CITY OF
BLOOMINGTON
MINNESOTA

Planning Commission
AGENDA

PLANNING COMMISSION REGULAR MEETING
THURSDAY, OCTOBER 1, 2026
COUNCIL CHAMBERS
BLOOMINGTON CIVIC PLAZA
1800 W. OLD SHAKOPEE RD.
BLOOMINGTON, MN 55431
6:00 PM

ANNOUNCEMENT

This meeting will be held in person and electronically via Webex. Some Planning Commission members, testifiers, and presenters may participate electronically as permitted by Minnesota Statutes. Members of the public may participate in person or electronically. Directions are provided below.

To watch the meeting:

- Attend in person
- Watch online at blm.mn/btv-live or the City's Youtube channel at blm.mn/youtube
- Watch BTV (Comcast channels 859 or 14)

To provide testimony on a public hearing item:

1. Participate via phone (testimony for public hearings only) by dialing **1-415-655-0001**.
2. Enter the access code: **2634 494 9753**, and the password: **7526#**
3. Press **3* to "raise your hand" to indicate a desire to speak; your line will remain muted until it is your turn.
4. When it is your turn to speak, the Planning Commission Secretary will call on you by the first six digits of your phone number and will unmute your line. Listen for notification that your line has been unmuted and state your name before speaking.

*Note for long-distance calls: Consider calling methods to reduce or eliminate long distance charges).

CALL TO ORDER

The Planning Commission requests that attendees silence cell phones during the meeting. A copy of the full Planning Commission packet and agendas are available to the public at the entrance of the Council Chambers.

The Planning Commission serves in an advisory role to the City Council on development proposals, development standards, long-range planning, and transportation issues.

Depending on the type of application, the Planning Commission may serve in a decision-making capacity or make a recommendation to the City Council, which is the final decision-making authority.

Items before the Planning Commission may include both study items and public hearings.

- **Study Items** are presented for discussion and direction, and do not involve formal Commission action.
- During **Public Hearings** members of the public are invited to provide testimony before the Commission takes a formal action.
    - Public testimony may be provided in person at Civic Plaza in the Council Chambers or remotely in accordance with the meeting participation instructions included with the agenda.

PLEDGE OF ALLEGIENCE

1. HEARINGS, RESOLUTIONS, & ORDINANCES

To address the Planning Commission on a public hearing item, please approach the podium, clearly state your name, and after you have spoken, please sign the roster so the City can accurately include your comments in the official meeting minutes.

For ordinance items, the Planning Commission serves in an advisory role by reviewing proposals and making recommendations to the City Council. The City Council is the final decision-making authority for all ordinances.

1.1 Public Hearing: Conditional Use Permit for Remote Airport Parking at 3601 American Blvd. E.

2. ORGANIZATIONAL BUSINESS

Includes study items, updates, and presentations from City staff, divisions, and other departments, as well as other business related to the Commission's work and responsibilities.

2.1 Study Item: Sports, Health, and Recreation Use Review

3. APPROVAL OF MINUTES

3.1 Consider approval of draft Planning Commission meeting synopsis.

4. PLANNING COMMISSION POLICY ISSUES AND UPDATES

4.1 Planning Commission Policy and Issues Update

ADJOURNMENT

BloomingtonMN.gov: A yearly meeting schedule, agendas, and the official minutes once approved are available. If you require a reasonable accommodation, please call 952-563-8733 (MN Relay 711) as soon as possible, but no later than 9:00 a.m. one business day before the meeting day.

Our mission is to cultivate an enduring and remarkable community where people want to be.

CITY OF BLOOMINGTON MINNESOTA

Planning Commission Item

Originator	Item
Community Development	**1.1 Public Hearing: Conditional Use Permit for Remote Airport Parking at 3601 American Blvd. E.**
Agenda Section **HEARINGS, RESOLUTIONS, & ORDINANCES**	Date October 1, 2026

Requested Action:

Note the Planning Commission has final approval authority on this Conditional Use Permit application unless an appeal to the City Council is received by 4:30 p.m. on October 6, 2026.

Staff recommends approval through the following motion:

In Case #PL202600156, having been able to make the required findings, I move to adopt a resolution approving a 490-stall remote airport parking facility within an existing parking structure located at 3601 American Boulevard East, subject to the conditions and Code requirements listed in the resolution.

Item presented by: Michael Centinario, Planning Supervisor

Description:

Conditional Use Permit to establish a remote airport parking facility within an existing parking structure located at 3601 American Blvd. E.

Attachments:

Staff Report
Resolution of Approval
Project Description
Plans Submitted - Riverview Office and Parking Structure
Parking Study
Pre-Application Comment Summary
Proof of Publication

Notification Map

GENERAL INFORMATION

Applicant:	Bloomington QOZ Ramp, LLC (owner and applicant)
Location:	3601 American Blvd. E. (existing parking structure) 8009 34th Avenue S. (Riverview office tower)
Request:	Conditional Use Permit to establish a remote airport parking facility within an existing parking structure located at 3601 American Blvd. E.
Existing Land Use and Zoning:	Parking structure; zoned HX-R(PD) High Intensity Mixed Use with Residential (Planned Development)
Surrounding Land Use and Zoning:	North – Remote airport parking; CX-2(PD) South – Surface parking; HX-R(PD) East – Apartment building; HX-R(PD) West – Hotel, office, and apartments; HX-R(PD)
Comprehensive Plan Designation:	South Loop Mixed Use

CHRONOLOGY

Planning Commission	10/01/2026	Public hearing scheduled

DEADLINE FOR AGENCY ACTION

Application Date:	08/26/2026
60 Days:	10/25/2026
Extension Letter Mailed:	No
120 Days:	12/24/2026
Applicable Deadline:	**10/25/2026**

STAFF CONTACT

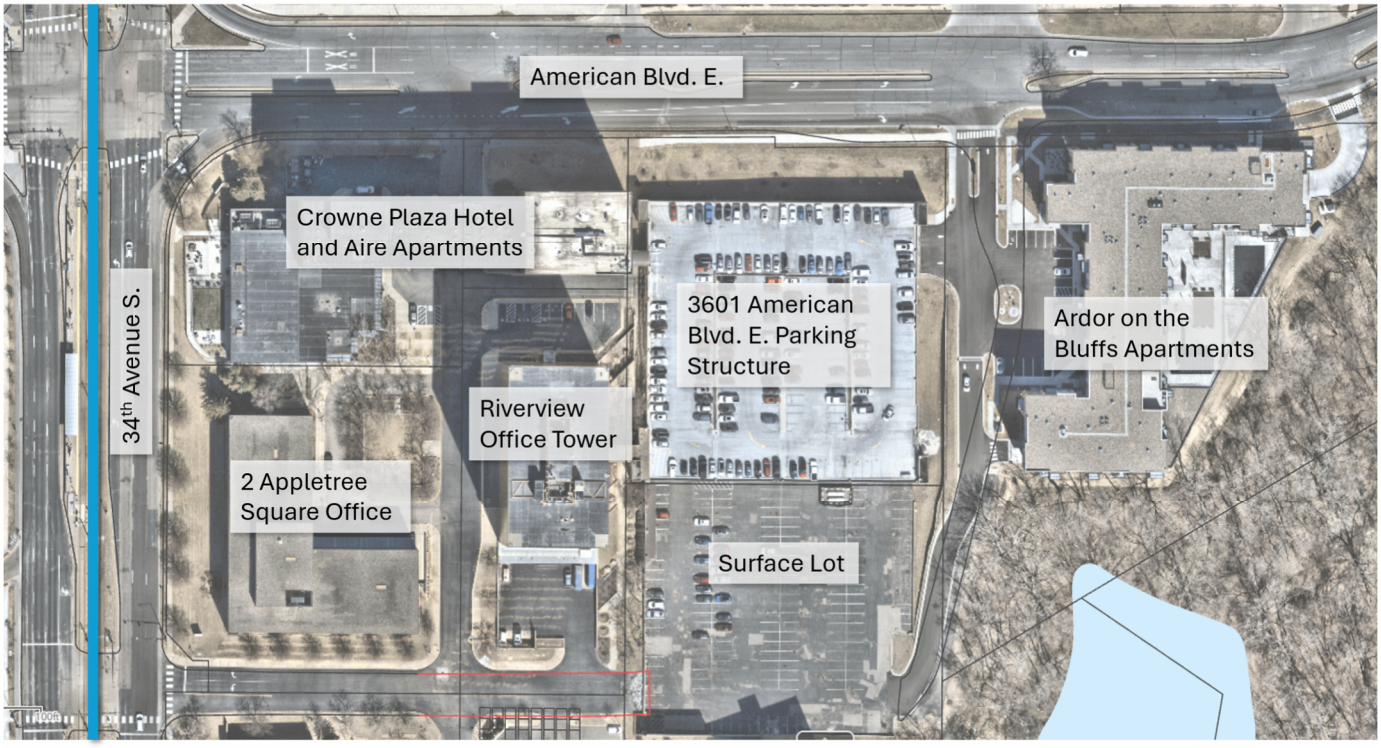
Mike Centinario, Planning Supervisor
Phone: (952) 563-8921
E-mail: mcentinario@BloomingtonMN.gov

PROPOSAL

The applicant is seeking Conditional Use Permit (CUP) approval to operate a remote airport parking facility within the existing parking structure located at 3601 American Blvd. E. The parking structure consists of 1,200 parking stalls, which are shared by a variety of users. Those users include the Crowne Plaza Hotel, Aire Apartments, the Riverview Office Tower, and the 2 Appletree Square office building.

The application materials depict how signage and circulation would be implemented on and within the parking structure. The applicant also provided marketing materials for the app that would be used for customers to book parking space. A lobby on the first floor of the Riverview Office Tower would serve as an airport parking waiting area. Shuttles would transport customers from the lobby to and from MSP. The Crowne Plaza Hotel already operates shuttles; the shuttle service would be expanded to serve all the users within the planned development – airport parking customers, office tenants and visitors, Aire Apartments, and the Ardor on Bluffs apartments. Graphic 1 below depicts the various sites by name.

Graphic 1: Development Site Names



BACKGROUND

City Planning staff conducted an Airport Parking Study to better understand airport parking-related uses throughout the city and to make recommendations on changes to City Code based on the study's findings. That study concluded in September 2025, and one change to City Code was the addition of remote airport parking as a conditional use in the CX-2 and HX-R zoning districts (see Case #PL202500089 for additional background information).

ANALYSIS

Land Use

New remote airport parking facilities are limited to *existing* parking structures located in the HX-R Zoning District. New remote airport parking facilities are limited to existing parking structures to avoid a proliferation of remote airport parking uses within the City. Remote airport parking is a conditional use in the HX-R district, hence the approval of a CUP is required prior to operation. Further, a parking study must be conducted by an independent third-party traffic engineering firm to demonstrate there is excess parking capacity in said structure. That parking study was completed by Alliant Engineering and is detailed below. The parking study report is included in the Commission's packet.

Parking and Traffic Analysis

Incorporating a remote airport parking use at the Riverview Office parking structure has long been in the works. Previous owners proposed an interim use permit for remote airport parking, but an interim use permit application did not materialize. The recent City Code amendments allow permanent rights for remote airport parking. However, there must be a mechanism to analyze *how much* remote airport parking can be implemented without creating significant parking challenges for tenants and guests that must share the limited parking supply. The language established in City Code to address the *how much* question is as follows (see § 21.302.41(c)(1)(A)):

> *The excess supply dedicated to remote airport parking may be determined either by parking spaces exceeding the off-street parking requirement in § 21.301.06(d) or by a parking study. The parking study must be conducted in accordance with an accepted methodology approved by the city issuing authority, prepared by an independent traffic engineering professional under the supervision of the city, and paid for by the applicant. In the event other uses that share the parking structure are vacant, the parking study must model the parking demand for all uses as if they were operating at full occupancy.*

A parking study was completed by Alliant Engineering prior to staff accepting the Conditional Use Permit application. Figure 1 below is taken from that study. Table 11 represents a shared parking demand analysis that models the maximum parking demand for the various users of the parking structure.

Figure 1: Table 11 from Parking Study

Table 11. Shared Hourly Parking Demand – Full Occupancy

	Aire Apartments		Aire Apartments		Crowne Plaza		Riverview Tower		2 Appletree Square		Existing Land Uses		Park and Fly
	Rate:	0.68	Rate:	0.75	Rate:	0.64	Rate:	1.95	Rate:	1.95	Total	Ramp	Remaining
Starting	Units:	167	Units:	18	Units:	175	Units:	240.539	Units:	100.681	Spaces	Spaces	Available
Hour	Capacity:	100%	Capacity:	100%	Capacity:	100%	Capacity:	100%	Capacity:	100%	Occupied	Occupied	Spaces
1200	100%	114	100%	14	100%	112	0%	0	0%	0	240	240	960
100	100%	114	100%	14	100%	112	0%	0	0%	0	240	240	960
200	100%	114	100%	14	100%	112	0%	0	0%	0	240	240	960
300	100%	114	100%	14	100%	112	0%	0	0%	0	240	240	960
400	100%	114	100%	14	100%	112	0%	0	0%	0	240	240	960
500	99%	113	99%	14	100%	112	0%	0	0%	0	239	239	961
600	94%	107	94%	13	90%	101	0%	0	0%	0	221	221	979
700	81%	92	81%	11	90%	101	13%	61	13%	26	291	265	935
800	74%	85	74%	10	90%	101	47%	221	47%	93	510	417	783
900	68%	78	68%	10	80%	90	87%	409	87%	171	758	587	613
1000	66%	75	66%	9	74%	83	99%	465	99%	195	827	632	568
1100	63%	72	63%	9	67%	76	100%	470	100%	197	824	627	573
1200	64%	73	64%	9	65%	73	86%	404	86%	169	728	559	641
100	60%	69	60%	9	61%	69	84%	395	84%	165	707	542	658
200	53%	61	53%	8	59%	67	93%	437	93%	183	756	573	627
300	56%	64	56%	8	58%	65	93%	437	93%	183	757	574	626
400	62%	71	62%	9	61%	69	85%	399	85%	167	715	548	652
500	68%	78	68%	10	60%	68	57%	268	57%	112	536	424	776
600	72%	82	72%	10	62%	70	21%	99	21%	42	303	261	939
700	78%	89	78%	11	65%	73	0%	0	0%	0	173	173	1027
800	83%	95	83%	12	70%	79	0%	0	0%	0	186	186	1014
900	88%	100	88%	12	75%	84	0%	0	0%	0	196	196	1004
1000	93%	106	93%	13	88%	99	0%	0	0%	0	218	218	982
1100	97%	111	97%	14	97%	109	0%	0	0%	0	234	234	966
MAX	100%	114	100%	14	100%	112	100%	470	100%	197	907	710	490

The study modeled that peak parking demand within the parking structure would be 632 stalls, meaning 568 stalls would remain that could be utilized for remote airport parking. Initially, the applicant proposed 568 stalls for the CUP application. However, this estimate does not consider each use individually at full occupancy as required by City Code. At the bottom of the table, the "MAX" parking demand depicts the highest parking demand anticipated for each use. The total MAX structured parking demand is estimated to be 710 stalls, which leaves 490 stalls for remote airport parking. Staff is supportive of 490 stalls in accordance with the application of the City Code.

Using the MAX parking demand for each user is deliberate. Staff acknowledges the parking demand for different uses may peak at different times of the day. Using the MAX parking for all uses as opposed to the peak hourly demand would allow a small parking supply buffer to remain. Allowing remote airport parking to occupy the entirety of "remaining available spaces" (568 stalls) would lead to an effective undersupply of parking stalls at certain times. During peak periods, drivers would circulate unnecessarily looking for an open parking space.

Additionally, the parking study allocations for Aire Apartments is based on demand as reported by the property owner, which is far below City Code requirements. The parking supply allocation for

studio and one-bedroom units is 0.68 stalls per unit. The allocation for two-bedroom units is 0.75 per unit. City Code currently requires 1.6 and 2.0 stalls, respectively.

Aire Apartments, which consists of apartment units retrofitted from hotel rooms, is ideally situated for substantial reductions from City Code parking requirements. It is located right next to the American Boulevard Station of the Blue Line Light Rail Transit (LRT) facility within the South Loop District, where the City generally encourages less parking supply compared to areas that are not as well served by transit. In addition, the applicant has operated Aire Apartments for several years at this point and has established what the market demands for parking supply. A substantial proportion of residents do not have a motor vehicle and do not need a parking space. Nonetheless, given how many fewer stalls are allocated to the residential component, it leads staff to recommend a slightly more conservative remote airport parking quantity as required by Code. Again, staff supports up to 490 remote airport parking stalls within the parking structure.

Landscaping and Lighting

No changes to landscaping and lighting improvements were identified in the application materials. The applicant previously made some upgrades to parking structure lighting when Aire Apartments were constructed within the Crowne Plaza Hotel building. Prior to the remote airport parking use becoming operational, however, there are modest lighting upgrades that would be necessary. Specifically, there are exterior lighting fixtures at the parking structure entrances that do not meet current City Code. Staff is recommending a condition of approval that would require full Code-compliance of the parking structure prior to remote airport operations commencing.

Fire Prevention and Public Safety

Emergency vehicle access and circulation must be maintained throughout the property and to the parking structure. The life safety and fire protection system(s) within the parking structure garage are to be repaired and maintained to be compliant with all applicable codes. Any changes made to the current plans must be reviewed by the Fire Department to ensure continued compliance with the Fire Code.

