront Park.
- Diagonal parking on Washington (near Wine Café).
- Pedestrian friendly.
- Bike lane.
- Bike racks.
- Legal graffiti wall.
- Mural.
- More floodwall mural.
- Green space along riverfront.
- Noise mitigation.
- Mixed use development.
- Artwork.
- Slow traffic.
- 3-lane traffic.
- Transit to area.
- Cable car.
- Ramp at Hubbard.
- Pet stations, dogs/water.
- Garbage cans.
- Turn lanes.
- Timing on light at Elm/Riverfront
- Signage for business directory.
- Safety (break-ins, back entrance, lighted alleyways).
- Bike racks.
- Connectivity to Riverfront Park.
- Pedestrian mobility/safety.
- People want to walk at Rock & Riverfront. They do. Have seen accidents, near hits, victims down in street. Bikes, strollers, walkers, joggers, young, old, disabled, etc.
- Parking availability.
- Charging businesses for parking use.
- Events take parking at Rock.
- Overnight cars left and disrupts business operation, especially when snow removal. Would love 1 or 2 spots for Mom & Pop's during events – if even 2 hour or 20 minute parking.
- MORE LIGHTS!! Between buildings, holiday, biking, walking paths/linkages. A whole different feel from downtown.

- Pier 39 in San Francisco has atmosphere...how to create it?
- Old Town (hard to market something that's old) vs. Northend district (let's bring it BACK! historic name for this area/district. Art, community garden, farmers market).
- Streetscape.
- Mileage markers for bike path.
- 2<sup>nd</sup> Street – Riverfront, housing rehab/development. Live, work, shop, 24/7 space...enhance the vibrancy.
- Quarry...athletics, community gardens, bike path, skate park, ice time (outdoor!), arboretum, outdoor rec, parking for overflow from Riverfront Park.
- Traffic flow. Madison/3<sup>rd</sup> Ave connection (it's a mess).
- Pedestrian bridges.
- Create more parking. Ramp? In one of the lots on north side.
- More to do with Riverfront Park? Permanent shelter?
- Better signage on trail advertising small businesses.
- Former Ember's lot – residential/business space.
- Connect to South Front Street
- Railroad crossing better, especially during events at Riverfront Park.
- Whistle free zones.
- 2<sup>nd</sup> Street rental units improved. Use grants to remodel/improve? Waive property taxes for some years as incentive.
- More green space – outdoor living space.
- Quarry? Connect to Riverfront Park.
- Slow down traffic on Riverfront.
- Get more small businesses.
- More pedestrian crosswalks.
- Pedestrian bridge over Riverfront?
- Alleyway development – pedestrian only?
- Crossing lights (Rock, fix Elm)
- Slow down traffic...
- More pedestrian friendly
- Middle turn lane?
- Careful planning will be very important!
- Sidewalks should feel safer (traffic too fast and too close).
- Quarry: Blended housing, retail, light manufacturing (high tech), baseball stadium (sports complex).
- Footbridge from Riverfront Park over the river for event parking.
- Relocate the railroad tracks (get rid of the noise).
- Washington Park area: preserve beautiful residential area, refurbish the homes, more money put into this area, bring back single family housing and limit the rentals (college kids), owner-occupied rentals (re. duplex). 25% rule.
- Invest in historical preservation. Low-income loans for residential (beware of "urban renewal").
- Future of industrial businesses.
- City contact for future potential redevelopment.
- Ridley building renovation and reuse.
- Possible conversion to one-ways (RF) to slow traffic.
- Former Embers.
- Smaller streets.
- Smaller buildings.
- Destination.
- Appeal to pedestrians. Walkable.
- Redevelopment of Plum/Washington/2<sup>nd</sup> area. Demo of some structures.
- Continuation of Madison Ave.
- Access to Riverfront Park.
- Renovate/improve buildings on 2<sup>nd</sup> street.

- Armory on National/Local register.
- Bike lane. Maybe if converted, maybe in alley.
- More stoplights.
- Maybe flashing lights for pedestrian.
- Activate plaza space on 500 block. Maybe as park.
- Walkability.
- Pedestrian improvements (similar to S. Front Street).
- Alley enhancements.
- Outdoor farmers market.
- Green space. Potentially near Midtown Tavern.
- Slowing traffic.
- Pedestrian walkway down alley.
- Connectivity.
- Affordable housing.
- Focus on enhancement for structural things. Attract new businesses. Create an exciting area, promote business development.
- Make a light rail or commuter line on existing railroad.
- Transportation rialto connect cities, have a transportation hub in Mankato.
- Quarry: recreational; mountain biking like Cuyuana. Connect to river trail.
- Create a village. Quarry provides an opportunity.
- Enhance river trail aesthetics.
- Trolley between Old Town, Belgrade and S. Front Street.
- Open waterfront access.
- Restaurant over the river.
- More green space, beautification; example La Cross and Des Moines with parklettes.
- Enhance alley. Additional parking opportunities, especially on southern side.
- Identify uses to attract traffic.
- Make riverfront bikable.
- Infill northside of Riverfront.
- Public art added; milling area, park, river trail, flour tower at Hubbard.
- Not an area right now to stroll in Old Town.
- Create an area where people want to stroll.
- Residential and mixed use. Create an urban village, opportunity for increase in density along river. Create vibrant community.
- Make area north of Riverfront denser.
- Only 2 secure ways to cross Riverfront in Old Town.
- Washington Park neighborhood receives concerns with area being pedestrian safe.
- Upgrading parking.
- Rehabilitation structures. Increase safety.
- Traffic calm significantly, beautification, make more walkable, more streetscaping like S. Front Street, make safer for pedestrians and to make viable for stores.
- Signage aesthetics of stores.
- Public art.
- Christmas street lighting.
- Green space.
- Hanging flower baskets like on Cherry Street.
- More benches.
- Part of quarry redo is parking for Riverfront Park.
- More access points on bike path (safety too!).
- Parking signage.
- Walkability improved.
- Traffic control (lights?).
- Pedestrian crossing.
- More parking (all season use) in the quarry area.
- Winter carnival at Riverfront Park.

- Artist work and living spaces.
- Public restrooms.
- MSU at Hubbard building.
- Public transportation increased routes.
- Armory.
- Improve safety on bike trail from the depot in both directions.
- Historic museums and art gallery space.
- Old Town business group in place.
- 2<sup>nd</sup> Street – reduce motor vehicle traffic/speed (4-way stop at Spring & N. 2<sup>nd</sup>).
- Riverfront – reduce speed – more pedestrian friendly.
- Increase safety for non-motorized traffic.
- Enhance alleys – access/parking/general.
- Historical markers – descriptive plaques, similar. Tell story of history/historical walking tour, sidewalk timeline, vintage murals.
- Turn lanes on Riverfront Drive.
- Improve crosswalks.
- Add parking behind buildings.
- Parking ramps/event parking and shuttles.
- Development of quarry – parking, mixed use.
- Remodel/upgrade – keeping historical character.
- Building improvement programs (city).
- Better landing at river.
- Use of river (fishing pier).
- More events to promote business/commerce (parade, shop small).
- Artwalk.
- Film festival.
- Signage on storefronts, plus steering people to area.
- Riverwalk (murals).
- Multiple access to buildings.
- Keep old feel.
- More parking for Riverfront Park events.
- Opportunity for distinctive look and feel.
- Retail open later.
- Pedestrian overpasses?
- Envision Old Town as pedestrian shopping area. Move traffic to 2<sup>nd</sup> Street.
- Turn shops on Riverfront to alleys.
- Role of Riverfront Park as a pull into the district? Mankato is missing its river; Riverfront Park reconnects.
- New anchor near Riverfront Park? Maybe in quarry?
- Quarry site for campers/RVs, country club on river, makers mark on Mankato Iron & Metal (Pooley's building) site, with patio flying over dike toward river.
- Quarry site for multi-sport complex (soccer, ice, rock climbing)? Realign 3<sup>rd</sup> and Madison (Riverfront)?
- Reconnect to river – boardwalks.
- Make alley's pedestrian only (cars driving in alley can be dangerous).
- Brewery.
- More housing, high density area.
- Rooftop patio.
- Connecting Old Town with City Center.
- Opportunity for Maple & Willow Street.
- Ease of access to Riverfront Park over train tracks.
- Tunnel under bridge to provide ease of access.
- Improve alley appearance.
- Sculptures.
- Christmas decorations.
- Festivals (ie. Blues on Riverfront).
- Old Town signage.
- Sidewalk art.
- More local restaurants.
- Enhancement of Old Town.

- Improve 2<sup>nd</sup> Street rental units.
- More green space.
- Slow traffic down on Riverfront.
- Vacant building redevelopment & new businesses.
- Pedestrian bridge over Riverfront.
- Extend holiday lights into Old Town.
- 24 hour component.
- Enhance housing infill/rehab.
- Northend branding opportunity.
- Invest in walking/building lighting.
- Art opportunity along flood wall.
- Camping tie-in with concerts.
- Balance bike/walk/parking.
- Safety/access at key points.

#### ***January 30, 2016 Responses***

- Time to celebrate again that we are a river town
- Great if we could maintain a water level to have paddle boats, etc. for enjoyment
- Relax , eat, music, families (Chester, England)
- Could create a variety of retail like St. Peter's Downtown
- Increase population and slow traffic down
- Mixed used use space: different businesses under one roof
- Bring back Tony's Popcorn Wagon
- Deluxe check – currently offering a grant 4 city renewal
- More outdoor patron seating
- Widening some sidewalks
- More greenery
- More accessible /sensible parking
- Incorporate railroad into the updates (positively)
- Enhanced corridor/entrance to Riverfront Park
- Safe pedestrian access over street

- Better signage of city parking lots
- Productive alley way renovations (parking awareness)
- Streetscaping
- 3<sup>rd</sup> Avenue access for trucks using quarry
- Access under railroad by quarry
- Use artistic stonework to delineate truck access area
- Pedestrian Access over the top of truck area
- Connect park/downtown/walk and bike areas (around the quarry)
- Art opportunities
- Structure within Old Town Association to help new businesses move to this area
- City has not kept up the lighting in needs in alleys – a number of lights are not working
- Segway tours
- Bring hilltop residents down to Old Town valley area – ski lift/tram to bring folks down
- Enhance technology around town to allow for visitors to point a phone at a sign and get info about the area
- Dedicated establish of marked walking tour areas in Old Town that focus on historical site in Mankato
- Improve signage and presentation to travelers – on roads – (on poles, major marker when entering areas – a central piece of art marking area
- Pedestrian lighting – solar power
- Going up and using rooftop – walkways, dining, and garden areas
- More green space vertically
- Effort toward solar power – greening of buildings to help with CO2, panels that are see through as windows

- Eliminate power poles and bury lines
- Enhance/Keep character
- Keep diversity/people/ ethnic
- Mankato Walk of Fame
- More summer festivals
- Quarry – dog park, county fair, Moondogs Park, Farmer’s Market, arts market/bizarre, botanical garden, climbing walls, labyrinth, child playgrounds
- Micro park – open space/sports
- More local shops – specialty
- Make rents attractive
- Make it easier to walk
- Better signage/parking
- 1<sup>st</sup> Friday Art District Event with Studios, vendors, and entertains
- Kansas City Crossroad District
- Promote clean neighborhood
- More public art
- Flood wall murals
- More opportunities –walking, nature
- Historical standards for new buildings and existing renovations shall fit the historical character of the neighborhood
- Downtown pedestrian feel of Old Town
- Farmer’s market
- Infill development
- Preserve what’s there
- Traffic calming
- Architecture
- Art and culture
- Quarry redevelopment should attract visitors to Old Town – waterpark, baseball/soccer, movie theater
- Landmark – build it and make a signature statement
- Creates synergy with multi-use
- Some public facility at Riverfront
- Builds retail district
- Commercial – broaden tax base
- Utilization of green space
- 2<sup>nd</sup> Street redevelopment
- Preservation of historic homes
- Industrial redevelopment
- Minimize traffic
- Public transportation
- Commercial expansion
- Something for kids
- Parking signage
- Filling in the gaps while balancing parking
- New building look historical
- Artificial downtown in Quarry
- Pleasantness of Walking – wider sidewalks
- Pedestrian/bicycle accessibility
- Better connection to rest of downtown
- More parking – Old Town
- Industrial to bring more people to Old Town
- Heated sidewalks – more inviting
- Rooftop restaurants would provide a river view
- Add stop lights every other block
- Expand sidewalks
- Pedestrian cut off – narrowing the street
- Add angle or parallel parking on Riverfront – used to be that way
- Stop light at East Rock Street – Riverfront – it is hard to turn
- 2 lanes, allow 1 designates center turn lane – need to allow people to turn move turn traffic to 2<sup>nd</sup> – Negative is less customers
- More cafés and restaurants – bring out to street/sidewalks – helps to create vibrancy and people want to be part of it

- Alleyway patios
- Control intersection of Rock and Riverfront
- Train noise; horn blowing, blows when switching cars – disruptive to customers using patios at restaurant
- More safety barriers to reduce train noise
- Festivals along Riverfront (Like Alive after 5 and Songs on the Lawn)
- Bring sculptures to Old Town- brings foot traffic
- Adding stop lights at every corner so people can cross
- Drop level of the train
- Pedestrian bridge or tunnel
- Bring train underground and free up land
- Train noise disrupts events at Riverfront Park
- Public restrooms
- Holiday lights on Riverfront, 2<sup>nd</sup> Street, anywhere, side street
- Walkability to shops
- More green spaces
- Conversation areas
- Parking expansion – consistent in scope with surrounding buildings, no monolith
- Old Town Square
- Farmer’s Market
- Botanical Gardens – native plants
- Signage for parking locations
- Expand Riverfront Park into the Quarry
- Accessibility to Riverfront Park/Quarry
- 1 or 2 more entrances
- Multi-sport Center in Quarry
- Pedestrian access across Riverfront – Bumpouts
- Water park
- Permanent heritage tour path in the sidewalk

- Make more pedestrian friendly
- Parking ramp near Hubbard and MN Iron
- Seasonal decorations
- Education about the industry and are an history
- Wider sidewalks
- Commuter train between Old Town and St. Peter
- Slow down traffic
- Enhance planters/plantings/flower
- Hanging baskets
- Noise mitigation
- Old Town parade
- Limit new construction building height
- Utilize use the river more
- Campground in the quarry
- Old Town Trolley Tour
- Street festivities/celebrations
- Landscape the monument area
- Decorative landscaped median on Riverfront
- Connectivity between areas/users