Status of Enforcement Orders

The parking structure at 3601 American Blvd. E. has long been in disrepair and has been deemed hazardous by the City of Bloomington Building Official. The applicant, since recently acquiring the property, has made some progress on the required repairs, but the necessary inspections have not yet been conducted by the City. This work will continue regardless of the remote airport parking application given the parking structure serves multiple users.

Remote airport parking operations must not begin until the parking structure repairs have been completed and inspected by the appropriate parties, including the City Building Official. A recommended condition of approval is included to ensure all minimum building safety components are met prior to occupancy.

OUTREACH

Outreach/Notification

- Mailed Notice (10-day notice – 500-foot buffer)
- Newspaper Notice (10-day notice – 09/17/2026 Sun Current)
- Public Hearing Notice Online

FINDINGS

Required Conditional Use Permit Findings - Section 21.501.04(e)(1-5)

Required Finding	Finding Outcome/Discussion
(1) The proposed use is not in conflict with the Comprehensive Plan.	**Finding Made** – Utilizing excess parking capacity within an existing parking structure for remote airport parking is not in conflict with the South Loop Mixed Use land use designation. The site's proximity to MSP airport leads to significant demand for remote airport parking. Restricting this use to existing parking structures limits the proliferation of the use while reserving other sites in the area for more intense development.
(2) The proposed use is not in conflict with any adopted district plan for the area.	**Finding Made –** The property is located within the area subject to the South Loop District Plan, which acknowledges that demand for remote airport parking within the District is high and will continue to be so for the foreseeable future. The Plan calls for limiting the impacts and proliferation of the use in the District. The remote airport parking facility proposed within the existing parking structure allows for this use in a narrow and subordinate manner without compromising the core function of the planned development, which is a mix of hotel, office, and residential uses. The addition of a limited quantity of remote airport parking does not negatively impact the District.
(3) The proposed use is not in conflict with city code provisions.	**Finding Made** – Subject to compliance with the attached conditions of approval, the remote airport parking facility would not conflict with City Code provisions.
(4) The proposed use will not create an excessive burden on parks, schools, streets, and other public facilities and utilities which serve or are proposed to serve the planned development.	**Finding Made –** The remote airport parking use would utilize existing infrastructure and is not anticipated to create an excessive burden on public facilities. Roadways serving the development have adequate capacity and traffic control.

Required Finding	Finding Outcome/Discussion
(5) The proposed use will not be injurious to the surrounding neighborhood or otherwise harm the public health, safety and welfare.	**Finding Made** – Through effective access and traffic control, it is not anticipated to cause injury to the surrounding neighborhood or harm the public health, safety, or welfare.

RECOMMENDATION

Note the Planning Commission has final approval authority on this Conditional Use Permit application unless an appeal to the City Council is received by 4:30 p.m. on October 6, 2026.

Staff recommends approval through the following motion:

In Case #PL202600156, having been able to make the required findings, I move to adopt a resolution approving a 490-stall remote airport parking facility within an existing parking structure located at 3601 American Boulevard East, subject to the conditions and Code requirements listed in the resolution.

RECOMMENDED CONDITIONS OF APPROVAL

Case PL202600156

Project Description: Conditional Use Permit to establish a remote airport parking facility within an existing parking structure located at 3601 American Blvd. E.

Address: 3601 AMERICAN BLVD E

The following conditions of approval are arranged according to when they must be satisfied. In addition to conditions of approval, the use and improvements must also comply with all applicable local, state, and federal codes. Codes to which the applicant should pay particular attention are included below.

1.	Prior to Permit	Access, circulation and parking plans must be approved by the City Engineer.
2.	Prior to C/O	Prior to remote airport parking operations commencing, all parking structure repairs, and subsequent inspections by the issuing authority, must be completed.
3.	Prior to C/O	Prior to occupancy, life safety requirements and emergency vehicle access must be reviewed and approved by the Fire Marshal.
4.	Ongoing	The remote airport parking facility at 3601 American Boulevard East is limited to a capacity of 490 parking stalls.
5.	Ongoing	All loading and unloading must occur on site and off public streets.
6.	Ongoing	Parking lot and site security lighting plans must satisfy the minimum requirements (see § 21.301.07).
7.	Ongoing	Signs must be in compliance with the requirements of Chapter 21, Division D of the City Code.
8.	Ongoing	A parking ramp operating license must be procured and maintained pursuant to City Code Chapter 14, Article IV, Division N.

PLANNING COMMISSION RESOLUTION NO. 2026-_____

A RESOLUTION APPROVING A CONDITIONAL USE PERMIT TO ESTABLISH A REMOTE AIRPORT PARKING FACILITY WITHIN AN EXISTING PARKING STRUCTURE LOCATED AT 3601 AMERICAN BOULEVARD EAST IN THE CITY OF BLOOMINGTON, MINNESOTA

WHEREAS, the Bloomington Planning Commission is empowered under State Law and the Bloomington City Code to act upon certain types of conditional use permits; and

WHEREAS, an application for a Conditional Use Permit to establish a remote airport parking facility within an existing parking structure on behalf of BLOOMINGTON QOZ RAMP LLC (hereinafter the "Applicant"), owner of the premises located at 3601 American Boulevard East in the City of Bloomington (hereinafter the "Property"), and legally described as:

LOT 3, BLOCK 1, APPLETREE SQUARE 2ND ADDITION, Hennepin County, Minnesota

WHEREAS, the Planning Commission held a public hearing and reviewed said request at duly called public meeting on October 1, 2026 and has considered the report of the City staff, all information provided in the agenda materials, any comments of persons speaking regarding the proposed Conditional Use Permit, and the requirements in Bloomington City Code.

WHEREAS, the Planning Commission makes the following findings regarding the Conditional Use Permit, as required by Bloomington City Code Section 21.201.04(e):

Required Finding	Finding Outcome/Discussion
(1) The proposed use is not in conflict with the Comprehensive Plan.	**Finding Made** – Utilizing excess parking capacity within an existing parking structure for remote airport parking is not in conflict with the South Loop Mixed Use land use designation. The site's proximity to MSP airport leads to significant demand for remote airport parking. Restricting this use to existing parking structures limits the proliferation of the use while reserving other sites in the area for more intense development.
(2) The proposed use is not in conflict with any adopted district plan for the area.	**Finding Made –** The property is located within the area subject to the South Loop District Plan, which acknowledges that demand for remote airport parking within the District is high and will continue to be so for the foreseeable future. The Plan calls for limiting the impacts and proliferation of the use in the District. The remote airport parking facility proposed within the existing parking structure allows for this use in a narrow and subordinate manner without compromising the core function of the planned development, which is a mix of hotel, office, and residential uses. The addition of a limited quantity of remote airport parking does not negatively impact the District.

Required Finding	Finding Outcome/Discussion
(3) The proposed use is not in conflict with city code provisions.	**Finding Made** – Subject to compliance with the attached conditions of approval, the remote airport parking facility would not conflict with City Code provisions.
(4) The proposed use will not create an excessive burden on parks, schools, streets, and other public facilities and utilities which serve or are proposed to serve the planned development.	**Finding Made –** The remote airport parking use would utilize existing infrastructure and is not anticipated to create an excessive burden on public facilities. Roadways serving the development have adequate capacity and traffic control.
(5) The proposed use will not be injurious to the surrounding neighborhood or otherwise harm the public health, safety and welfare.	**Finding Made** – Through effective access and traffic control, it is not anticipated to cause injury to the surrounding neighborhood or harm the public health, safety, or welfare.

NOW THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF BLOOMINGTON IN REGULAR MEETING ASSEMBLED:

A. That the affirmative findings of the City Staff are adopted by the Planning Commission;
B. That the conditional use permit shall expire if not used or applied in accordance with the provisions of City Code Section 21.501.04(g);
C. That the conditional use permit may be suspended or revoked in accordance with the provisions of City Code Section 21.501.04(h);
D. That the requested conditional use permit is approved, subject to the following conditions of approval:

1.	Prior to Permit	Access, circulation and parking plans must be approved by the City Engineer.
2.	Prior to C/O	Prior to remote airport parking operations commencing, all parking structure repairs, and subsequent inspections by the issuing authority, must be completed.
3.	Prior to C/O	Prior to occupancy, life safety requirements and emergency vehicle access must be reviewed and approved by the Fire Marshal.
4.	Ongoing	The remote airport parking facility at 3601 American Boulevard East is limited to a capacity of 490 parking stalls.
5.	Ongoing	All loading and unloading must occur on site and off public streets.
6.	Ongoing	Parking lot and site security lighting plans must satisfy the minimum requirements (see § 21.301.07).
7.	Ongoing	Signs must be in compliance with the requirements of Chapter 21, Division D of the City Code.
8.	Ongoing	A parking ramp operating license must be procured and maintained pursuant to City Code Chapter 14, Article IV, Division N.

Passed and adopted on October 1, 2026.

The three day period to appeal the Planning Commission's decision to the City Council expired on October 6, 2026.

An appeal was not received and the conditional use permit is now in effect.

An appeal was received and the final decision on the conditional use permit will therefore be made by the Bloomington City Council.

_____ _____

Planning Commission Chair Date

ATTEST:

_____ _____

Planning Commission Secretary Date

3601 Ramp Narrative

General

The parking ramp under discussion is located at 3601 American Blvd. It is comprised of approximately 1,200 parking stalls. The ramp is located in an HX-R zoning district and is currently underutilized. Revisions to the zoning ordinance allow for remote airport parking as a conditional use in the HX-R zoning district, where there is excess capacity, demonstrated by a parking study, within an existing structure. Based on the MAC's 2040 Long-Term Plan there will remain a significant parking deficit related to demand generated by MSP Airport. As a result, we believe there is both supply and demand for remote airport parking at this location.

We purchased this garage in December of 2025 and have since undertaken a massive repair effort on the structure itself. It is our desire to backfill the unused parking stalls with potential off-airport parking users. We also own the Crowne Plaza Hotel, Riverview Office Tower, Ardor Apartments and Aire Apartments all on this corner. We presently operate an airport shuttle service through the Crowne Plaza hotel. As a result, we are already well versed in the use and operation of airport shuttle services. Our intent is to simply expand the operations to a degree to accommodate the additional users we are contemplating with this expansion.

As we build out a more robust shuttle service to support the remote airport parking, we also plan to extend the offering to all users of this larger PUD such that we are embracing some of the original, symbiotic intent behind this development. Therefore, whether you live at Ardor Apartments, are a tenant in any of the office buildings, a hotel guest or an Aire resident, you will be part of this newly expanded service. While we expect filling the underutilized stalls will help us recoup our 8-figure investment in this ramp, we also expect the expansion of services will make this a more desirable and robust corner of Bloomington to live, work, and play.

Current Users

The ramp currently has three primary users and we anticipate adding two additional users. The current users are the Crowne Plaza Hotel/Aire Apartments, the Riverview Office Tower and the 2 Appletree Square Office Building. As repairs and renovations are completed and we complete the CUP process we plan to add two additional users; park and fly customers and a small number of guest parking stalls for the Ardor Apartments. Our expectation is that we will remove all assigned parking zones and stalls such that we maximize the symbiotic nature between office and hotel/apartment uses, or daytime/nighttime use of one stall for two users.

User Experience

Since we currently operate a shuttle program between this location and the airport, we are not proposing implantation of a new program, and the growing pains which may come with

it, we are simply making our current operation more robust. Our intent is to build out a 2,500 square foot airport shuttle lobby in the NE corner of the first floor of Riverview Tower. This lobby will be directly connected to the covered North door, which is where we propose loading and unloading will take place. This lobby will serve as a gathering place to wait, in warmth, for your shuttle, get a cup of coffee on your way to the airport, and to connect the shuttle users to the parking garage through the covered skyway. As a result the off airport parking user remains in covered spaces throughout their arrival and departure process. Further, this will add some energy to a currently vacant and quiet Riverview lobby level. This will also be the location hotel guests, Aire apartment tenants, Ardor apartment tenants and Two Appletree Square tenants gather while waiting for a shuttle or returning from a trip.

Parking Operations, Access, and Circulation

The Riverview Parking Garage is proposed to operate as a professionally managed, shared-use parking facility serving MSP Covered Parking customers, hotel guests, office tenants and visitors, residents, validated users and other approved parking groups. The Interstate Parking/Inflow system will manage the garage against the 568-stall inventory requested in this application. Every vehicle entry and exit will be recorded through the gate and license-plate-recognition system. These movements will be compared continuously against the facility's total stall count, allowing the operator to view both the current number of vehicles present and the percentage of the garage that is occupied. Scheduled reservations are also included in the inventory calculation, allowing parking availability to be capped before the garage reaches its operating limit. This provides a single, real-time view of the garage load and prevents the combined use of airport parking, hotel parking, tenant parking, validations and advance reservations from exceeding the available inventory.

The system also separates the total occupancy by parker type. Daily customers, permitted users, hotel guests, office tenants, residents, validated visitors and other authorized groups can each be assigned their own parking classification. For permitted users, the vehicle license plate becomes the credential, eliminating the need for a separate access card or hangtag. The operator can view a real-time list of all vehicles currently present, the classification assigned to each vehicle and the status of each active parking session. A session history is retained for each plate, providing documentation of entry time, exit time, length of stay, payment status and prior activity. Validation can likewise be assigned to a particular office tenant, hotel event, group master or other billing group, allowing usage to be reviewed and reconciled. Anti-passback controls prevent one credential or permitted account from being used for multiple vehicles unless that use has been specifically authorized. Direct connections to parking aggregators and open-API tools further reduce manual reservation entry and allow the operator to coordinate third-party bookings with the garage's actual available capacity.

The entry process is intended to be simple for both registered and first-time users. As a vehicle approaches an entrance, the rear license plate is read and the entry gate opens. A first-time visitor does not need to download an application, establish an account in advance or obtain a paper ticket before entering. After parking, the visitor scans a QR code

displayed on facility signage, follows the registration prompts on a smartphone and provides a payment card. When the vehicle reaches the exit, the plate is read again, the system identifies the active parking session, calculates the length of stay and applicable fee, charges the card on file and opens the exit gate. Permitted and prepaid users are recognized through their plate and corresponding account or reservation. Vehicles requiring an adjustment may use an authorized promotional code or contact parking assistance through the intercom. This plate-based process provides a clear record of each parking transaction while reducing the need for tickets, access cards and manual cashier interaction.

Emergency access is maintained independently of the normal customer-registration process. A fire, police or other emergency vehicle with a readable rear plate can enter and exit. Together, the automatic plate-read entry, exempt-vehicle list, and ground-level emergency access provisions are intended to ensure that emergency responders are not delayed by the customer payment or registration process.

Vehicle circulation within the garage will be reinforced through bollards, renewed pavement arrows and a coordinated wayfinding system. Movement on the ramps and the principal east-west runs are one-way, while the north and south ends provide the necessary two-directional connections between the one-way lanes. The west entrance on Level D provides one incoming and one outgoing lane, with bollards directing traffic into the appropriate downward circulation path. The east entrance on Level C provides one entrance lane and two exit approaches: one serving vehicles arriving directly from the upper levels and the other serving vehicles approaching from below and making a controlled, wider turn into the exit. Interior signs will be one-sided and mounted to structural pillars at the driver's decision point. Floor letters, "up to more parking," "down to more parking," exit directions and destination information will be applied consistently throughout the garage. Pedestrian signs at the stair, elevator and lobby connections will direct users to MSP Covered Parking, the Riverview Office Tower and hotel access, with the destination language adjusted by level.

Exterior identification will use one coordinated MSP Covered Parking sign family. The west and east entrances will identify MSP Covered Parking, the hotel and Riverview Office Tower while clearly distinguishing entrance and exit lanes. A prominent MSP Covered Parking sign will be installed on the garage wall facing American Boulevard. The primary illuminated monument sign will direct drivers to the garage entrances and the other campus destinations, and a secondary monument sign near the Two Appletree/AiRE frontage will identify MSP Covered Parking and the related campus uses without blocking the existing Ardor sign or required sightlines. Final locations, sign dimensions, structural attachments, utilities, setbacks and sight-triangle clearances will be verified through field measurements and the sign company's shop-drawing process.

Lighting has been evaluated and improved over time as part of the garage operating plan. In 2022, updated light-meter plans were submitted to the City documenting that the roof-

level and Level L parking areas met applicable City lighting requirements after burned-out lamps were replaced, with additional entrance fixtures identified for installation and follow-up verification. Since that submission, ownership has continued replacing existing fixtures and lamps with brighter, more energy-efficient LED equipment. Spark Electric conducted a follow-up field review in late July 2026 and reported that the current light levels remain consistent with the City's lighting requirements. Ownership will continue converting to LED to improve lighting consistency, visibility and operating efficiency throughout the garage. The final coordinated signage and circulation PDF is included as an appendix to the application. That exhibit provides supporting entrance concepts, exterior identification, floor circulation diagrams, pillar-mounted sign examples, stair and elevator-lobby wayfinding and other graphic details referenced in this narrative. The appendix is intended to illustrate the coordinated operating concept; final fabrication will remain subject to field dimensions, confirmation of the exact pillar and wall faces, structural attachment details, final traffic-control hardware and bollard locations, and the sign company's scaled shop drawings. The narrative and appendix should therefore be reviewed together as the operational and wayfinding plan supporting the requested 568-stall parking use.

Based on the Alliant study we have both the capacity and the infrastructure for such a business use. As noted several times, this ramp, the loading points and the adjacent infrastructure were all built with full capacity in mind. The property management system we plan to implement will also keep traffic moving quickly. When not in use we intend to stow the shuttles in the large equipment parking area adjacent to the loading docks on the south side of the Riverview Tower. This will keep them out of the public eye yet provide easy access for the drivers. We do not expect any traffic or access issues, as this PUD and associated ramp were built with full capacity in mind.