**Online responses**

A better flow for pedestrians, bikers, etc. including more crosswalks and wider sidewalks. There are really only 2 places to safely cross Riverfront. It would be nice to move the main access road (Riverfront) away from the pedestrian-heavy areas, but I'm not sure if that's possible. There should also be more parking options for those visiting from outside Mankato.
Better walking in the area. Bring back the Old Town Building
Filling the empty storefronts. Creating pedestrian friendly walkways and bike lanes.
Involve the local Riverfront Drive business owners in the planning process -- whatever happens will affect their livelihoods and no one

will be more invested than they in making this area more vibrant, and they know it best
Clean up old homes/rentals. More shops and bars to get foot traffic. Safe area...decrease crime.
Sidewalk and aesthetic improvements would encourage more businesses and more foot traffic
-Improve alleyways and parking -Improve pedestrian movement especially crossing Riverfront -Use of the old quarry
Improve access to the business areas and don't tax and regulate them to death.
Needs to be more pedestrian friendly, something so folks can easily saunter from store to store
Better parking and walking. Somehow slow the traffic more on riverfront.
More parking, perhaps put a parking ramp down there.
Crosswalk to mom and pops ice cream shop Christmas decorations on the light poles Welcoming Muslim businesses into the local social community and business community
1) Riverfront Drive between Madison Avenue and Cherry Street feels like an expressway. It feels like a conduit to get from point A to point B rather than a street that provides meaningful access to some very nice businesses. 2) Whistle free crossings so we don't have to listen to these darn trains at all hours of the day and night. 3) Improve pedestrian access (crossings) to either side of Riverfront Drive 4) Can anybody in this town open a bar / restaurant with an open air rooftop space? The former Embers lot would be a perfect site and provide two views of the river. 5) How about some bus service on Riverfront Drive?
It would be great if the buildings could be fully refurbished, with 2nd story spaces forming a desirable residential community.
It looks so run down. Give the area an uplift and get rid of the shady/shabby businesses. Relocate the industrial next to the river.

I'm not sufficiently well informed to have an opinion about specific opportunities now and in the future. But thanks for sending this to the City's info list.
More traffic signals/protected crosswalks, more opportunity for green spaces/more aesthetically pleasing environment
Better advertising of all events and new shops.
Preserve the look/bricks and older buildings. No need to knock everything down and turn into same look as everywhere else as has happened up on top of hill. More pizza more burgers more beer more bar/grill and yet not much variety.
River connections,
The development of some restaurants and some retail. I could see it as an area for condos close to the river.
Easier crossing of Riverfront and more parking are needed. I would love to see additional retail locations and restaurants.
Make it more pedestrian friendly. Connect it to front street.
I have no desire to go there.
It could be very good!
I would love to see the farmers market in the old lot by the library, where Embers use to be. The art downtown is wonderful and I'd like to see more local artists work. White lights on trees to make it look festive.
More parking. Especially during events. It would be nice to see more events like the small business Saturday to get people down to the area that normally don't shop there.
Restoration and encouragement from the community to retain the last bits of Mankato's old charm as a vibrant retail and social hub.
Make it more convenient and safer for foot traffic and biking
Not sure
More people friendly. Less dangerous and more lights and such

Better ability to cross the street. Adding restaurants - roof tops. Continuing to promote visibility and use of the river. Better parking
More retail businesses need to be recruited for the empty buildings, which need to have improvements made. I really miss the Harpie's Bazaar- type businesses that would bring more people traffic to the area.
Do not put any bump outs on Riverfront it will move too much traffic to second street
I hope they add apartments for seniors who are living on social security and I hope they add a clinic .
Off street parking, safe environment
Pedestrian protection when crossing streets seems to be a low. I will use main st riverfront as an example. Me and my wife routinely walk down the river walk and exit by the library. It is a pleasant walk but when we try to use the walk signal it has never worked. There was one point where it didn't even have a button. When walking through old town people whip around the corners seemingly without looking. Perhaps this is a problem with the parking. Ie they actually may not be able to see the pedestrians.
Walking paths and recreation Cross country ski trails
Add more parking and zone for small shops that can blend in with Riverfront Park.
Some of the buildings are very old in appearance from the outside. The broad red brick facade on some of those buildings could be contracted out to a local artist to paint a mural...maybe reflecting a scene from old town's early days. This kind of enhancement last for years and would be an added visual attraction to the downtown walking art exhibits which my family and I enjoy each year.
Let's try and keep the "old town" feeling alive. Make it more pedestrian safe and friendly as well.
keep on making nice new sidewalks
I think the most prevalent opportunity would be for increased foot traffic, which would mean slower speed limits and more parking for

pedestrians. Also street art would be another great way to get more foot traffic down here
Perhaps more shopping, restaurants with coordinated promotional events.
get more business
It would be great to decorate these blocks for the Christmas season, similar to what New Ulm does.
More green space, more landscaping, easier accessibility to cross Riverfront, wider sidewalks, better parking
Wider sidewalks for pedestrians and bikes. More restaurants. More art and landscaping. More benches.
See below.
I would love to see the art movement that has been happening in the downtown area spread to our neighborhood. I think it would be beneficial for the success of future businesses to find easy parking and a safe neighborhood. I think the rerouting of 2nd street, making it more of a direct access to downtown has helped. I'd love to see the continuation of sculptures, "pretty" lighting, and painted electrical boxes move our way as well.
Farmer's Market !!! I just read in the forward, by Bill McKibben, from the book, Diet for a Hot Planet, by Anna Lappe, "Livestock alone may account for more global warming gases than automobiles..."
Improve for better pedestrian traffic. The sidewalks need upgrading and there is not enough places to cross Riverfront Dr.
Some money could be invested in giving the store fronts a bit of a face lift. New paint, more convenient parking options, and a few more anchor like tenants to draw people to the area.
I do think Old Town should not end at Madison Ave. I think the plans show some possibilities in the 3rd Ave. area being reconfigured and enhanced. There are businesses beyond Madison who could be incorporated into that area. Sticks & Stones sometimes is included

but not other businesses--not sure why. All should have the opportunity to participate. I am not sure why 2nd street is considered part of Old Town.

I do not understand this question.

I think beautification of the river area will create a lot of opportunities for increased visitors to the area.

new parkings

Wider sideways to allow for outdoor seating.