Anticipated Demand

The following is an excerpt taken from the City of Bloomington's parking study conducted by Alliant.

Assuming all buildings are fully occupied, the following conclusions could be drawn:

- *Under a full occupancy scenario, the parking demand would be 632 spaces*
  - *Aire Apartments – 84 spaces (167 units at 0.68 spaces/unit (Studio & 1 BR) and 18 units at 0.75 (2+ BR) spaces/unit)*
  - *Crowne Plaza – 83 spaces (175 units at 0.64 spaces/unit)*
  - *Riverview Office Tower – 465 spaces (240,539 SF at 1.95 spaces/1,000 SF)*
- *Under a full occupancy scenario 568 parking spaces would remain for 'Park and Fly' use*

As a result we would like to ask for the permit to be issued in line with the fully occupied Alliant number. While we all know there will be significant excess capacity as we work on the final plan for the Riverview Tower, we understand we need to plan for their stalls at 100% occupancy as an office tower until such a time as we find a potential alternate use.

Conditional Use Permit

Remote airport parking is a conditional use in the HX-R zoning district. The proposed use meets the required CUP findings of the City Code as follows;

1. **The proposed use is fully consistent with the City's Comprehensive Plan.** The City of Bloomington's Comprehensive Plan policies are designed with the goal of ever-increasing density. Our proposed use is symbiotic as it alleviates pressure on current or future surface parking lots, such that they can be reserved for future high-density redevelopments. The fact that all the cars will be housed inside the garage also provides a superior visual element when compared to surface parking lots.

2. **The proposed use is consistent with the South Loop District Plan.** By providing our proposed use within an existing parking garage, with excess capacity and existing infrastructure, we are supporting the South Loop Districts Plan. The SLDP seeks to provide high-density, mixed use developments on the major corridors throughout the South Loop district. The district plan assumes our garage remains a parking structure. By utilizing unused parking stalls within our ramp, which may otherwise occupy space that is better suited for SLDP priorities, we are directly supporting SLDP efforts.

3. **The proposed use is not in conflict with City Code provisions.** The proposed remote airport parking use is consistent with the standards outlined within the city code.

4. **The proposed use will not create an excessive burden on parks, schools, streets, or other public facilities or utilities which serve the planned development.** The proposed remote airport parking use will be contained within a parking structure which has been in use for many decades.

5. **The proposed use will not be injurious to the surrounding neighborhood nor detrimental to the public health, safety or welfare.** The proposed remote airport parking use is aligned with the original intended use for this structure. The expansion of the offering to all users within this PUD is beneficial to this neighborhood. The parking study notes that the implementation of our plan will not adversely affect the traffic patterns or overload the adjacent roads and intersections, as they were all built for this ramp to have operated at full capacity at the onset.

All-Inclusive Technology & Management Platform

Delivering custom-branded solutions, tailored to the needs of your patrons and employees.



Over 375 Locations &
130,000+ Parking Spaces

Over 625 Team Members
Nationwide

Est.
2009

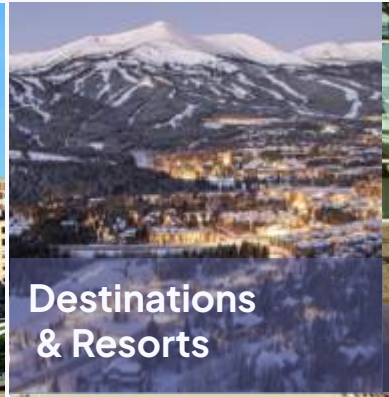
Inflow™ + interstate PARKING INTE PARKIN

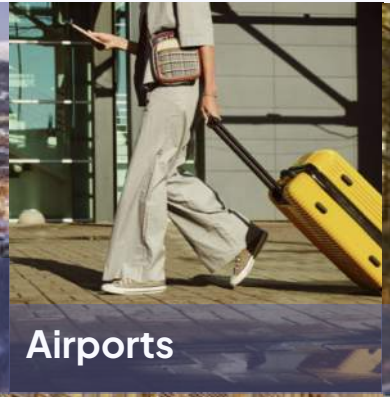
Frictionless Point of Sale & Advanced data analytics platform

- FULL SERVICE MANAGEMENT
- 24 HOUR SUPPORT
- PARKING AMBASSADOR SERVICES
- COMPLIANCE EDUCATION & ENFORCEMENT
- CUSTOM BRANDED TURNKEY SYSTEM
- NO UPFRONT COSTS

Proven Experience in **Parking Solutions**

















We Resolve Common Problems

- Limited Parking Availability
- Frustrated, Frequent Visitors
- Poor Navigation & Signage
- Increased Traffic & Congestion
- Broken Equipment
- Staffing Shortages

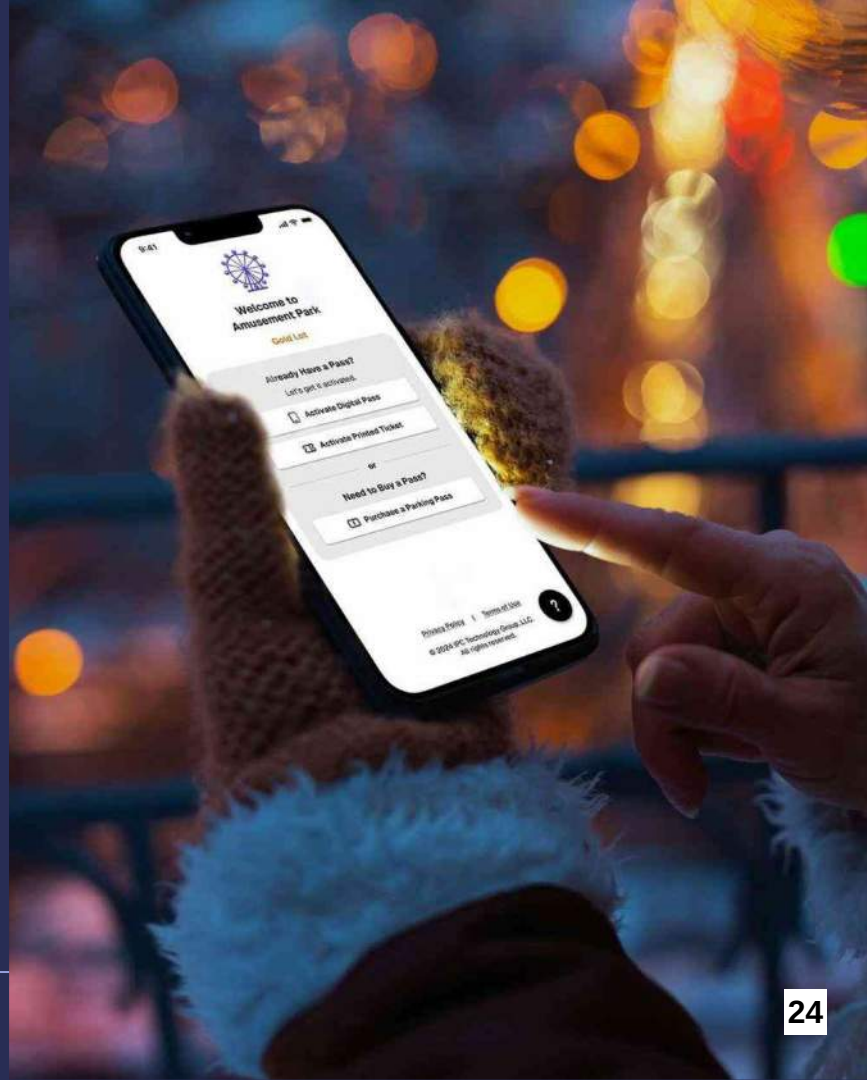
We provide better access to all your parking asset has to offer

A custom-branded parking solution, tailored to the needs of your travelers and employees.

- Set-up Cameras and/or Gates
- Payment Platforms
- Permitting Platforms
- Validations for Local Business
- Revenue Enhancement
- Points of Sale for Customers

Additional services include:

- Parking Ambassador, Customer Service
- Public/Private Partnership Development
- Maintenance & Asset Management



Visits Begin with Parking

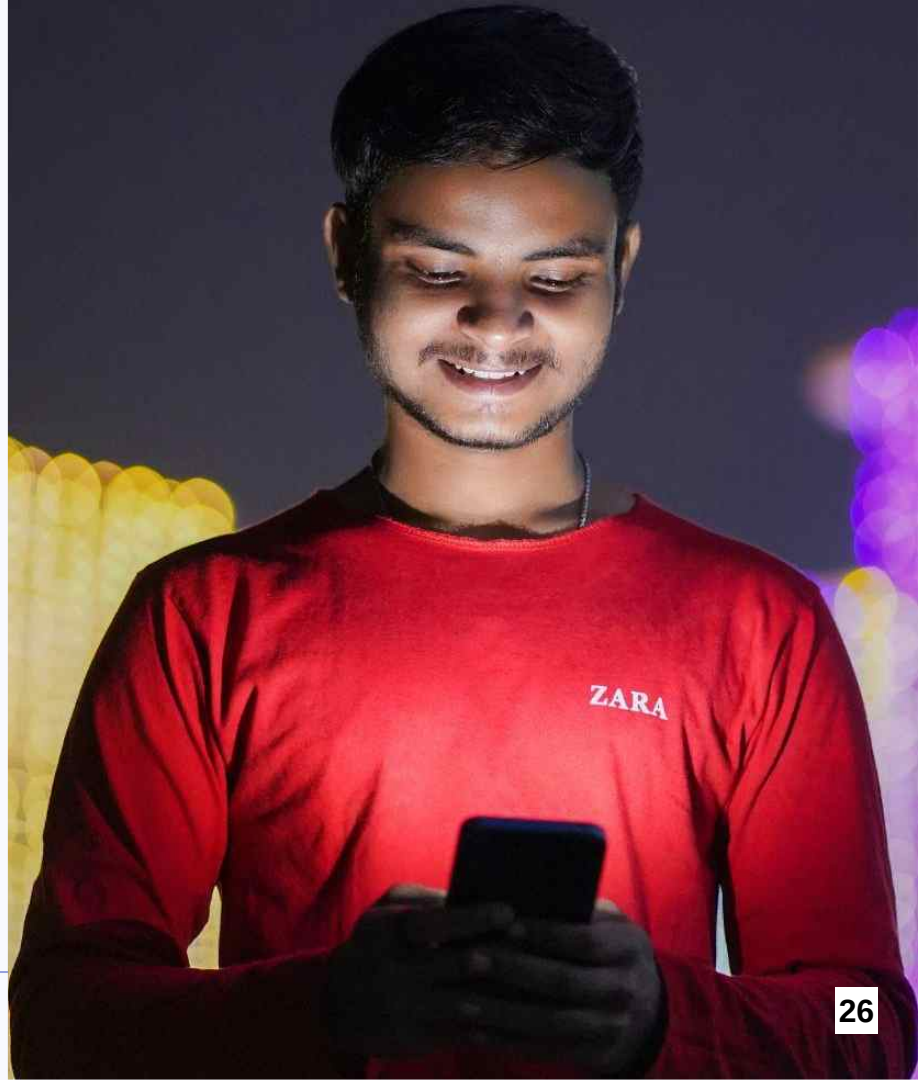




Inflow™

Inflow makes Convention Center parking seamless, profitable, & traveler-friendly

- Frictionless experience: Online reservations, contactless and app-less payments.
- Operational excellence: Proven best practices that drive loyalty and add value.
- Turnkey INFLOW™ system: Real-time data, analytics, and a modern point-of-sale platform.
- Seamless visits: Technology that gets parkers to their events smoothly.



Simplifying **Off Airport Parking**

Improving Revenue Collection 24/7 Operations

Elevate Consumer Marketing through Data Driven Analytics Suite

Reducing Capital Costs of Installing Parking Equipment

Full Warranty Eliminates Maintenance & Repair Costs

Real-time Data Analytics to Generate Actionable Insights

Scofflaw Integrations: Enhance Public Safety with Real-time LPR



100% Client Retention over 16 Years

Partnerships Based on Effective Strategic Input, True Collaboration & Transparent Communication

Customized Ideas

Turning Tailored Strategies into Tangible Outcomes

Senior Leadership Involvement

Invested in Every Customers Unique Needs

Site Specific Technology

Built by Parking Operators and Optimized for Convention Center Visitors

Client Endorsements of Our Expertise

Ownership, Construction Management, & Creative Innovation & Solutions

Agility & Innovation

A Tech-Forward, but People-Centered Approach to Customized Parking Solutions, Accommodates for 100% of our Customers

INFLOW™ Modern Parking Automation

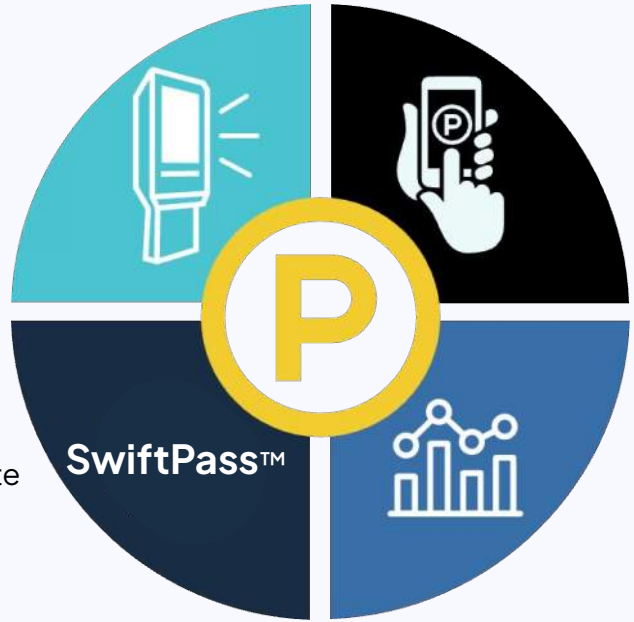
Empowered with PAM – Universal Customer Response for Everyone

PAM Active Customer Support

We care about the 3–10% who do not utilize a smartphone. Our exclusive Patron Assistance Module (PAM) provides a modern but universal customer support experience for everyone and can accept cash payments.

SwiftPass™
Repeat Visitors are recognized

Our unique program creates immediate loyalty compared to traditional earn-as-you-go programs.



Tap'N Visit™ App-Free User Interface

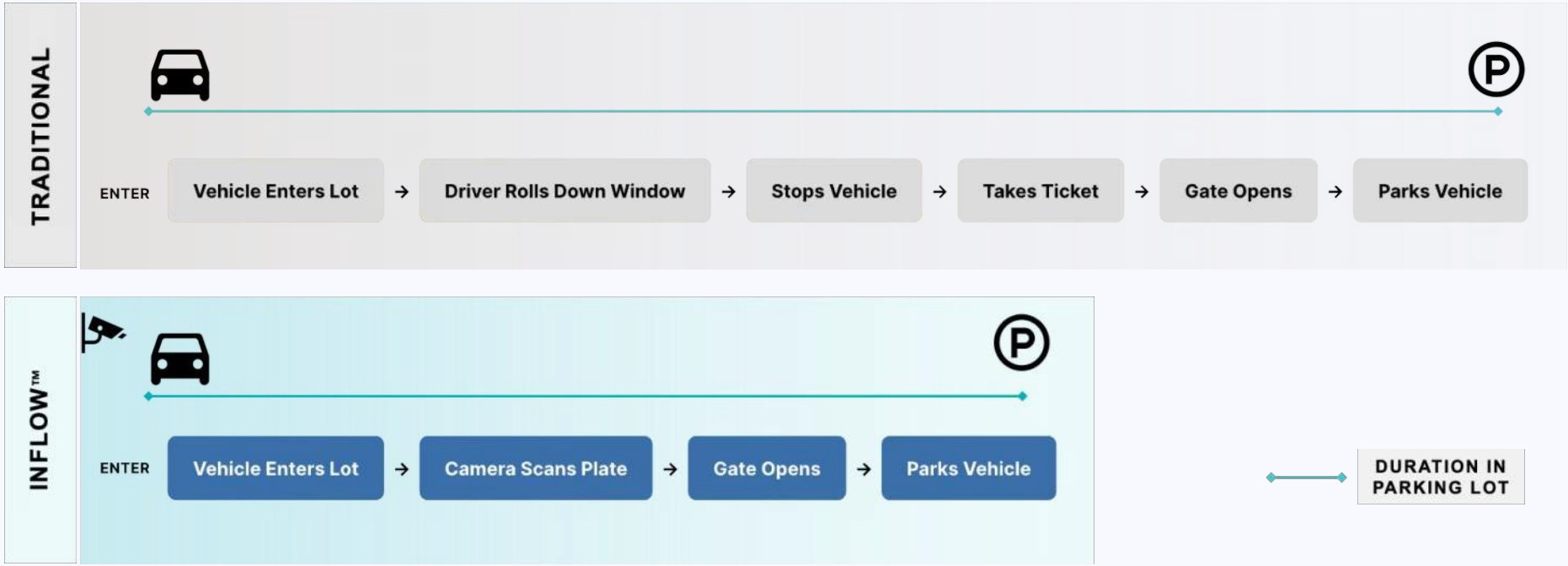
Frustration-free arrival and departure experience. Works with any smartphone, no downloads required. Seamless Employee & Contractor Permitting – Digital, paperless, and fully customizable

Data-Driven Consumer Marketing and Performance Analytics

Gather and analyze consumer data for useful insights, helping to create more personalized and effective marketing strategies.

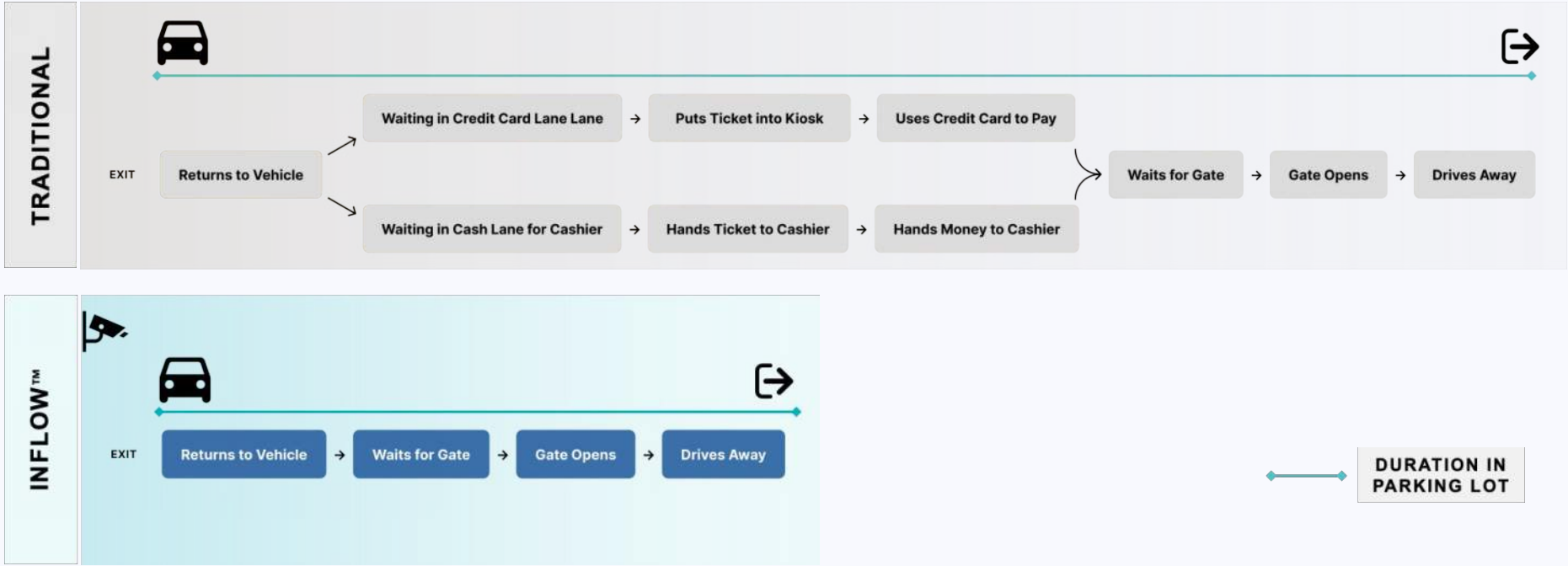
Traditional Parking vs Inflow™

Entering Gated Lot



Traditional Parking vs Inflow™

Exiting Gated Lot



Inflow's TAP'N VISIT® Advance Ticketless Mobile Gated Technology

INSTANT



LPR camera activates plate and starts parking session

SEAMLESS



Customer parks activates session through TAP 'N Visit®, no-download, app. PAM kiosk is available for customer support if needed.

NO HASSLE



License plate is read at the exit, payment automatically completes, and the gate raises.



Frictionless Parking Point of Sale

- 100% Contactless
- No app download required, works with any smartphone
- Reservations and special rates for your frequent-visitors.
- Digital, paperless employee, and contractor permits
- Several compliance options to fit your specific operations preferences
- Optional cash acceptance through ambassadors

Tap’N Visit

Flexible Virtual ZONE Allocation

Make your lot completely flexible to accommodate a variety of user requirements with 98.9% compliance as compared to 96% compliance of traditional gated systems.







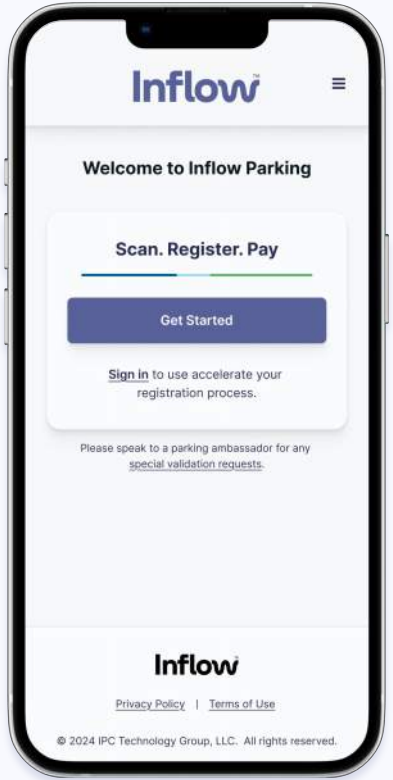
- Integrated with Employee Permits
- Complements Current Signage
- Rates can be adjusted daily
- Feeds into Data and Analytics Package
- Generates Revenue for Upkeep or Other Projects

Tap'N Visit™ Point of Sale Platform

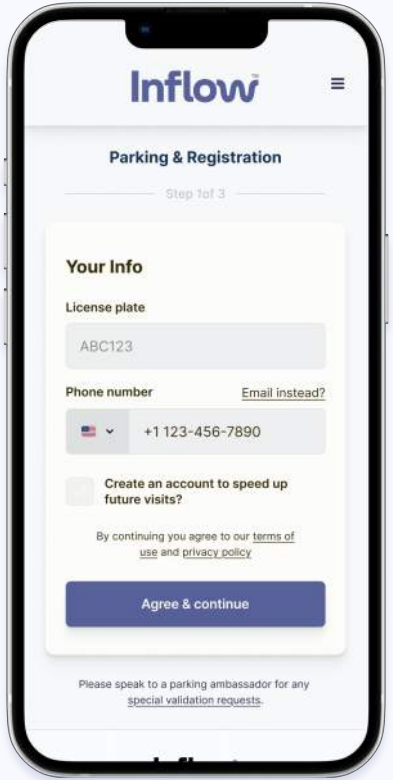
Flexible POS System

- Assign Dedicated Visitor Spaces
- Create Restricted Spaces/Zones for Specified User Groups
- Support Advance Reservations and On-demand Spaces
- Increase Revenue With Dynamic, User-specific Rates
- Flexible Zone Assignments
- No App Download – Works With Any Camera Phone
- Custom-branded to Your Facility
- 100% Contactless

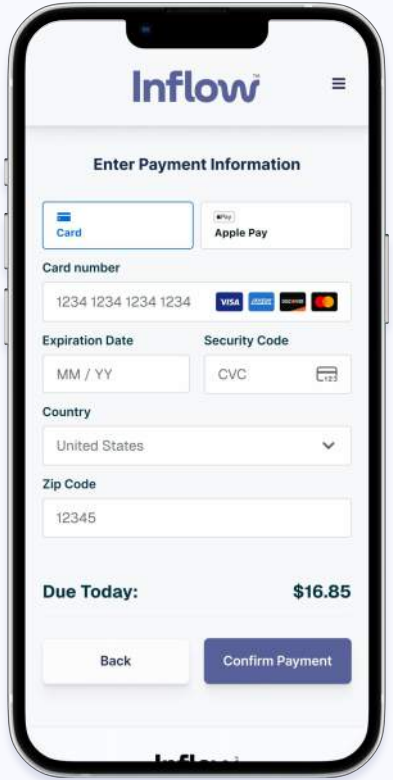
Works on any smart phone

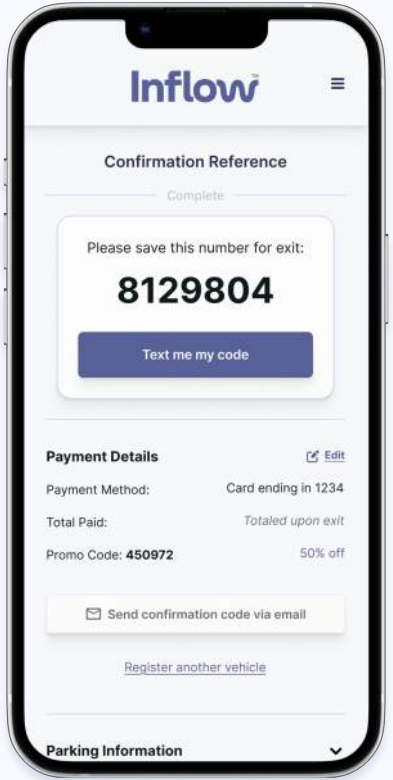


1. Point camera at QR code to launch



2. Register vehicle





3. Set-up payment and confirm



If no plate-reads upon **ENTRY**, the PAM kiosk will walk drivers through a quick registration of their phone number and begin their parking session.

If no plate-reads upon **EXIT**, the PAM kiosk will walk drivers through payment via mobile device, **without need for concierge support.**

Ticketless Arrival & Departure

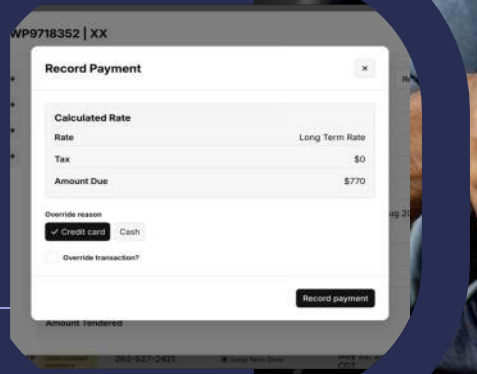
Our exclusive **Patron Assistance Module (PAM)**, is an intuitive, customer-friendly kiosk that welcomes guests on arrival, thanks them on departure, and keeps their journey effortless from start to finish.

Whether confirming a parking session or providing instant connection to a live ambassador, PAM adds a personal touch that ensures every visit feels smooth and stress-free.

Customer Support Innovation

Our Customer Ambassador Tablet (**CAT**) easily allows you to:

- Record payments
- Update sessions
- Vend gates

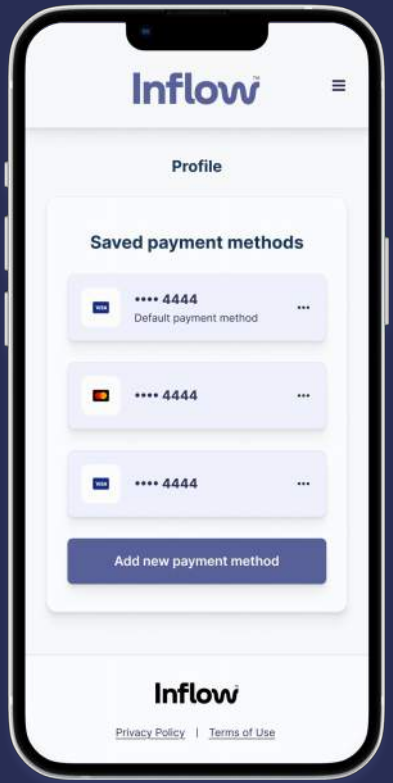


Known Parker Program

SWIFTPASS →



Confirm Parking

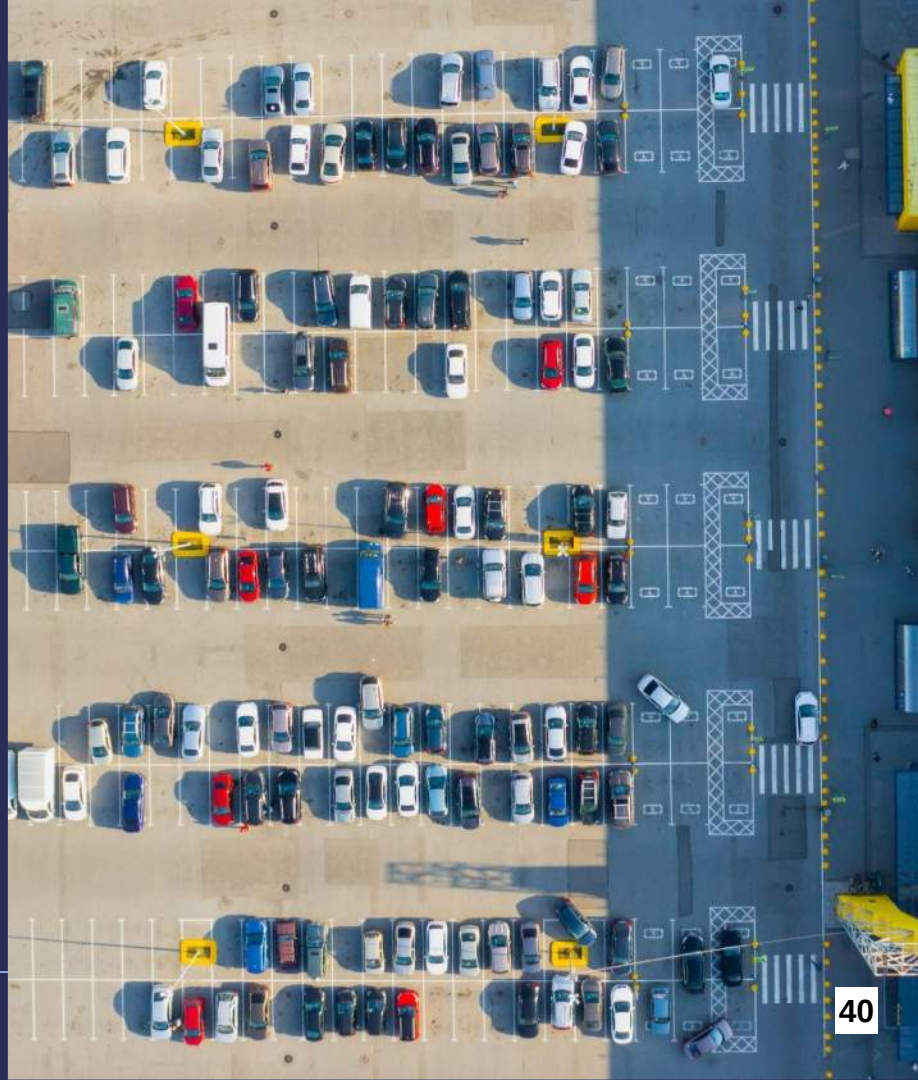


Choose Payment Method

Digital Permitting

Streamline access to parking facilities and create unique permits for employees, vendors, and frequent parkers.

- Convenient Contactless License Plate-Based Access
- Reserved vs. Non-reserved
- Employee Parking
- Premium or Frequent Visitor Permits
- Vendor Permits
- Automatic Recurring Digital Billing
- Online Application & Account Management



Optional Full-Service Violation Processing

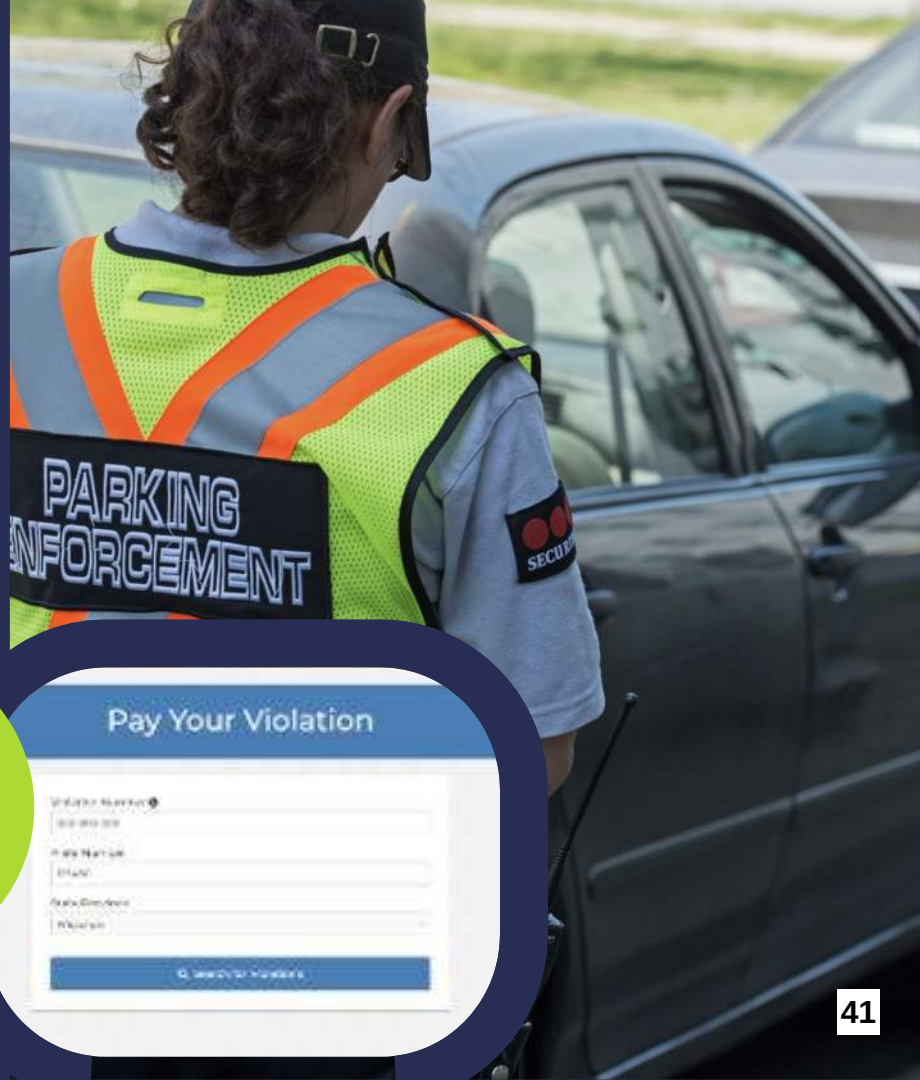
Whether it is Interstate's personnel or your current staff performing compliance services, once a violation is issued, we handle the rest.