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### Question #3

List your top 3-5 Priority areas

1. Parking
2. Pedestrian Safety
3. Consistent beautification/property upkeep
4. Trash receptacle including pet waste disposal posts
5. Promotion of Old Town
6. More lighting on side streets
7. Highway signs telling Historic Old Town district
  - a. Shopping
  - b. Food
  - c. Ice cream
  - d. Etc.
  - e. Antiques

- 
1. Traffic
    - a. Speed
    - b. Pedestrian Safety
    - c. Access
    - d. Parking
    - e. Turn lanes
  2. Continued viability for businesses
  3. Support from broader community
    - a. Link all of downtown
  4. Development of quarry recreation

- 
1. Quarry Rehabilitation
  2. New business/unique/start-up incubator mixed use building
  3. Multi-modal transportation and streetscape enhancements
  4. Design Standards

- 
1. What happens to Quarry?
  2. Alleyway pedestrian friendly
  3. Business vs. residential parking
  4. Former Embers site – business/residential COMBO with rooftop restaurant
  5. Building improvement – residential and business

- 
1. Parking and signage
  2. Traffic control (safety)
  3. Customers/people
    - a. A destination
  4. Arts/Esthetics
    - a. Consistent with Old Town
  5. Signage (info and directions)
    - a. “Old Towny”

- 
1. Residential (2<sup>nd</sup> Street)
    - a. Upgrade/develop additional housing options
    - b. Rehab
    - c. Grants/loans
    - d. Enhanced lighting
  2. North End District
    - a. Streetscape
    - b. Lights
    - c. Art
    - d. Identity
  3. Quarry
    - a. Destination
    - b. Well planned

- c. Outdoor rec/mixed use
  - d. Garden
  - e. Skatepark
  - f. Farmers Market
  - g. Arboretum/museum
  - h. Etc.
  - i. Athletics
  - j. Community Gardens
  - k. Bike path
  - l. Ice time (outdoor!)
  - m. Parking for overflow from Riverfront Park
4. Transportation
    - a. Biking
    - b. Walking
    - c. Pedestrian bridge
    - d. Sidewalk expansion
    - e. "4 season" area
  5. Small biz
    - a. Innovation
    - b. Incubation
    - c. City grants
    - d. Loans

Other notes on this sheet include:

- More arts – identify: North End District; No Old Town, streetscape identity, art
- Transportation Plan – biking, walking and cars/parking
- Small biz
- Quarry – what?! Let's maximize that land! With a solid plan for community benefit

- 
1. Widen sidewalks + slow down traffic make it easier to cross Riverfront (at least one side)
    - Greening
    - Permanent public art sculptures to draw people there
    - Public restrooms
    - A unified "Old Town" aesthetic

- Walkability & Traffic control, accessibility, traffic light (crossings)
- Traffic light on Rock and Riverfront

- 
1. Develop vision of west side; conditions of properties. What can be done to assemble land for buildings not being utilized; look at parcels and which ones can be redeveloped for better utilization
  2. Pedestrian traffic make more walkable and convenient
  3. Parking Attracting new business to Old Town
    - a. Complete renovation of interior (especially 400 block of N. Riverfront) – cost is too much to, would hike up rent; historic nature requires specialized; by doing so will help attract businesses

1. Infill

1. Traffic calming
2. Walkability
3. Streetscaping and beautification (art)
4. Alleyway enhancement

1. Traffic calming (not safe for peds & turn lane)
2. Aesthetics (minor front improves)
3. Hold to incentivize greater concentration of businesses (strolling)

1. Walkability
2. Bring more businesses to Old Town (incentives)
3. Bring more people and greater density
4. Diversity of businesses – restaurants, shops, grocers, mfg.

1. Traffic calming/walkability

2. Streetscape & beautification
3. Mountain biking in the quarry

1. Walkability
2. Sustainability

- 
1. Pedestrian Crossing
  2. Leverage Quarry
  3. Increase/leverage Riverfront Park
  4. Alleyway enhancements
  5. Collaborative effort toward buildable/sustainable master plan
  6. Supporting retail businesses on Riverfront and 2<sup>nd</sup> to make more attractive
  7. Adaptation of floodwall to open river
    - Truck traffic to mill
    - Traffic flow for major events at Riverfront Park
    - Evidence use of spaces between buildings and rail line

- 
1. Historical preservation
    - a. Residential
    - b. Commercial
    - c. Industrial
  2. Access to Riverfront park/public safety – emergency access to R. Park if there is a train
  3. Pedestrian friendly corridor/safety
  4. Change Riverfront back to North Front Street
  5. Enhancing biking relationships and trails
  6. Parking
  7. Pedestrian bridge over river
  8. Railroad overpass or underpass

- 
1. Beautification
  2. Sidewalks
  3. Art Space
  4. Pedestrian Lighting

5. Consistent Entertainment and events

- 
1. Traffic (slower)
  2. Parking (more and on and off-street)
    - a. Possibly a ramp
  3. Walkability
  4. Connectivity to the rest of downtown
  5. Preservation/restoration

- 
1. What happens to the quarry?
  2. Pedestrian/slow traffic/alleys
  3. Business vs. residential parking
  4. Former Ember's site (mixed use)
    - a. Roof-top restaurant
    - b. Brewery
    - c. More housing
  5. Residential and commercial building improvement
    - a. Incentives to clean up rental properties

- 
1. 4-way stop at Spring and 2<sup>nd</sup>
  2. Edina Old Town parking plan (review for replication in Mankato)
  3. Bus stops in Old Town
  4. Expand ecosystem for recycling in Dotson and Mankato Iron area

- 
1. Looks more aesthetically pleasing –
  2. Narrow street – make wider sidewalks
  3. Expand sidewalks in Historic Preservation
    - a. Side of street
    - b. Stronger the in to history
    - c. Greening it up
  4. Sculptures – permanent

Other comments on this sheet:

- Public restrooms
- Accessibility – handicapped mobility

- Hubbard museum in Old Mill building
- Stop light on Rock Street
- Walkability

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**January 30, 2016 Responses**

- Landmark anchor
- Art & culture
- Small business
- District boundaries
- Preserve and build
- Maintain the unique identity of Old Town
- Retain the Old Town name
- Unique set of regulations to the Old Town Area
- Transportation (speed signs, traffic speeds, pedestrians)
- Quarry Development – baseball
- Historic character
- Beautification – canopy/wrought iron
- Connectivity
- Make Old Town more inviting – pedestrian friendly, lighting, safety (patrol)
- Improve and expand parking (especially on-street)
- Cleaning
- Landscaping
- Green space (lots of concrete)
- Fountain
- Make it a place people want to go (everyone)
- Cameras
- Map of Old Town businesses
- Pedestrian bridge over river to bring people in
- Parking (more) or bring buses on Riverfront (reroute)
- Safety
- Parking
- Pedestrians (lack of visibility, drunk drivers, traffic speed)
- Problems with excessive alcohol consumption
- Lighting
- Greening (plants, attractive designs, rooftops, vertical walkways to venues and businesses)
- Quarry – drive in theatre, art venue, casino, parking w/trolley to amphitheater, flea market/farmer’s market, pedestrian bridge from Riverfront Park to North Mankato
- Traffic Management/Parking
- Beautification/visual enhancements
- Use of former Ridley building
- Walkability
- Update existing buildings in Old Town and maintaining historic character
- Old Town Square with water feature
- Expand sculpture walk to Old Town
- Upgrade 2<sup>nd</sup> Street (Commercial?, Residential ?)
- Sidewalks and pedestrian safety
- Parking during events
- Continuing historic preservation (historic markers on buildings)
- Repurposing of the quarry (don’t neglect it)
- Alley improvements and buried power lines
- Pedestrian Orientation
- Traffic calming
- Rail lines
- Parking consolidation strategy (change code – minimum parking requirements)
- Quarry (more retail/commercial development)
- Central gathering place/anchor