Eliminate your administration time of performing customer service, adjudications and collections.

Interstate handles the entirety of the violation processing workflow:

- Online Adjudication
- Online Violation Payment
- Late Notices & Collections
- Credit Card Payment Processing

99%+
Revenue Compliance



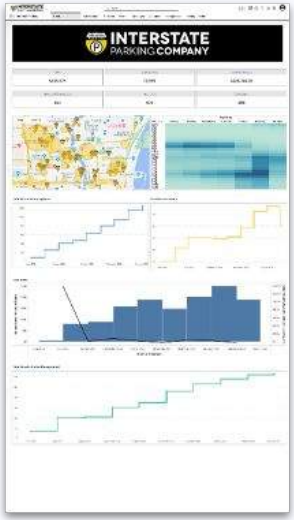
Inflow™



Optional Customer Service Mobile Ambassadors Team

- Monitor customer arrival & departure experience. Assist when needed.
- Uphold our "**Smile**. **Engage**. **Help**." Customer Service Philosophy
- Managing traffic patterns based upon demand changes and parking system occupancy
- Providing informational, directional, and FAQ assistance to visitors
- Maintain signage and perform general maintenance duties
- Conducting outreach addressing specific needs of individual stakeholders

Asset Performance



Customer Support



Data Aggregation



Location Insight

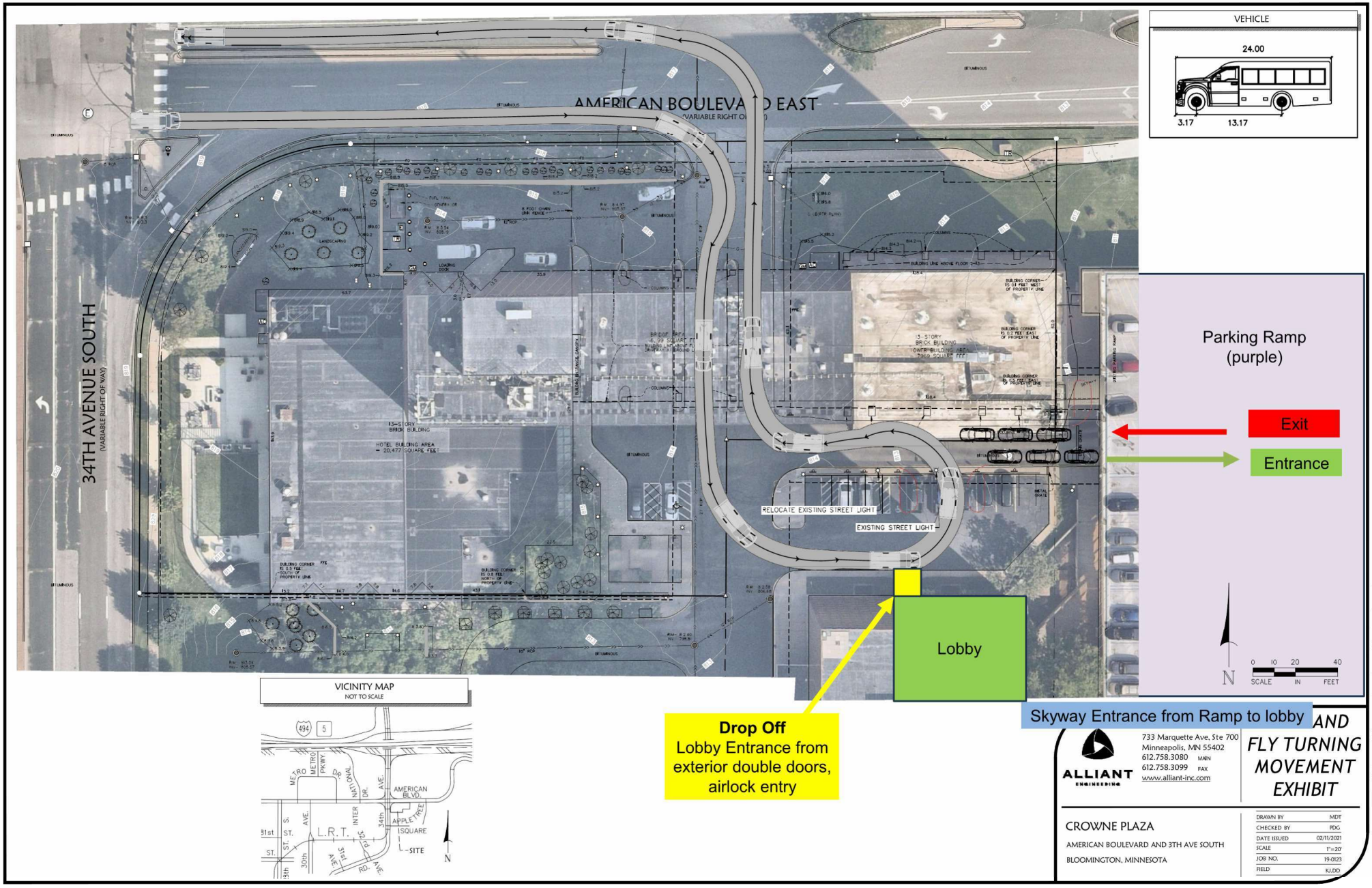


Lead Conversation



Campaign Performance





ALLIANT ENGINEERING

733 Marquette Ave, Ste 700
Minneapolis, MN 55402
612.758.3080 MAIN
612.758.3099 FAX
www.alliant-inc.com

AND FLY TURNING MOVEMENT EXHIBIT

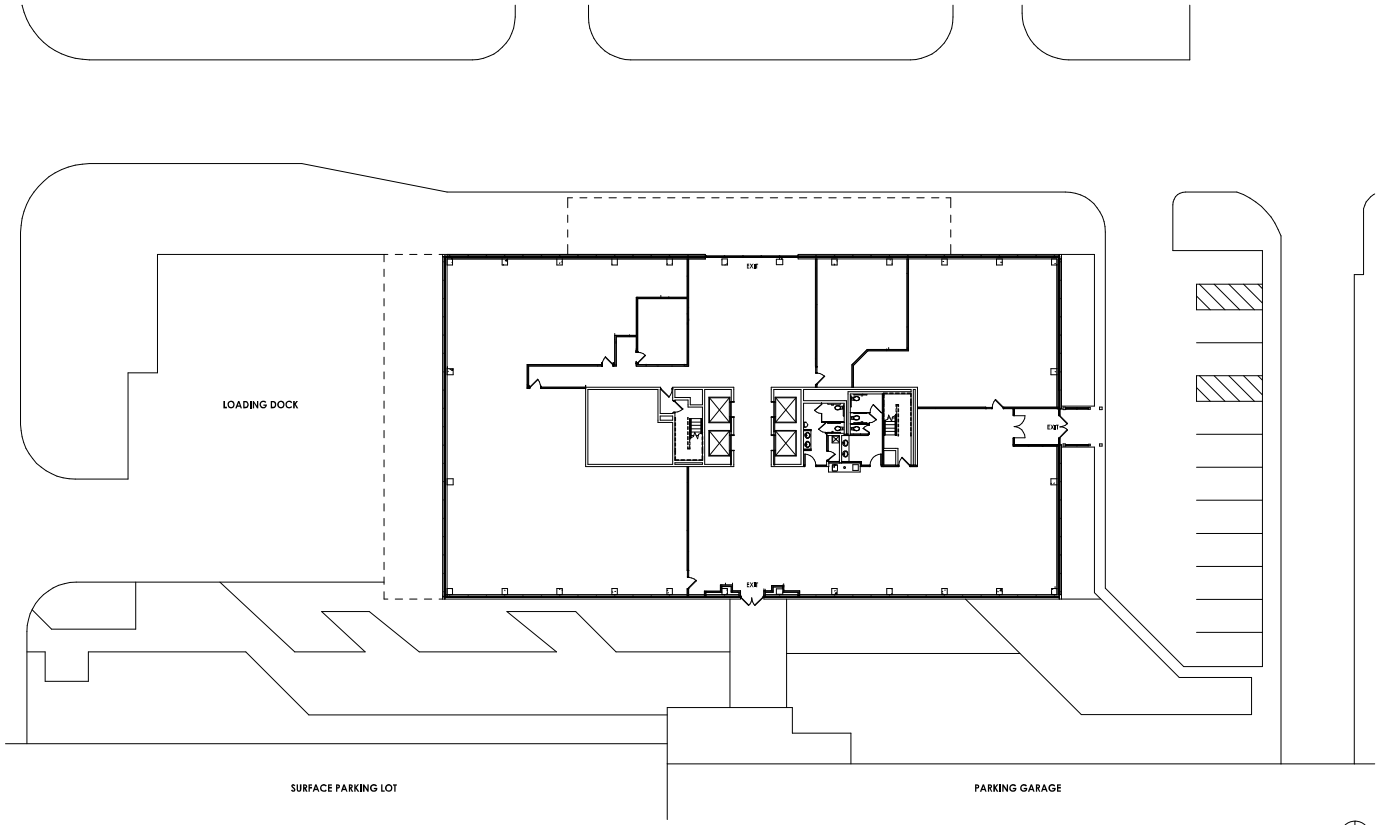
CROWNE PLAZA

AMERICAN BOULEVARD AND 3TH AVE SOUTH

BLOOMINGTON, MINNESOTA

DRAWN BY	MDT
CHECKED BY	PDG
DATE ISSUED	02/11/2021
SCALE	1"=20'
JOB NO.	19-0123
FIELD	KJ,DD

Drawing name: \\alliant-fs7\projects\2019\190123\exhibits\2026\Park and Fly Turning Exhibit.dwg Mar 19, 2026 - 9:31am



1 | Site Plan
SCALE: 1/16" = 1'-0"

CONSTRUCTION NOTES

01 GENERAL REQUIREMENTS
1.1 PROVIDE NEW TENANT BUILD OUT AS SHOWN.
1.2 REFER TO DEMO PLAN AND NOTES.

02 SITE WORK/DEMO
2.1 REMOVE ALL NOTED WALLS, DOORS, FRAMES, FINISHES & ASSOCIATED HVAC, ELECTRICAL, PLUMBING & FIRE PROTECTION IN AREAS OF DEMO.
2.2 CAP ABANDONED PLUMBING LINES.
2.3 REFER TO DEMO PLAN AND DEMO NOTES.

03 CONCRETE
3.1 PATCH CONCRETE FLOOR @ REMOVED WALLS AND DAMAGED AREAS.
3.2 PREP CONCRETE FLOORS FOR NEW FINISHES.
3.3 DRILL OR PATCH NEW PLUMBING LINES FOR NEW RESTROOM FIXTURES. PATCH CONCRETE WITH COMPRESSIVE STRENGTH TO MATCH EXISTING.

04 MASONRY

05 METALS

06 WOOD AND PLASTIC
6.1 PROVIDE BUILT-IN PLASTIC LAMINATE BASE & UPPER CABINETS W/ SOLID SURFACE COUNTERTOP & BACKSPLASH @ LOBBY.

07 THERMAL AND MOISTURE PROTECTION
7.1 PROVIDE BATT OR RIGID INSULATION AT NOTED WALLS.

08 DOORS & WINDOWS
8.1 PROVIDE NEW DOORS & FRAMES AS NOTED.
8.2 PROVIDE PUSH PULL HARDWARE AT RENOVATED RESTROOMS.
8.3 PROVIDE NEW STAINED SOLID CORE WOOD DOOR WITH PAINTED HOLLOW METAL FRAMES AS NOTED IN THE DOOR SCHEDULE. MATCH EXISTING. PROVIDE ADA PUSH PULL HARDWARE.

09 FINISHES
9.1 PROVIDE BUILDING STANDARD FINISHES. TENANT TO SELECT FINISHES. REFER TO FINISH SCHEDULE FOR LOCATIONS OF MATERIALS
9.2 PATCH EXISTING FINISHES.
9.3 PROVIDE SECOND LOOK REVEALED EDGE CEILING TILE THROUGHOUT LOBBY. PATCH & PROVIDE NEW GRID AS NEEDED.
9.4 PROVIDE ONE PRIMER COAT AND TWO FINISHING COATS OF SATIN PAINT AT HM FRAMES.
9.5 TAPE AND SAND SMOOTH ALL GYP WALLS RECEIVING PAINT. PROVIDE ONE PRIMER COAT AND TWO FINISHING COATS AT PAINTED GYP WALLS.
9.6 PROVIDE NEW TILE FLOORS AND TILE WALL SURFACES AT RESTROOMS.

10 SPECIALTIES
10.1 PROVIDE ADA SIGNAGE AT RESTROOMS.

11 EQUIPMENT
11.1 APPLIANCES & EQUIPMENT PROVIDED & INSTALLED BY TENANT. GC TO COORDINATE LOCATIONS & REQUIREMENTS

12 FURNISHINGS
12.1 RELOCATE EXISTING VENDING MACHINES AS NOTED.

13 SPECIAL CONSTRUCTION

14 CONVEYING EQUIPMENT

15 MECHANICAL
15.1 PROVIDE STAINLESS STEEL SINGLE SINK W/ GOOSENECK FAUCET AT COFFEE STATION.
15.2 PROVIDE ADA RESTROOMS W/ ADA TOILETS AND ASSOCIATED ADA ACCESSORIES & GRAB BARS @ NEW RESTROOM.
15.3 PROVIDE (1) PORCELAIN UNDER-MOUNTED SINK @ RESTROOMS.
15.4 MODIFY FIRE SUPPRESSION SYSTEM, HVAC, AND PLUMBING DISTRIBUTION FOR NEW LAYOUT.
15.5 PROVIDE WATER SUPPLY AT BEVERAGE COUNTER SINK & COFFEE MACHINE.

16 ELECTRICAL
16.1 PROVIDE 2X2 LED LIGHTING FIXTURES AT LOBBY BUILDOUT.
16.2 COORDINATE POWER REQUIREMENTS AND DISTRIBUTION WITH TENANT.
16.3 MODIFY POWER AND LIGHTING DISTRIBUTION FOR NEW LAYOUT.
16.4 PROVIDE EXIT LIGHTS & EMERGENCY LIGHTING THROUGHOUT TENANT SPACE FOR NEW LAYOUT.

FIRE RESISTANCE RATINGS

FIRE-RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS: (IBC TABLE 601 & AS NOTED)

	TYPE I - A CONSTRUCTION	
BUILDING ELEMENTS:	FIRE RESISTANCE RATING REQUIRED:	IBC REFERENCE:
STRUCTURAL FRAME:	3 HOURS	IBC TABLE 601
EXTERIOR BEARING WALLS:	3 HOURS	IBC TABLE 601
INTERIOR BEARING WALLS:	3 HOURS	IBC TABLE 601
EXTERIOR NON-BEARING WALLS GREATER THAN 30 FEET TO PROPERTY LINE:	0 HOURS	IBC TABLE 602
EXTERIOR NON-BEARING WALLS WITHIN 30 FEET OF PROPERTY LINE:	1 HOUR	IBC TABLE 602
INTERIOR NON-BEARING WALLS:	0 HOURS	IBC TABLE 601
FLOOR - CEILING SYSTEMS:	2 HOURS	IBC TABLE 601
ROOF - CEILING SYSTEMS:	1.5 HOURS	IBC TABLE 601

CODE ANALYSIS

CODE ANALYSIS - OCCUPANCIES 2018 IBC	LEVELS -1 STORAGE	LEVELS -2 STORAGE	LEVEL 1 LOBBY/ BUSINESS	LEVEL 2-15
DRAWINGS AND CONSTRUCTION SHALL COMPLY WITH MINNESOTA STATE BUILDING CODE AS ADOPTED MARCH, 2020 INCLUDING INTERNATIONAL BUILDING CODE, YEAR 2018 EDITION AS ADOPTED, QUALIFIED AND AMENDED.				
OCCUPANCY GROUP: (IBC CHAPTER 3, WITH FOOTNOTES)	S-2	B	B	B
CONSTRUCTION TYPE/FIRE RATING: (IBC CHAPTER 6)	I - A	I - A	I - A	I - A
MAXIMUM NUMBER OF STORIES & MAXIMUM HEIGHT W/AUTOMATIC SPRINKLER SYSTEM: (IBC SECTION 503, 504 & TABLE 504.3, 504.4)	UNLIMITED	UNLIMITED	UNLIMITED	UNLIMITED
MAXIMUM BUILDING AREA W/ AUTOMATIC SPRINKLER SYSTEM: (IBC SECTION 506 AND TABLE 506.2	UNLIMITED	UNLIMITED	UNLIMITED	UNLIMITED
TOTAL ALLOWABLE AREA: (IBC SECTION 506.2)	**UNLIMITED**	**UNLIMITED**	**UNLIMITED**	**UNLIMITED**
TOTAL ACTUAL PROPOSED FLOOR AREA:	15,870 SQ. FT.	15,870 SQ. FT.	15,870 SQ. FT.	15,870 SQ.FT./EACH
COMPLIES WITH IBC TOTAL ALLOWABLE AREA:	**YES**	**YES**	**YES**	**YES**

FLOOR AREAS

FLOOR -1 = 15,870 GROSS SQ. FT.
FLOOR -2 = 15,870 GROSS SQ. FT.
FLOOR 1 = 15,870 GROSS SQ. FT.
FLOOR 2 = 15,870 GROSS SQ. FT.
FLOOR 3 = 15,870 GROSS SQ. FT.
FLOOR 4 = 15,870 GROSS SQ. FT.
FLOOR 5 = 15,870 GROSS SQ. FT.
FLOOR 6 = 15,870 GROSS SQ. FT.
FLOOR 7 = 15,870 GROSS SQ. FT.
FLOOR 8 = 15,870 GROSS SQ. FT.
FLOOR 9 = 15,870 GROSS SQ. FT.
FLOOR 10 = 15,870 GROSS SQ. FT.
FLOOR 11 = 15,870 GROSS SQ. FT.
FLOOR 12 = 15,870 GROSS SQ. FT.
FLOOR 13 = 15,870 GROSS SQ. FT.
FLOOR 14 = 15,870 GROSS SQ. FT.
FLOOR 15 = 15,870 GROSS SQ. FT.