- Historic character (building standards and historic and new)
- Carriage
- Quarry Development (labyrinth, nature area, farmer’s market, mixed play area, Blue Earth County Fair Grounds)
- Bringing people in – Farmer’s market, art fair, 1<sup>st</sup> Fridays, entertainment venue, festivals, family friendly, local shops
- Carriage rides
- Walkability – easier to cross streets
- Figure out how to make and promote Old Town as a destination – a vibrant retail, hospitality, and historic destination in a growing city that celebrates and remembers its roots
- Like Red Wing- Old Town could welcome small businesses that collectively would offer variety in the experience: artisans , craftsman, chefs, retailers and an Old Town History Center
- A citizens association would be advantageous as the area needs a promotional plan and a team to implement
- Keep historic aspect
- Traffic calming – safe access, streetscaping - beautification
- Maintain good truck access – divert sensibly
- Design patterning updates
- Parking information/access upgrades (foot bridges)

**Online responses**

Pedestrian flow, appealing to young professionals and young families (Mankato's growing populations), ability to sustain an increased traffic flow - in terms of cars and foot traffic - without compromising what's already there
Ability to get around downtown Bring a few more businesses in
Maintaining Old Town charm with design. Creating safe pedestrian crossings. Creating bike lanes. Affordable rentals for families and students! (The high rise apartments being built in Lower North & by the Library are asking \$1000 plus for rentals. That's ridiculous.) Creating community based nonprofit business opportunities.
1. Free parking both for employees of local businesses and customers (now one pays to park at the mall) 2. Keep the business local, no chains 3. Create river access and/or more green spaces 4. Pedestrian friendly
Save/restore buildings and preserve history. Easy to park and walk around. Create reasons to be there...shops, food, festivals...make it a destination.
Safe cross walks Parking - sometimes hard to know where there is parking available
- continued easy traffic flow - pedestrian safety - use of the quarry - improve parking

1. Maintain the look of old town yet allowing new buildings to replace vacant areas. 2. Public safety, need to stop the crime or people won't go down there to shop. 3. Enforce the laws for rental units not to make being a landlord difficult but to make tenants responsible for their actions. 4. Police on foot patrol making people feel safe in the evening doing business there.
Walkable Attracts more local business Attracts tourists
Business, safety, walking areas
Bicycle lanes Landscaping / Greenspace Preservation of historic buildings
I think, so.
Input from Muslim business owners Pedestrian traffic Increased parking Increased use of riverfront park and bike trail
1) Riverfront Park access / improvements. 2) Development of the quarry. 3) Whistle free crossings
1. Low-cost loans to current owners/tenants to enhance properties. 2. Keep businesses accessible by vehicle, but try to limit Riverfront from being heavily-traveled by through-traffic. (Somebody smarter than I will need to figure that out.) 3. Work to be sure that neighborhood businesses include important services like groceries and pharmacies.
appearance, safety, and getting some major businesses to attract more customers.

Walk-Bike-Sit ;- ) Affordability for small businesses to operate in Old Town, and infrastructure/political support for those businesses. Consciously connect the "flow" of the area, from house-based businesses on Broad/2nd to Riverfront Park, from Tourtellotte to Main Street.
Protected crosswalks Slowing down speed on Riverfront Drive More emphasis on Minnesota River More parks/green spaces More art or local aspects unique to Mankato
Keep the downtown feel as in the structure of the buildings. Pedestrian walkways.
1. Parks and River Frontage/Access, 2. Safety (crossing streets, wider sidewalks, general safety of the area, clean up the Oleander, Eagles Club, Midtown Tavern and SuperAmerica), 3. Building Improvement (restore historic frontage, clean up the Oleander, Eagles Club and Midtown Tavern, and improve residential structures), 4. Parking (more and in safer areas), 5.
*Traffic calming *Development some year round destinations *Housing *Food
Traffic and Riverfront crossings, parking and retail friendly environment.
Not sure what is at the top of my list, but parking is certainly at the bottom

Safety
Public areas to relax, eat, talk, and meet. Trees for shade. Less traffic on the street.
Safety of patrons on the downtown area. Opportunities for local small businesses to start or grow. Curb appeal.
1. More parking 2. Increase walk ability 3. More dining options
1. Preservation of long-held community ties. 2. Remembrance of all that has already been sacrificed of Mankato's significant past. 3. Knowledge that current modern architecture and construction have already caused disruption of commute and economic viability of Riverfront and surrounding areas.
1. Pedestrian access, safety, and amenities 2. Are there grants available to spruce up and preserved the historic elements of the store fronts? If so, that would be a priority recommendations 3. Incentives to start up business to make this corridor a center of innovation, commerce, and community gathering
Synchronizing stop lights downtown Find out what businesses need - not what you think they need. Better parking for Riverfront Park - better facilities for Riverfront park
All the people walking in the area. To maintain the original feeling of downtown Reducing the criminal activity

Pedestrian access and street crossings. A vibrant retail/restaurant area. Maximize use/views of the river
Keep the buildings that are there and enhance their current architecture. Make the area more pedestrian friendly. Find businesses to occupy the buildings that would encourage a retail trade rather than office buildings.
Listen to the people first not the engineers
keep the old town look do not add a terrible building like the one downtown across from HYVee.. Make it usable for all. including rest areas and areas of parking
Turning lanes on Riverfront, intersection of Riverfront & 3rd ave, more off street parking, spruce up some store fronts,
1. Pedestrian safety 2. More dog friendly patio areas (I understand and encourage the cities drive to make the downtown corridor more pedestrian friendly dogs will be a natural part of this.) 3. Renovating the exteriors of some of the more rundown buildings. 4. Encourage more family friendly businesses in the area. 5. Get the pawn shop to remove the flashing light in its window it is a hazard when driving
Infrastructure updates Walk and bike ability

<p>1. Adequate parking 2. Pedestrian bridges over Riverfront Drive or tunnels under it. Same with the railroad tracks. 3. Keep with the small shop or boutique shop atmosphere. 4. Add in permanent bathrooms and maybe cold storage at the Riverfront Park. 5. Make the area more of an attraction of novelty to draw people in</p>
<p>multi-mode transportation planning including plenty of infrastructure for pedestrian and bicycle traffic along with the cars. Slightly lower speed limits ample parking for shopping downtown.</p>
<p>Safety, ambiance and function</p>
<p>make sure buildings are sound structures , make it safe for people to walk, maybe more free parking</p>
<p>The top three things to prioritize would be increased parking, emphasizing local businesses to come down to old town, better cross walks and bike lanes, variety of storefronts and speed limit on riverfront</p>
<p>1. Public Transportation both within the city and regionally. 2. Walkable and bikable routes</p>
<p>clean up the rental property, more police walking around, people getting involved</p>
<p>parking, decorative flower pots, overall Victorian-type ambience</p>
<p>traffic control green space/landscaping parking</p>

<p>Pedestrian friendly, restaurants, outdoor patios and benches, art and landscaping</p>
<p>#1 - Lessen traffic on Riverfront. #2 - Make Old Town more ped and bike friendly.</p>
<p>Beautification Parking eCommerce</p>
<p>Pedestrian friendly.</p>
<p>Riverfront park event parking, Christmas/Holiday decorations for the area</p>
<p>Preserve the historic look, farmer's market and people friendly areas and shops.</p>
<p>1. Improve pedestrian traffic ways. 2. More off-street parking. 3. Reduce the Speed Limit on Riverfront through Old Town.</p>
<p>Parking Easing Traffic - not constricting it with single lane Seasonal Decorations - Lights</p>
<p>1. Easy access and flow of traffic (parking, etc.) 2. Sustainability of any recreation area, etc. developed. There is always a maintenance cost; make sure it is in place before building. 3. What will benefit the city most and hopefully not take away from other areas in the city. If Riverfont Park is expanded and has potential for more big events, concerts, etc, Are there enough of those events (and can the people support them enough) to make it worth it so the park does not sit idle more than it is active.</p>

Pedestrian and bicycle friendly. More parking less traffic. Tie this area into the rest of downtown and Riverfront park. Also, aesthetics are important. Keep the historic feel and enhance it.