BUILDING TOTAL = 269,790 GROSS SQ. FT.

APPLICABLE CODES

2020 MINNESOTA CONSERVATION CODE FOR EXISTING BUILDINGS
2020 MINNESOTA BUILDING CODE
2020 MINNESOTA ENERGY CODE
2020 MINNESOTA ACCESSIBILITY CODE
2020 MINNESOTA MECHANICAL AND FUEL GAS CODE
2020 MINNESOTA PLUMBING CODE
2020 MINNESOTA FIRE CODE
2020 MINNESOTA ELECTRICAL CODE
2020 MINNESOTA BUILDING CODE ADMINISTRATION
2020 MINNESOTA PROVISIONS TO THE STATE BUILDING CODE
2020 MINNESOTA ELEVATOR AND RELATED DEVICES CODE
TITLE 3 OF ADA; ADAAG (AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES)
ANSI A117.1-2009 (MINNESOTA ADOPTED ACCESSIBILITY CODE)

GENERAL NOTES

1. WORK TO BE DONE BY A LICENSED CONTRACTOR.
2. GENERAL CONTRACTOR SHALL BE RESPONSIBLE TO FIELD VERIFY ALL EXISTING CONDITIONS, DIMENSIONS & LOCATIONS AND NOTIFY ARCHITECT OF ANY DISCREPANCIES.
3. GENERAL CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE ALL MECHANICAL, ELECTRICAL, CIVIL AND STRUCTURAL ENGINEERING DESIGN, CERTIFICATIONS, AND CONSTRUCTION COORDINATION.
4. PERFORM ALL WORK IN COMPLIANCE WITH APPLICABLE CODES & STANDARDS.
5. COORDINATE & INSTALL ALL NECESSARY BLOCKING, SHIMS & BACKING FOR FIXTURES, EQUIPMENT AND ACCESSORIES.
6. GENERAL CONTRACTOR SHALL OBTAIN ALL REQUIRED PERMITS BEFORE COMMENCING CONSTRUCTION.
7. EACH TRADE CONTRACTOR SHALL BE RESPONSIBLE FOR INITIATING, MAINTAINING AND SUPERVISING ALL SAFETY PROCEDURES, PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THEIR WORK.
8. THE WORD 'PROVIDE' AS USED IN THE DRAWINGS SHALL BE UNDERSTOOD TO MEAN FURNISHED AND INSTALLED.
9. SEPARATE ALL UTILITIES FROM ADJACENT TENANT SPACES. EACH TENANT SPACE SHALL BE PROVIDED WITH SEPARATE METERS.
10. MECHANICAL AND ELECTRICAL WORK SHALL BE DESIGN/BUILD AS PROVIDED BY GENERAL CONTRACTOR.
11. CONTRACTOR SHALL COORDINATE ALL WORK AND REQUIREMENTS WITH TENANT AND OWNER.
12. DATA & LOW VOLTAGE DISTRIBUTION BY TENANT. CONTRACTOR TO PROVIDE EMPTY BOXES WITH PULL STRING BASED UPON TENANT'S LAYOUT. COORDINATE LOCATION W/ TENANT.
13. CONTRACTOR TO PROVIDE SPECIAL INSPECTIONS AS CALLED FOR BY CITY AND STRUCTURAL ENGINEER.
14. CONTRACTOR TO PROVIDE SHORING PLAN FOR ALL NEW OPENINGS.

TMA
Tushie Montgomery Architects
7645 Lyndale Ave S Suite 100
Minneapolis, MN 55423

Prepared For

Project
Riverview Office Tower TI
8009 34th Avenue South, Bloomington, MN 55425

Phase
Permit Set

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I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the state of Minnesota.

Print Name Don Pellnen
Signature
Date 01.13.2026
License # 20908

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...	...
...	...

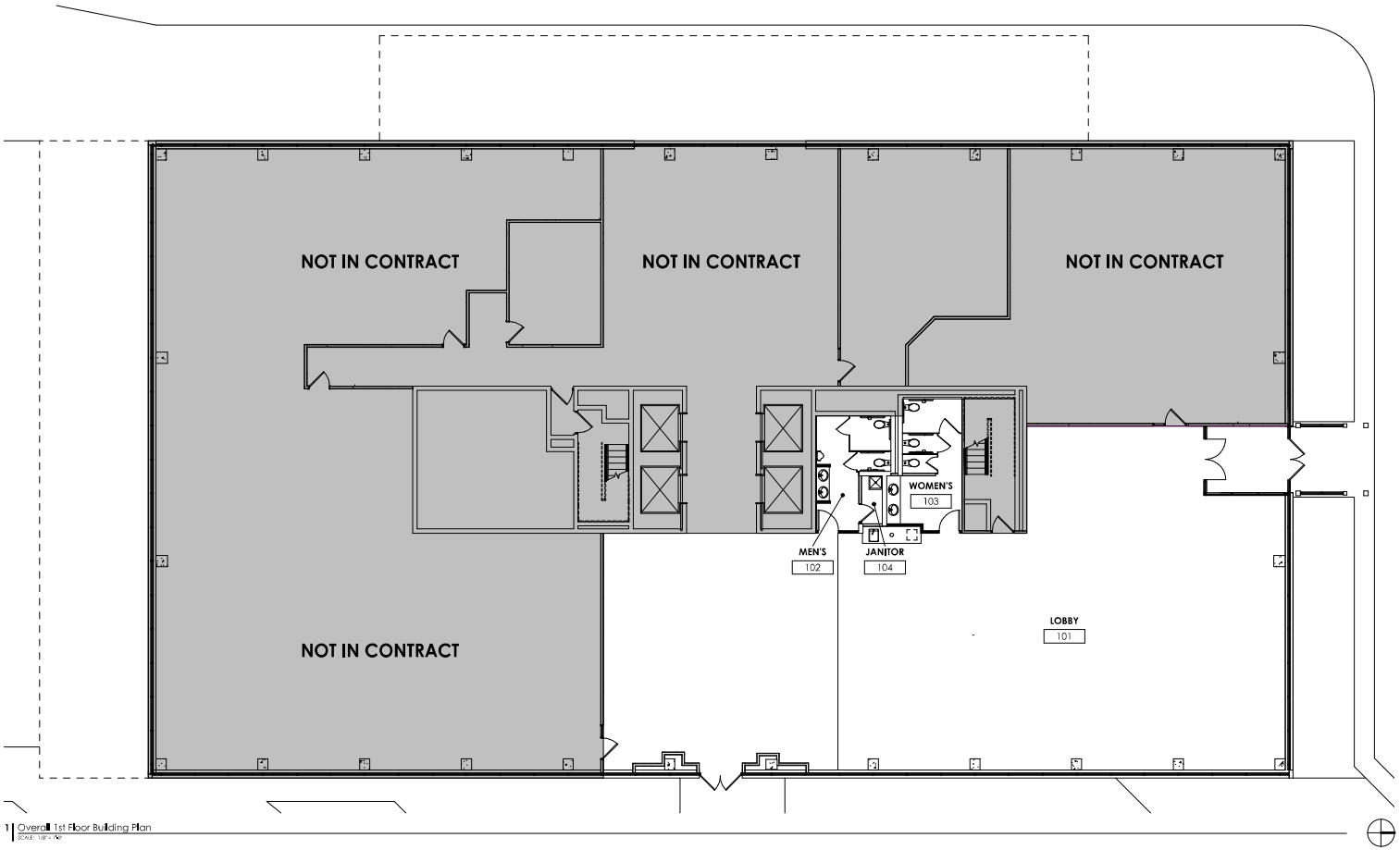
Revisions

224063A

Project Information & Code Analysis

A0.0

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1 | Overall 1st Floor Building Plan
SCALE: 1/8" = 1'-0"

TMA

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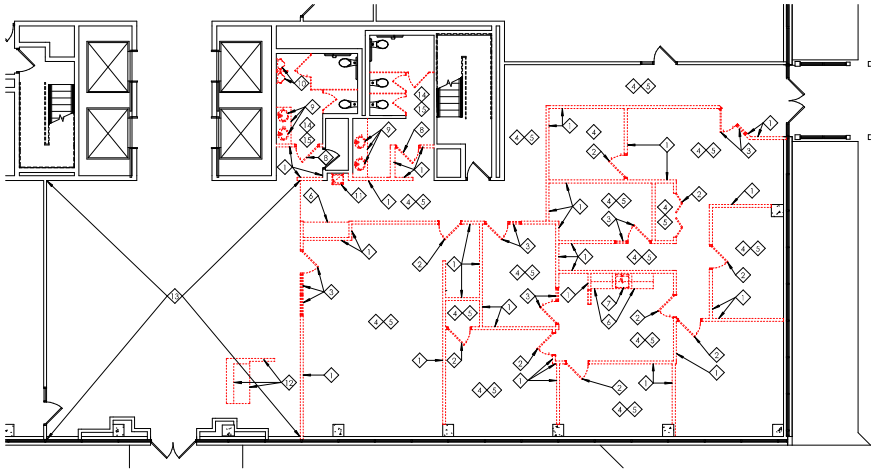
Revisions

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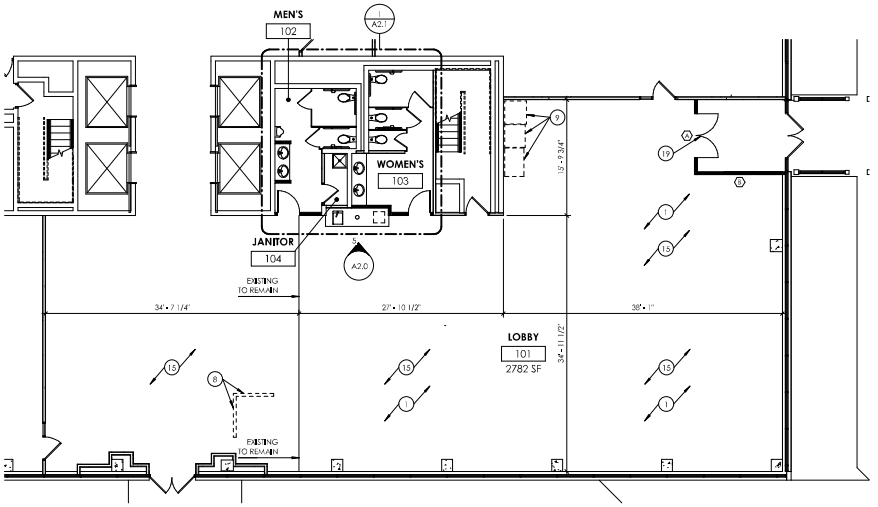
Overall Building Plan

A1.0

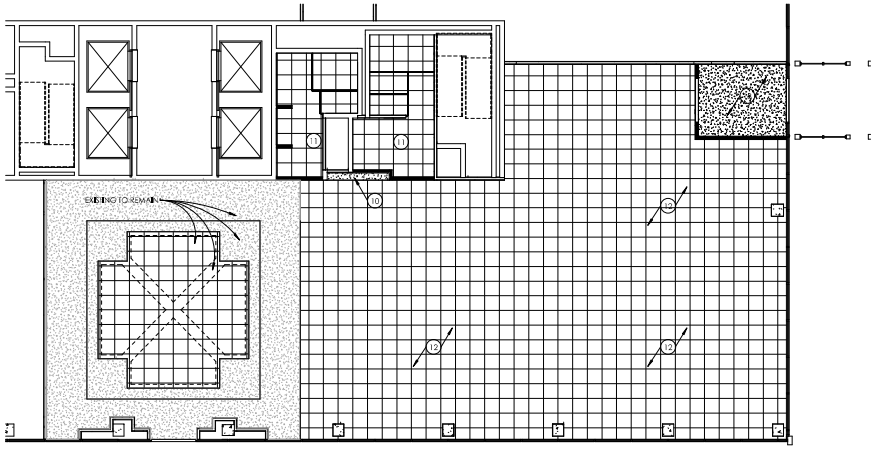
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1 | Floor 1 Demolition Plan
SCALE: 1/8" = 1'-0"



2 | Floor 1 Proposed Plan
SCALE: 1/8" = 1'-0"



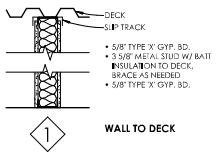
3 | Floor 1 Proposed Reflected Ceiling Plan
SCALE: 1/8" = 1'-0"

DEMO NOTES

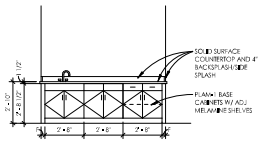
1. REMOVE WALLS & ALL ASSOCIATED FINISHES.
2. REMOVE DOOR & FRAME.
3. REMOVE DOOR, FRAME, & SIDELIGHT.
4. REMOVE FLOORING AND BASE. SCRAPE CONCRETE SMOOTH & REMOVE ALL RESIDUE. PREP CONCRETE FOR NEW FLOORING.
5. REMOVE ALL CEILING TILES, GRID, LIGHTING, ADJUST HVAC & SPRINKLERS TO ACCOMODATE NEW LAYOUT.
6. REMOVE CABINETS & COUNTER
7. REMOVE EXISTING SINK & CAP ABANDONED PLUMBING LINES
8. REMOVE EXISTING RESTROOM DOOR & FRAME.
9. REMOVE EXISTING RESTROOM COUNTERTOP & SINKS.
10. REMOVE EXISTING URINALS. CAP ABANDONED PLUMBING LINES.
11. REMOVE EXISTING WATER FOUNTAIN.
12. REMOVE EXISTING PARTIAL HEIGHT WALL & COUNTERTOPS.
13. EXISTING LOBBY FLOOR & CEILING TO REMAIN. PROTECT DURING CONSTRUCTION.
14. REMOVE EXISTING TILE FLOOR FROM RESTROOM AND PREPARE SURFACE FOR NEW TILE FLOOR. NEW TILE FLOORING TO MATCH 4TH FLOOR RESTROOMS.
15. REMOVE EXISTING WALL TILE AND ASSOCIATED GYP BD AND REPLACE WITH NEW GYP BD AND NEW TILE WALL SURFACE. NEW TILE WALL SURFACE SHALL MATCH 4TH FLOOR TILE AND SHALL BE INSTALLED IN LOCATIONS SHOWN ON INTERIOR ELEVATIONS. PAINT THE REMAINDER OF THE WALL SURFACES.

CONSTRUCTION KEYNOTES

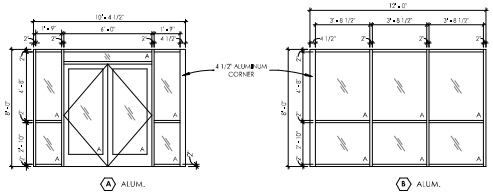
1. INSTALL NEW FLOORING THROUGHOUT LOBBY.
2. INSTALL NEW 3'-0" X 7'-0" DOOR AND FRAME.
3. INSTALL NEW COFFEE BAR MILLWORK.
4. INSTALL RELOCATED COUNTERTOP & SINK.
5. INSTALL RELOCATED URINAL.
6. INSTALL NEW BAR SINK & 6" DIAMETER HOLE WITH STAINLESS ESCUTCHEON.
7. INSTALL RELOCATED STALL PARTITION.
8. PATCH & REPAIR FLOOR WHERE SECURITY DESK WAS REMOVED.
9. RELOCATE EXISTING VENDING MACHINES.
10. INSTALL NEW GYP BOARD CEILING. INSTALL @ 7'-0" A.F.F. HEIGHT.
11. CUT/ ADJUST/ PATCH/ REPAIR/ REINSTALL CEILING GRID AND CEILING TILE AS NEEDED FOR NEW WALL CONFIGURATION. REPLACE DAMAGED OR STAINED CEILING TILES.
12. INSTALL NEW 2' X 2' GRID & ACT CEILING TILE THROUGHOUT NEW LOBBY AREA.
13. INSTALL WATER SUPPLY & DRAIN FOR COFFEE MACHINE. COFFEE MACHINE PROVIDED BY OWNER.
14. INSTALL NEW DOOR POWER OPERATOR.
15. ALL REMAINING WALL SURFACES IN THIS AREA SHALL BE PATCHED AND PREPED TO RECIEVE NEW PAINT. NEW PAINT SHALL MATCH COLOR OF SOUTH END OF THE EXISTING LOBBY AREA.
16. INSTALL RELOCATED BACK LIT MIRROR
17. INSTALL RELOCATED BATHROOM ACCESSORIES
18. INSTALL NEW GYP BOARD CEILING. INSTALL @ 8'-0" A.F.F. HEIGHT.
19. INSTALL NEW PAIR OF 3'-0" X 7'-0" ALUMINUM DOORS.



4 | Wall Types
SCALE: 1" = 1'-0"



5 | Coffee Bar Millwork Elevation
SCALE: 1/4" = 1'-0"



6 | Interior Glazing Schedule
SCALE: 1/4" = 1'-0"

GLAZING TYPES

A 1/4" CLEAR TEMPERED

TMA

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7645 Lyndale Ave S Suite 100
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Phase

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Print Name Don Pellnen

Signature

Date 01.13.2026
License # 50908

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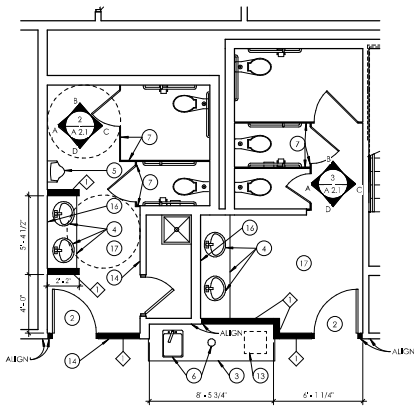
Revisions

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Notes & Plans

A2.0

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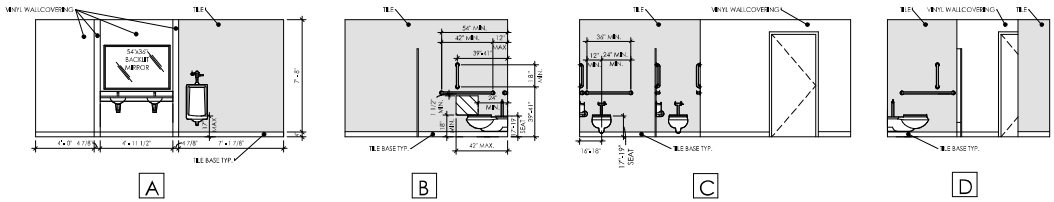
*NOTE: CONTRACTOR SHALL REMOVE THE EQUIPMENT LISTED BELOW FROM THE FOURTH FLOOR RESTROOMS AND INSTALL IT IN THE FIRST FLOOR RESTROOMS. CAP ALL PLUMBING SERVICES IN THE FOURTH FLOOR RESTROOMS.

1. MIRRORS (BACKLIT)
2. SOLID SURFACE COUNTERTOPS, ASSOCIATED SINKS, & SOAP DISPENSERS
3. TOILETS & URINALS
4. TOILET PARTITIONS
5. ALL TOILET ACCESSORIES - GRAB BARS, TOILET PAPER DISPENSERS, FEMININE NAPKIN DISPOSALS, & COMBINATION PAPER TOWEL DISPENSERS/DISPOSALS.

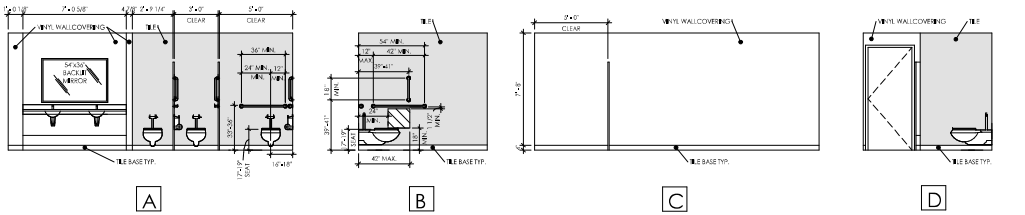
1 | Enlarged Restroom Plan
SCALE: 1/4" = 1'-0"

CONSTRUCTION KEYNOTES

1. INSTALL NEW FLOORING THROUGHOUT LOBBY.
2. INSTALL NEW 3'-0" X 7'-0" DOOR AND FRAME.
3. INSTALL NEW COFFEE BAR MILLWORK.
4. INSTALL RELOCATED COUNTERTOP & SINK.
5. INSTALL RELOCATED URINAL.
6. INSTALL NEW BAR SINK & 6" DIAMETER HOLE WITH STAINLESS ESCUTCHEON.
7. INSTALL RELOCATED STALL PARTITION.
8. PATCH & REPAIR FLOOR WHERE SECURITY DESK WAS REMOVED.
9. RELOCATE EXISTING VENDING MACHINES.
10. INSTALL NEW GYP BOARD CEILING. INSTALL @ 7'-2" A.F.F. HEIGHT.
11. CUT/ ADJUST/ PATCH/ REPAIR/ REINSTALL CEILING GRID AND CEILING TILE AS NEEDED FOR NEW WALL CONFIGURATION. REPLACE DAMAGED OR STAINED CEILING TILES.
12. INSTALL NEW 2' X 2' GRID & ACT CEILING TILE THROUGHOUT NEW LOBBY AREA.
13. INSTALL WATER SUPPLY & DRAIN FOR COFFEE MACHINE. COFFEE MACHINE PROVIDED BY OWNER.
14. INSTALL NEW DOOR POWER OPERATOR.
15. ALL REMAINING WALL SURFACES IN THIS AREA SHALL BE PATCHED AND PREPPED TO RECEIVE NEW PAINT. NEW PAINT SHALL MATCH COLOR OF SOUTH END OF THE EXISTING LOBBY AREA.
16. INSTALL RELOCATED BACK LIT MIRROR
17. INSTALL RELOCATED BATHROOM ACCESSORIES



2 | Men's Restroom Interior Elevations
SCALE: 1/4" = 1'-0"



3 | Women's Restroom Interior Elevations
SCALE: 1/4" = 1'-0"

TMA

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Print Name Don Pellnen

Signature

Date 01.13.2026
License # 52908

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Restroom Details

A2.1

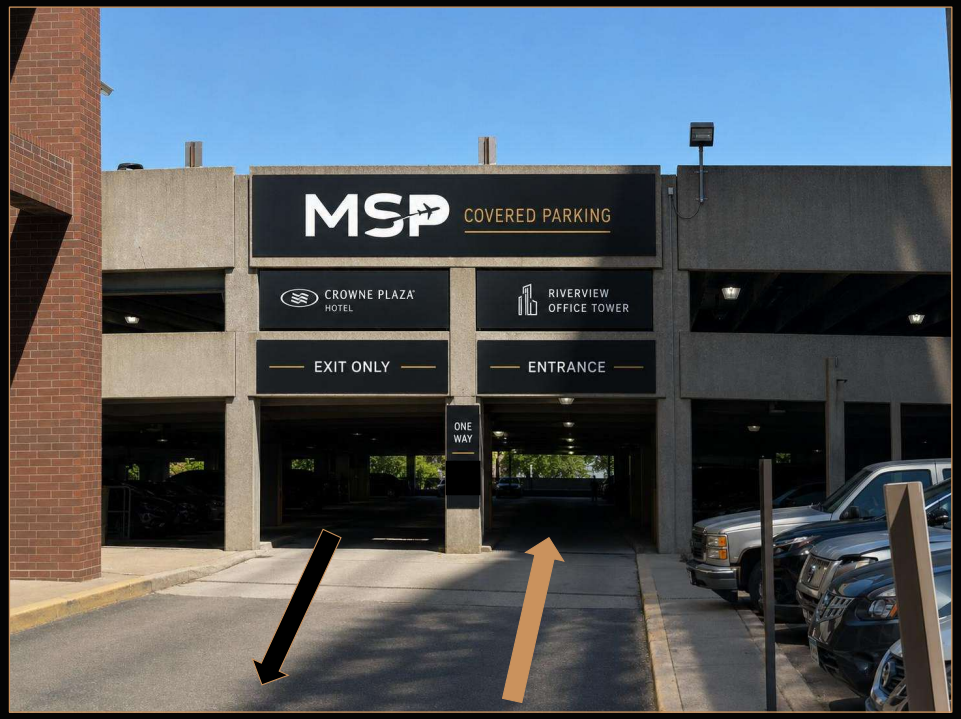
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RIVERVIEW PARKING GARAGE

MSP COVERED PARKING

A coordinated signage, circulation and operations plan for a safer, clearer and more accountable ramp.

This package summarizes exterior branding, vehicle movement, pillar-mounted interior wayfinding, lighting upgrades, emergency access and Inflow-controlled parking management.



490	1-WAY	PILLARS
STALLS REQUESTED	RAMP CIRCULATION	INTERIOR SIGNS ONLY

Covered. Secure. Minutes Away.

Parking access, occupancy and user accountability

Interstate / Inflow records every parking session and manages the facility against the approved stall inventory.

TRAFFIC IN / OUT AND LOAD LIMITS

- Every entry and exit is recorded through the gates and LPR system.
- Totals are matched against the 490-stall facility inventory.
- The dashboard displays live car count and occupancy percentage.
- Current occupancy plus scheduled reservations enforce limits and prevent overbooking.

MULTIPLE TENANTS AND USER GROUPS

- Occupancy is shown by parker type: daily, permitted, hotel, tenant, validated or other configured class.
- Groups are placed on permitted lists and the vehicle plate becomes the credential.
- A real-time list of present vehicles is available.
- Every vehicle has an active session status and a saved session history.

ACCOUNTABILITY AND REVENUE CONTROLS

- Validation usage can be tracked by office tenant, hotel event, group master or other billing group.
- Anti-passback prevents one credential from supporting multiple vehicles unless authorized.
- Payment compliance and vehicle-movement history remain tied to the plate.
- Direct aggregator connections and open API tools reduce manual reservation entry.
- Vehicles beyond the grace period can use a promo code or the intercom.

FIRE AND EMERGENCY ACCESS

- There is no entry barrier for vehicles with a readable rear plate; the entry gate opens automatically.
- Consistent municipal plates such as POLICE are exempted for free entry and exit.

FIRST-TIME / NON-REGISTERED VISITOR & REGISTERED USER FLOWS

No app or prior account is required. The guest uses the plate, posted QR code and a smartphone.

1 PLATE READ

Vehicle approaches; LPR reads the rear plate.

Vehicle approaches; LPR reads the rear plate.

2 GATE OPENS

The system welcomes the guest and opens entry.

The system welcomes the registered user and opens entry.

3 SCAN QR

Guest parks and scans the QR code on facility signage.

Skip to step 6

4 REGISTER

Guest follows the prompts and enters a payment card.

5 EXIT READ

LPR reads the plate and calculates stay time / fee.

6 CHARGE + OPEN

The card is charged and the exit gate opens.

LPR reads the plate and the gate is opened.

LIGHTING

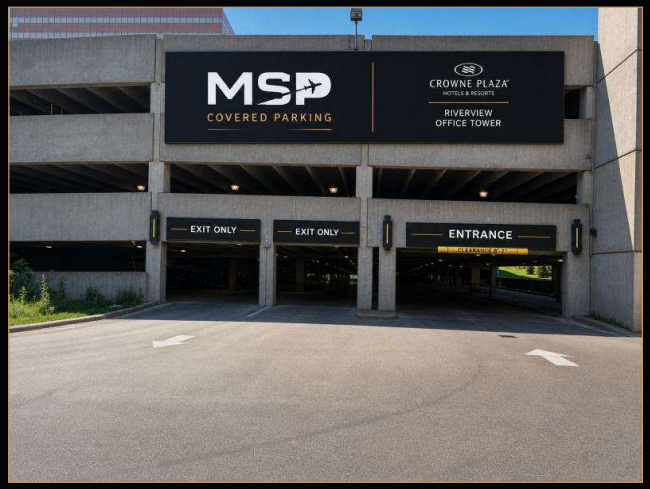
Lighting has been evaluated and improved over time as part of the garage operating plan. In 2022, updated light-meter plans were submitted to the City. Spark Electric conducted a follow-up field review in late July 2026 and reported that the current light levels remain consistent with the City's lighting requirements.

Exterior signage approach

Branding clarifies public entrances and separates MSP Covered Parking, hotel and Riverview Office Tower uses.



WEST ENTRANCE - ONE IN / ONE OUT



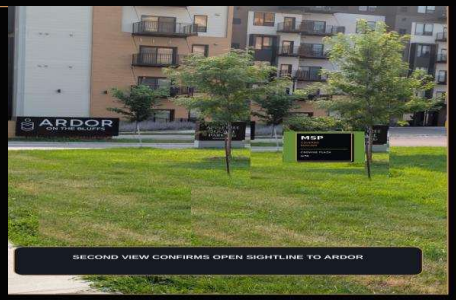
EAST ENTRANCE - TWO EXITS / ONE ENTRANCE



NORTH WALL FACING AMERICAN BLVD.



LIT AMERICAN BLVD. MONUMENT SIGN



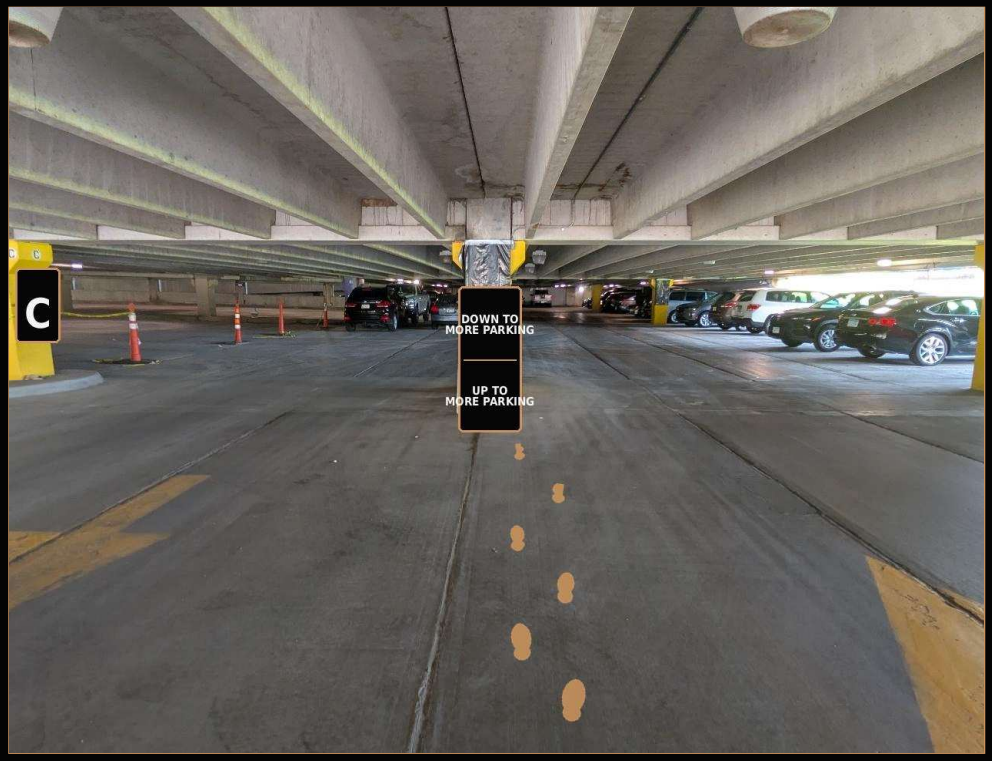
SECONDARY TWO APPLETREE / AIRE MONUMENT LOCATION

EXTERIOR DECISIONS CAPTURED

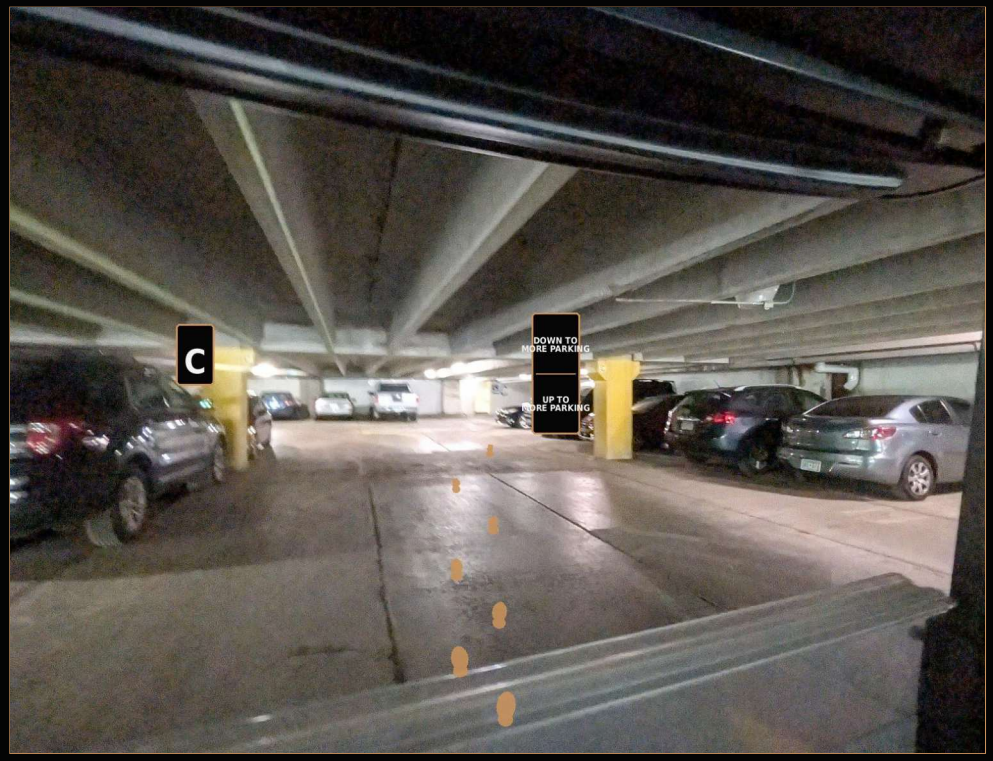
- East entrance visual uses the actual open-ramp condition: no garage doors, two EXIT ONLY lanes on the left and one ENTRANCE lane on the right.
- North wall sign uses the MSP logo more prominently and reads MSP Covered Parking from American Boulevard.
- Primary monument remains the lit MSP Covered Parking.
- MSP Covered Parking/AiRE/Crowne monument shown at the marked location, to the right of the 2 Appleetree sign clear of the Ardor sightline.

Typical floor signage and pedestrian wayfinding

Scaled column signs repeat by level, while gold footprints guide pedestrians to MSP Covered Parking.