Parking, safety, supporting small business,

parking creating new rental areas provide affordable retail space

The Historic theme, traffic flow, parking.

Question #4.

What is your Big Idea for Old Town?

- Quarry Improvement
- Vibrant area like downtown Duluth – be a destination
- Awesome restaurants
- Big Events – Arts, Concerts, Festivals
- Streetscaping (slow folks down)
- Outdoor eating options
- Extend Madison Avenue through the Quarry to parallel tracks toward the bridge
- Green
- Pedestrian friendly
- Lights on silos
- Bridge Plaza built
- Pedestrian bridge to North Mankato
- More green space
- More flowers on Riverfront
- Rooftop dining
- Landscaping
- Parking
- Mixed use development
- Outdoor movies at Riverfront Park
- Baseball park in the Quarry
- Public restrooms
- Pedestrian Bridge or walkway to Riverfront Park
- Elevated river walk (using flood wall) – High Line Park in NYC
- Destination in the Quarry – multi-use
- Buildings built into the quarry wall
- Marina/Bay with restaurants on the river
- Street car
- Pedestrian bridge
- Endless potential with the quarry
- More business/places/restaurants
- No road through Quarry!
- Both sides of the street be retail
- Interesting residential along riverfront with river views and retail
- Huge murals on the flour mills
- Unify community with a goal, community commitment
- Make pedestrian bridge over railroad
- Multi-use development in the quarry
- Old Town become urban village, everything you need within walking distance (grocery)
- Connect river to Old Town – provided opportunity
- Housing with river views
- Parking ramp
- River access improvement at Riverfront Park
- Blue Earth County Fairgrounds
- Quarry connection to Riverfront Park (pedestrian)
- Quarry into Farmer’s Market
- Steamboat
- Marina
- Promenade over dike wall with vendors (with Paris style book stalls)
- Century Club V.Z.O.
- Multi-sports complex in Quarry
- Local entertainment /restaurant/shopping identity

- Drive-in movie theater (in Quarry)
- Quarry – farmer’s market, makers mart, global market, active sports complex, Moondogs field, tiny house community
- Bury powerlines in alleyways or string them with LED lights
- Rooftop restaurant on former Ember’s site
- Maintain historic diversity (including Limestone brick, etc.)
- Create Silicon Valley in the Quarry (medical valley...high tech)
- Use quarry as something practical but cool and taxable
- Use existing assets to complement one another
- Move Riverfront Drive closer to the river...turn existing road into something like South Front Street
- Foot bridge over the river
- Trolleys and historic tour
- Whiskey
- Rock climbing
- Light rail to cities
- Baseball field (Moondogs)
- Ice arena/sports complex in the quarry
- Historic riverboat
- Quarry – county fairground
- Rebrand Old Town/ North End District
- Identify brand
- North End
- Lighting
- Flour heritage incorporated/art museum – Like Fitgers
- Brick/Stonework heritage incorporated
- Water/Ice park behind the Quarry
- Combine art (sculpture)/business/recreation (fair)/residential
- Trolley car reminiscence
- Riverboat
- Look how Duluth blends art and business
- Redevelop Quarry for wall climbing, camping, biking, running, river access, sports complex
- Farmer’s Market
- Beautification
- Removable flood walls for river access
- Duck boats to North Mankato/Sibley/St. Peter
- Train rides (Dinner Car)
- Saulpaugh replica (on Embers footprint)
- Drive In Theater
- Fun City
- Rooftop restaurant
- Riverwalk (restaurants along the River)
- Trolley (San Fran – like, Street Car Look)
- Ferry boats
- Different dining day and night Galena – New Orleans
- Maintain/Enhance Historic Character
- Well promoted Street Fair/Bizarre/1<sup>st</sup> Fridays Concert (Affordable vendors)
- Lord Fletcher’s Southwest – a destination like the town in England – celebrate the river see; Chester, England
- Create a place to dine outside, view river
- We want a train and train depot: Down Today and Back Tomorrow Maybe

**January 30, 2016 Responses**

- Move rail lines another City block for future development
- Large public space/pedestrian market
- Something innovative/big
- Artistic banners on the silos
- Water feature
- Rooftop bar/Riverside restaurant

- Old Town tagline – “An experiment destination with historical charm.”
- Fishing/Swimming pond in the Quarry; Scuba diving
- Air trolley/monorail (Like zoo and state fair)
- Get rid of the train (underground)
- Amusement park
- Pedestrian Bridge from Riverfront Park to North Mankato
- Make Riverfront like Kiwanis lights – make it something that people want to see
- Make it a hot spot so people are directed to the mall
- Hotel w/waterpark in the quarry
- Excursion riverboats docked by Riverfront Park – eating on boats and boat cruises
- Use railroad more than cargo; like zephyr. Rail transit – use depot
- Make quarry like Central Park; walking green space, bike trails, big fountain, mountain bike, rock climbing
- Rebrand, redefine the look and feel...people, art, culture, preserve and build
- Casino
- Renaissance Festival
- Riverboat gambling
- Shipping container district
- Sports/activities complex – indoor/outdoor with waterpark
- Create a gateway in the quarry
- Parking for growth and sustainability of Old Town area
- Old Town Quarry Casino and entertainment center w/ park for the arts
- Light rail/ trolley transportation system from Sibley Park to Riverfront Park

- Zip line recreational park - make boat ramp “user friendly”
- Support/assistance to establish new business
- Grass area Eagle Building – potential parking area
- Fabrege Egg Sculptures
- Skyways connecting buildings historically appropriate)
- Art/painting on Hubbard Silos
- Sports Complex in Quarry
- Dinner train rides
- Riverboat cruises and restaurant
- Zoo and botanical garden in Quarry
- International Market Square

**Online responses**

A place where people come from all over Minnesota to go to that one shop (whatever it is) that they can only find in Mankato!
Showcase arts, music & culture.
Something like grand kabaret in new Ulm...arts, live music, food.
It should be more inviting to foot traffic. Maybe a small park/green area.
Improve riverfront park with a better stage, gating possibilities and parking in the quarry. Large summer events will help all of downtown.
Reduce real estate taxes in the area and instead of the City always spending money on projects by reducing the cost of ownership may attract business and home owners in that area. Even reducing the City portion of the tax to 0 for 5 years.

Tree lined streets, wide sidewalks, and specialty shops. A real downtown feel, something that people come to Mankato for. People used to go New Ulm for the similar feel. I'd like to see patio cafes, more unique stores and bars and restaurants geared towards the older crowd. The young folks can have the other end. I'd love to see the Coffee Hags street fair expand and become a major event.

Traffic lights run by pedestrians in a few choice/busiest pedestrian areas. They have them in Florida and the light only stops traffic when a pedestrian is needing to cross the road.

**PARKING!!!**

Old town connecting more with south front street

1) Whistle free crossings. 2) Sensible development of the quarry, which may require acquiring the piece of land at the corner of Riverfront Drive and Vine Street. I think this lot is a landscaping business right now but it could be a gateway entrance for the quarry redevelopment.

Figure out a way to route thru traffic around Old Town but without disrupting the legitimate needs of businesses/individuals who really need to get from downtown to Highway 14.

I think it would be a good idea to make it similar to "The District" in Rock Island IL. Check out [ridistrict.com](http://ridistrict.com)

A greater variety of housing might help the area retain its "neighborhood" feeling, which I would prefer over a "destination" ethos. I don't live there, but I want to feel like I'm visiting friends, not being a tourist.

Including more art/things unique to Mankato.

Keep it simple.

The riverfront space really needs to be highlighted and something added there. There's beautiful river trails bring an event or three and a venue or three to the space and promote the active outdoor nature trail cycling walking life.

Not my BIG idea, but dig out the Old Town designs from 30+ years ago - improve the look of the front of the commercial buildings and streetscape, improve lighting, parking and walking in the rear in the alleyways. The plans included an open air market. At the time the farmers market was planned. I would prefer the fronts restored, but then the city would eliminate the only way to get through that part of town easily. The downtown is more difficult to get around in and park. Many people still avoid it downtown/old town.

Mixed housing and retail development close to the river

I would love to see a 50th and France of Edina look to the area with an increase of smaller boutique type shops and locally owned restaurants.

Add restaurants. Add drive-in theater. Demolish Civic Center plaza and reconnect Old Town to Front Street

Ask Art Petrie.

Public areas to relax, eat, talk, and meet. Trees for shade. Less traffic on the street.
Farmers Market in the lot by the library, where Embers use to be.
Parking ramp
Restore and preserve what's left of Mankato's original appeal and success. Many, MANY older and younger residents feel that current 'progress' is a hindrance and an eyesore. Traffic ease and accessibility of long-established mainstays of Mankato have been crippled, causing not only a lack-luster opinion of Mankato's forethought, but its future for potential residents as well.
Any way to urge Cargill to spruce up and restore the historic qualities of the Mill? The Mill is so iconic and such a looming presence on Old Town, fixing up to a pristine state could set a tone and expectation for the corridor.
Let Mankato evolve - don't force it to "Develop"
Possibly add skyways for people. It helps people get around who are walking without disrupting traffic. Making it safer and more efficient for everyone

Use the old Coughlan Quarry for something really unique that ISN'T sports or entertainment related. (We have enough of that already). Having a farmer's market and flea market there would put our City on the map as having something really unique and would be a draw for people from nearby towns. It would encourage a lot of use and foot traffic near Riverfront but not directly on it. Parking could be available on the Quarry side of the road
Make it attractable for all, but include senior citizens we do not want to live out in some field like in North Mankato.
Don't have one
A family friendly area with fun shops/food
Huge farmers market Food trucks Recreation paths that connect to form a way to be physical active and enjoy nature while downtown
Parking for Riverfront Park and zone for small shops to support it. Maybe hold some outdoor theater or carnival acts around the park.
I like the idea of the mural I outlined above. Similar in scope to the murals in downtown Good Thunder.
We have a beautiful river. I would love to see that area somehow start to focus on that.
make something out of old post office to attract people down to area

My big idea for the area would be to bring the farmers market down to old town. I think that the two go hand and hand, and both can really boost each other's image. Having the farmers market down in old town would also promote another local "business" in the sense that the market is not just one business but several. I think it's a win-win on both sides

A trolley that circles the Old Town/Downtown area

making it safe at night

When plans are made for the quarry land, no housing should be involved. There should be some parking for events, but other uses should definitely be public, such as parkland directly on the riverside.

Use St. Peter as an example of how they tried to make their downtown shops more accessible

A place that entertains. A place you can bring family from out of town and show them a good time. Mini golf, outdoor art, outdoor restaurant patios, tourist shops, music. FUN!

Make Riverfront one-way going south. Make 2nd Street one-way going north. At which cross streets that is done should be up to city planners. OR... route all traffic off of Riverfront thru Old Town and turn it into a mall. Place southbound traffic on a new road on the east side of the railroad tracks behind the existing structures on Old Town. Place northbound traffic on 2nd Street.

No big idea... I'd just like to see our neighborhood improve and somehow bring the charm back to our area like North Mankato has done with property values in lower North. It all starts with a sense of community and neighborly neighbors but hosting more events in Washington Park would be a nice start. It's a big wonderful park and I'd love to see it used to promote community events. Maybe yoga in the park, or snowshoeing lessons, or art project/tutorials? It's just a thought. I know that through Community Ed there are some programs but I'm not sure how often they utilize our park?

A low level (maybe 3 story) parking ramp behind stores on west side of Riverfront to help with event parking and in the long run shopping, too

Farmer's Market.

Pedestrian bridges or skywalks

I don't think it needs a big idea. I think that a few more solid small businesses could really make this part of town the cool small business corridor.

I think re-engineering and beautifying the 3rd Ave./Riverfront area is needed. This may mean someone buying a couple houses on the corner of Riverfront and 3rd. Ave. (houses appear to be somewhat run down rentals) and maybe Pizza Hut. That corner could be re-engineered and be more of a gateway, to the quarry and whatever it ends up used for (trails, parks, etc.).

An over the road arch with the "Old Town Mankato" name as you enter the area.

No idea
improving on parking
Wider sideways.

## OPEN HOUSE - PUBLIC COMMENTS, JUNE 21, 2016

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### Pages 1-2

- Fix up alleys! ☺
- “Bury powerlines”
  - → Yes
  - → yes
  - → echo!
- N. 2<sup>nd</sup> Street is my home – don’t even think about parking or business there
- Matching alleyway work with parking opportunities for better walkability . . . encourage shopping.
- Trees to break up sun reflections on windows and moderate summer heat.
- Slow traffic.
- Safer pedestrian walkways.
- Connect to Front Street.
- Pedestrian safety across Riverfront for park and shops!
- Both S. Front / Lincoln Park (historic district) and Old Town are equally important.
- Stop lights every 2-3 blocks.

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### Pages 2-4

- Slow traffic, yes.
- Reduce volume? May hurt businesses
  - → it won’t.
- Mentioned stop sign on N. 2<sup>nd</sup> to slow traffic. Preferably at Spring and N. 2<sup>nd</sup>.
- Bike lanes on 2<sup>nd</sup> Street makes more sense than on Broad – never, ever seen a bike on those lanes.
- Stop sign on Elm Street and Riverfront.
- Slow traffic down.
- Add park letters – access from alley parking to the street.

- Help businesses obtain awnings and allow to personalize or brand selves!

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### Pages 4-6

- Crossing islands are a great idea!
- Round-a-bout on N. Riverfront to slow traffic
  - → Agree
  - → Yes – agree
- Wider sidewalks if you allow “street cafes.”
- Bring a “front porch” feel to some of the businesses.
- Light with left/right turn lane / signals on Riverfront/Rock Streets
- Public transportation – rail
- Crossing enhancements means stopping traffic – add stop signs on 2<sup>nd</sup> street.

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### Pages 6-8

- Find huge boulders for placement along Riverfront.
- Connection to river with removal of railroad?
- Rail to/from TC should terminate in City Center
  - → agree!
  - Won’t happen city didn’t work with DME (Canada doesn’t care)
  - Nice idea.
  - Yes – at the Depot!
- Build a marina behind the Union Depot, behind Reconciliation Park, and right next to the bike path entrance. Put a steamboat in the marina, and it becomes a Grand Entrance for Old Town.
  - Good one - landing

- What about the floodwall? Or would there be dry docks?

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#### Pages 8-10

- DO NOT put Madison Ave through Riverfront and into the Quarry!
- Any new buildings should look like older style
  - →Agree
- Please don't allow any tall buildings being added in or near Old Town.
- No colored lights on the bridge...that is not preserving "Old Town Look."
- When going for NRHP/NPS funding – watch out for future limitation in land use/building changes.
- Allow for seasonal decorations on light poles.

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#### Pages 10-12

- Route traffic at Madison and Riverfront to 2<sup>nd</sup> Street or Broad then back to Riverfront at Plum. Allow emergency traffic only on Riverfront to give businesses a chance to survive. The 40 MPH traffic now is unacceptable. Have to maintain cross traffic at the intersections. This would allow the Old Town area to have sidewalk businesses etc.
- Have you ever seen how fast the traffic is on 2<sup>nd</sup> Street? Traffic was already routed off Riverfront Drive to 2<sup>nd</sup> Street by Veteran's Bridge.
- Architectural – Design context to historical character is important, but let the creative people do it. It's ok to blend materials.

#### Pages 12-14

- Yes! Art! Love the signal boxes. Let's do all of them.
- Bike racks...yes bike lanes too
- Creative bike racks – great idea!
  - Make sure they are functional racks that are placed properly.
- Encourage art studios, smaller storefronts, like old buildings with several businesses inside.

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#### Pages 14-16

- LED lighting on trees/buildings throughout Old Town could create a feeling of oneness or connection.
- NEED MORE LIVE MUSIC VENUES. Please support.
- Yes to parklets!
- How are lights on a bridge to create a link?
- Expand City Walking Art Tour to this area.
- REINSTATE ANTIQUE CHRISTMAS DECORATIONS (SWAGS/WREATHS ACROSS STREET) AS SEEN IN OLD PHOTOS.
- I really like the "mural" idea! As much art as possible should be incorporated to make it "The Arts District."
- Limit drinking establishments.

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#### Pages 16-19

- Dog friendly events and spaces.
- Accessible gardens? Google it – NOT community gardens. Cutting edge therapeutic.
  - Does not have to be cost prohibitive.
- Lead.
- Build a stadium.

- Quarry – County fairgrounds.
- Add a city park for camping in quarry.
- Outdoor movies each week?

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#### Pages 18-19

- Incorporate Principle 2 (Urban Village) into Principle 1 (Quarry reuse) – quarry should be designed along urban village lines.
- Rear façade improvement
  - → Yes. 😊
- Include the river in the plan.
- PLEASE IMPROVE AIR QUALITY!
- Need density of housing, and variety to create urban village and services.

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#### Pages 20-21

- Old Town is stronger as a part of City Center structure. O-T Business group as a sub-set of CCP.
  - → agree.
- Duck boats
  - → agree!
- Neighborhood character and historical compatibility critical.
- Provide loan forgiveness on all homes all 2<sup>nd</sup> Street. It needs money to repair homes.
- Reduce rental properties on west side of N. 2<sup>nd</sup> – presently a free-for-all with the present zoning
  - Second that!
- Educate and assist (financially) various residences / shops on 2<sup>nd</sup> Street to better mesh ideals vs. staid expectations (creativity vs. compliance)

#### Pages 23-28

- Pages 23, consider a tactic stating: establish a collaborative effort to brand the district.
- Brand! Brand! Brand!
- Limit use of CCP in building buz in Old town – Not really their thing.
- Try not to “fee” or “tax” the businesses or land owners out of their sites. May be difficult to find a reasonable or fair way to pay for associations and partnerships and marketing.

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#### Pages 22-23

- Hire artists to paint a mural on the MN IRON METAL wall. Green up the empty gravel parking lot, and have a Farmer’s Market.
- Yes Farmer’s Market.
- Yes – Farmer’s Market. Maybe in quarry?
- MURALS allowed on buildings representing the origin of building
  - Good idea
  - Good ideas for parking. Overlap times to allow longer stays.

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#### Pages 25-26

- Farmers Market is a great idea.
- PAM is a great organization – explore Main Street Program!
- THE LIVE MUSIC 8/B LOCAL.

## OPEN HOUSE – IMPLEMENTATION PRIORITIES, JUNE 21, 2016

Attendees were given four votes for their top priorities of the implementation tactics.

IMPLEMENTATION TACTICS	NUMBER OF VOTES
Riverfront Drive Corridor Study should examine right-sizing the street & other complete street elements to reduce traffic speeds	36
Improve alleyscaping	33
Improve access and connections to river	29
Develop a plan to reuse the quarry	27
Encourage Riverfront Drive/Second Street to be a walkable environment	26
Explore collaborative possibilities of a market	21
Provide financial support for rehabilitation	19
Integrate artist-painted murals and designs	19
Encourage festivals and events	14
Improve pedestrian crossing of Riverfront Drive	14
Encourage rear façade improvements	12
Develop design guidelines and promote their use	8
Integrate decorative lighting	7
Integrate gathering spaces into public infrastructure	7
Foster historically sensitive design for infill spaces or redevelopment	6
Foster a multi-modal transportation network	6
Build community support for preservation through education and awareness	6
Evaluate zoning district standards and alternative zoning methods	5
Improve pedestrian crossing of Second Street	5
Promote a variety of housing on North Second Street	5
Create temporary gathering spaces	3
Identify substandard structures for rehabilitation	3
Consider establishment of a special service district	3
Establish a collaborative effort to brand the district	3
Consider historic designations	2
New residential construction shall conform to the Washington Park Pattern Book	2
Determine roles and responsibilities of possible players in a business association	2
Partner with Greater Mankato Growth and the City Center Partnership to actively market Old Town business vacancies to targeted businesses	2
Form partnerships on special events and promotions	2
Consider incorporating as a non-profit	1
Improve pedestrian connections from Old Town/Second Street to city center core/entertainment	1
Rail corridor mitigation	1
Evaluate downtown design district standards	1
Identify vacant or underutilized parcels	1
Consider cooperative opportunities	1
Explore business related partnerships	1
Explore membership in the Preservation Alliance of Minnesota's Main Street Program	1
Provide wayfinding signage	0
Partner with Greater Mankato Growth, City Center Partnership and Private Property Owners to market the area as an urban village	0
Partner with Washington Park Neighborhood Association	0
Partner with Twin Rivers Council for the Arts on public art and cultural opportunities and promotions	0