TYPICAL COLUMN SIGNAGE AND GOLD FOOTPRINT PATH

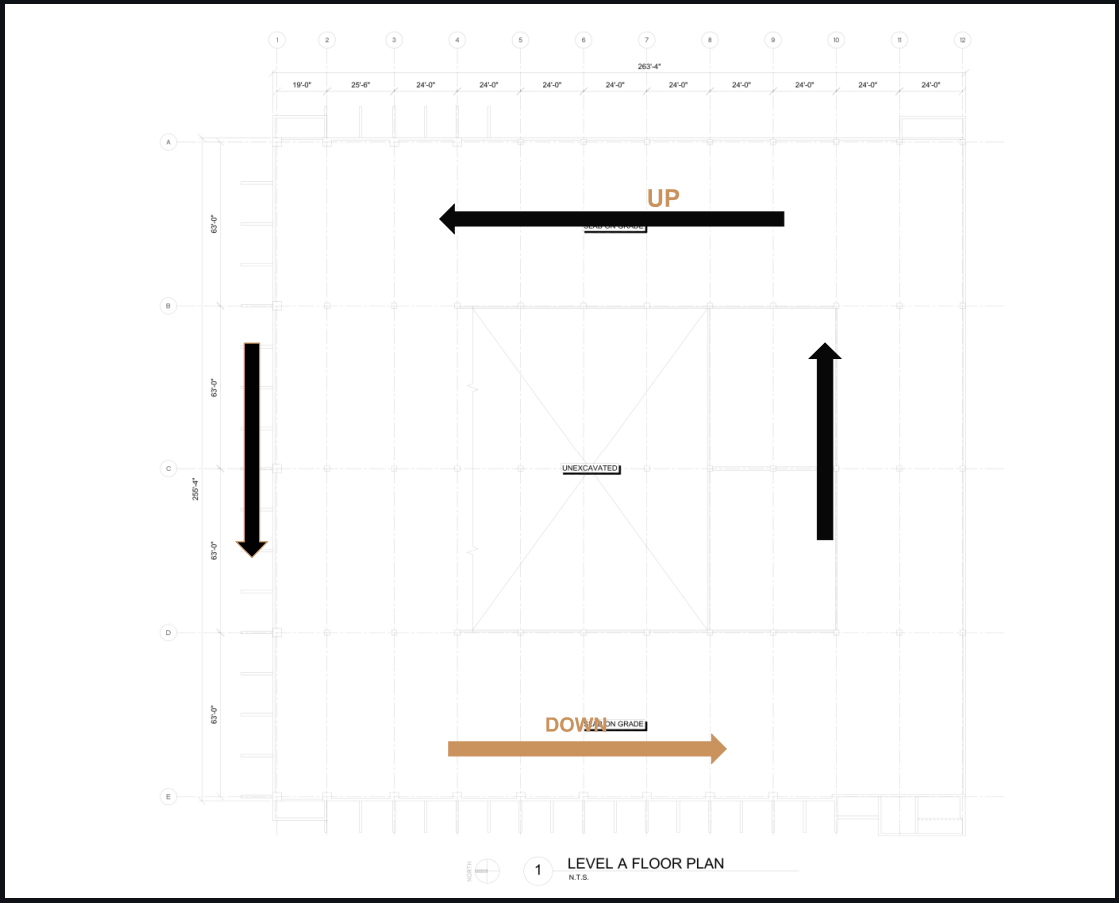


REPEATED COLUMN SIGNAGE AND GOLD FOOTPRINT PATH

ONE-WAY ON RAMPS AND EAST / WEST RUNS | TWO-WAY AT NORTH / SOUTH ENDS
SCALED SIGNS MOUNT TO COLUMNS | NO DRIVEWAY END-CAP SIGNS

Level A circulation

Bottom parking level; drivers continue up for more parking and exit access.



LEVEL A

- On-grade parking level.
- Drivers continue up the ramp for more parking and eventual exit access.

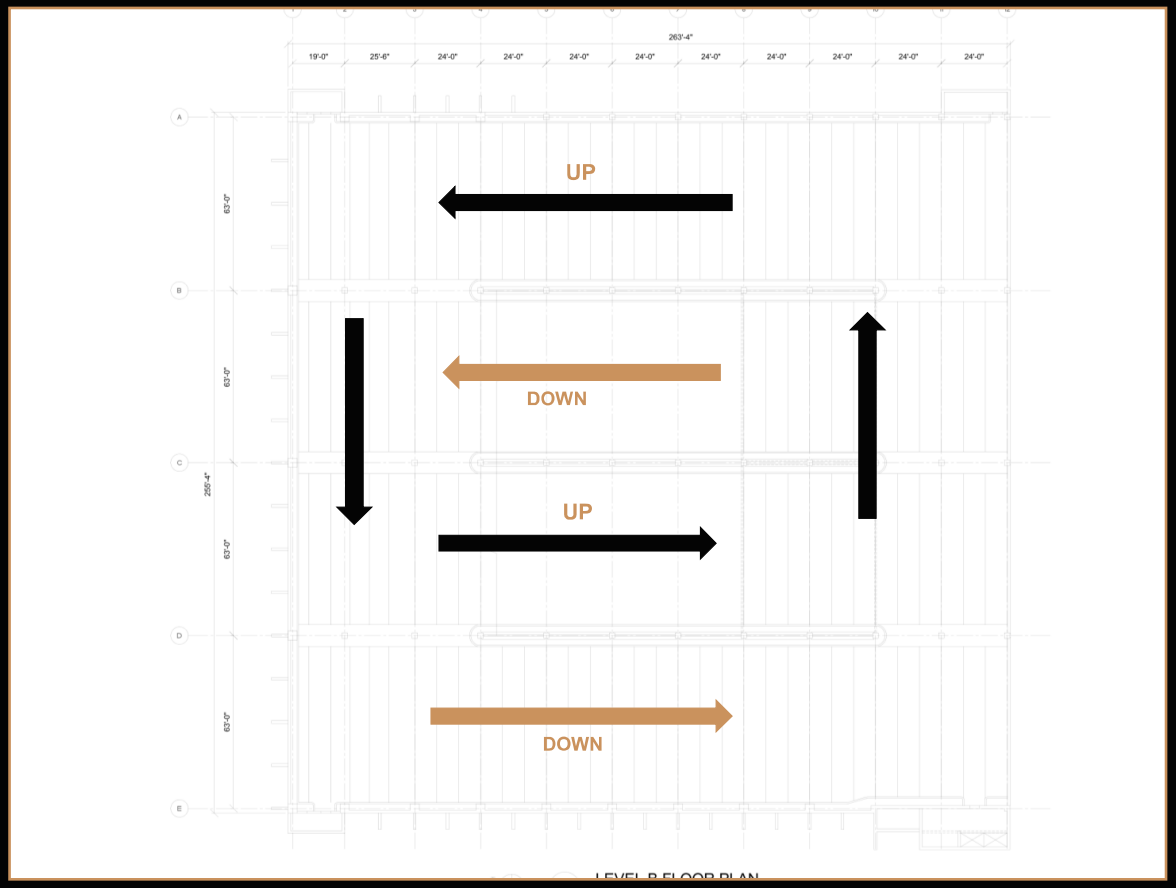
PILLAR SIGN LANGUAGE

- MORE PARKING AND EXIT UP

Interior signs on this level mount to pillars only. No hanging signs and no driveway end-cap signs.

Floors B, C, D, L and E circulation

A common ramp pattern is paired with floor-specific parking, entrance and exit guidance.



B

DOWN TO MORE PARKING ON A
EXIT UP TO LEVEL C

C

EAST ENTRANCE / EXIT
PARKING UP TO D, L & E
PARKING DOWN TO B & A

D

WEST ENTRANCE / EXIT
ENTRY TRAFFIC CONTINUES DOWN
LEVEL D PROVIDES PARKING

L

PARKING UP TO E
PARKING DOWN TO D, C, B & A
EXITS ON D & C

E

PARKING DOWN TO L, D, C, B & A
EXITS ON D & C

Stair, door and elevator lobby wayfinding

Door signage is scaled to the wall condition: destination panels sit beside the door and the floor letter remains a standalone character.



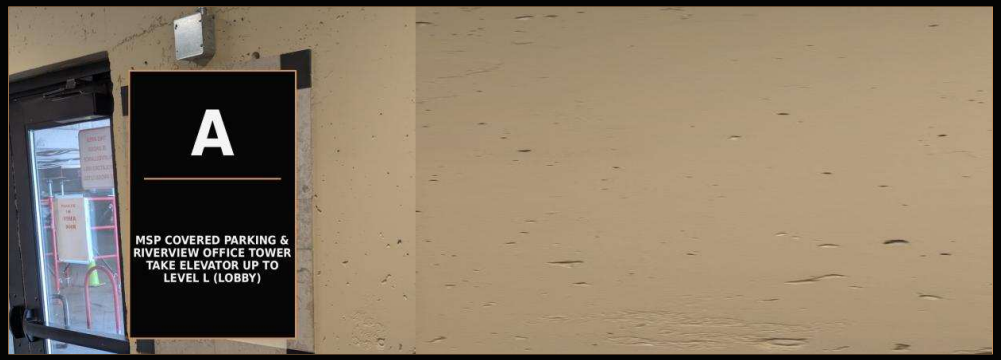
CONNECTING STAIR - MSP / TOWER PANEL LEFT; A + HOTEL ENTRANCE RIGHT



NON-CONNECTING STAIR - ACCESS PANEL LEFT; STANDALONE A RIGHT



TOWER LOBBY DOOR - IDENTIFICATION PANELS LEFT; STANDALONE A RIGHT



ELEVATOR LOBBY COPY

LEVELS A, B, C & D
MSP COVERED PARKING & RIVERVIEW OFFICE TOWER
TAKE ELEVATOR UP TO LEVEL L (LOBBY)

LEVEL E
TAKE ELEVATOR DOWN TO LEVEL L (LOBBY)

LEVEL L
MSP COVERED PARKING & RIVERVIEW OFFICE TOWER - THIS LEVEL

THIS SIGN PLACEMENT AND HIERARCHY REPEATS ON EVERY LEVEL.
THE LEVEL LETTER CHANGES TO A, B, C, D, L OR E; DESTINATION COPY CHANGES ONLY WHERE NOTED.

Confirmed operating and submittal items

The circulation, signage, lighting and parking-control assumptions are coordinated for the 490-stall application.

TRAFFIC + LOADS

Gate and LPR events record every entry / exit, compare the live count with the 490-stall inventory and display occupancy percentage and car count.

USER ACCOUNTABILITY

Present vehicles are shown by parker type. Permitted groups use the plate as the credential; every vehicle retains session status and history.

VISITOR EXPERIENCE

A first-time guest enters on plate read, scans the posted QR code, registers a card, and is charged automatically when the plate is read at exit.

EMERGENCY ACCESS

Rear-plated emergency vehicles can enter and exit without interaction. Municipal plates will be exempt.

CIRCULATION + SIGNS

One-way movement, bollards and refreshed floor arrows control the ramp. Interior signs are one-sided and pillar-mounted only.

LIGHTING

Lighting has been evaluated and improved over time as part of the garage operating plan. In 2022, updated light-meter plans were submitted to the City. Spark Electric conducted a follow-up field review in late July 2026 and reported that the current light levels remain consistent with the City's requirements.

EXTERIOR IDENTITY

West and east entrances, north-wall branding, primary monument and the secondary Two Appletree / AiRE monument use one coordinated MSP sign family.

PARKING CONTROLS

Reservations, validations, tenant lists, anti-passback, payment compliance and occupancy caps prevent overbooking and preserve accountability.

Final sign fabrication still requires field dimensions, exact pillar faces, structural attachment details and the sign company's scaled shop drawings. Traffic-control hardware, final bollard spacing and striping remain coordinated with the parking / traffic contractor.

ALLIANT

Crowne Plaza Parking Ramp

PARKING STUDY

DRAFT REPORT

Prepared for:

City of Bloomington
1700 W 98th Street
Bloomington, MN 55431

Prepared by:

Alliant Engineering
733 Marquette Avenue, Suite 700
Minneapolis, MN 55402

7/8/2026

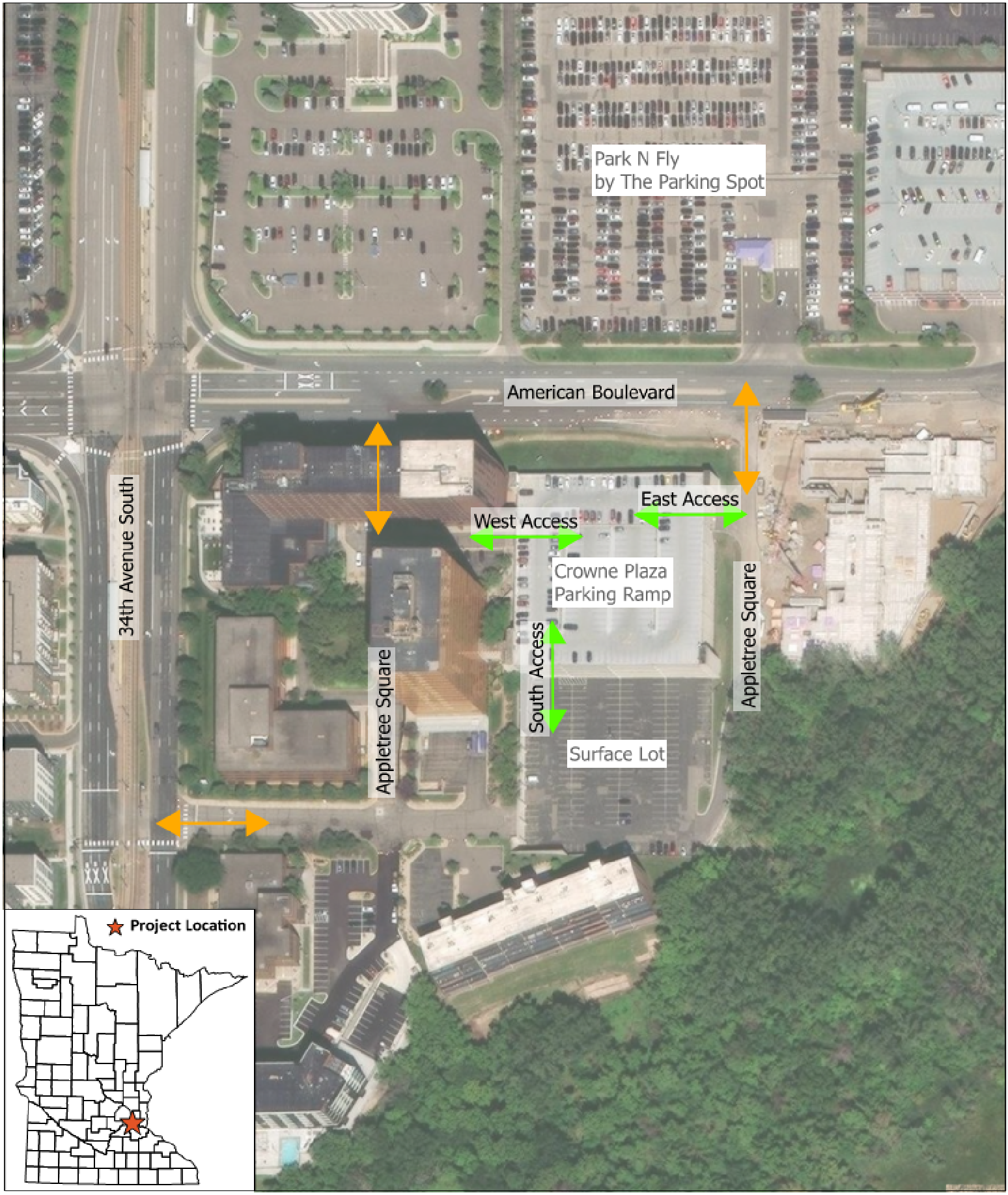
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1. Introduction

Alliant has conducted a parking study in response to proposed parking modifications to the Crowne Plaza Parking Ramp, located at 3601 American Boulevard E in Bloomington, MN (**Figure 1**). Kaeding Development, the owners of the 1,275-stall parking ramp, are seeking a Conditional Use Permit (CUP) to provide remote airport parking within the existing parking ramp. The existing ramp currently serves guests and staff of the Crowne Plaza Suites hotel and employees of the adjacent office buildings. Recent updates to the Bloomington City Code allow for remote airport parking as a conditional use pursuant to §21.501.04. In addition to the parking ramp, Kaeding Development also own 3 Appletree Square, 8009 34th Ave, and 3700 American Boulevard E. The proposed remote airport parking operation will be integrated into the existing parking structure as well as the 3 Appletree Square property and will include construction of a 2,500 square foot lobby in the 3 Appletree Square building, an online reservation system, and AI license plate reader technology.

1.1 Purpose & Need

The main objectives of this study are to evaluate existing traffic operations within the study area, document the existing parking supply and anticipated parking demand, evaluate the revised configuration of the parking ramp, identify any potential traffic impacts to the adjacent roadway network, and recommend improvements to address issues if necessary. Furthermore, the City desires recommendations and/or thresholds that would trigger the need for suspension of remote airport parking to ensure continued safe and efficient use of the parking ramp for all users.



Crowne Plaza Parking Ramp Study

Legend

Site Access

Parking Ramp Access

N

0 125 250 Feet

Figure 1

Project Location

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2. Existing Conditions

2.1 Study Area Intersections

The following study intersection and ramp accesses were identified:

- American Boulevard & Appletree Square
- Appletree Square & Crowne Plaza Parking Ramp – West Access
- Appletree Square & Crowne Plaza Parking Ramp – East Access

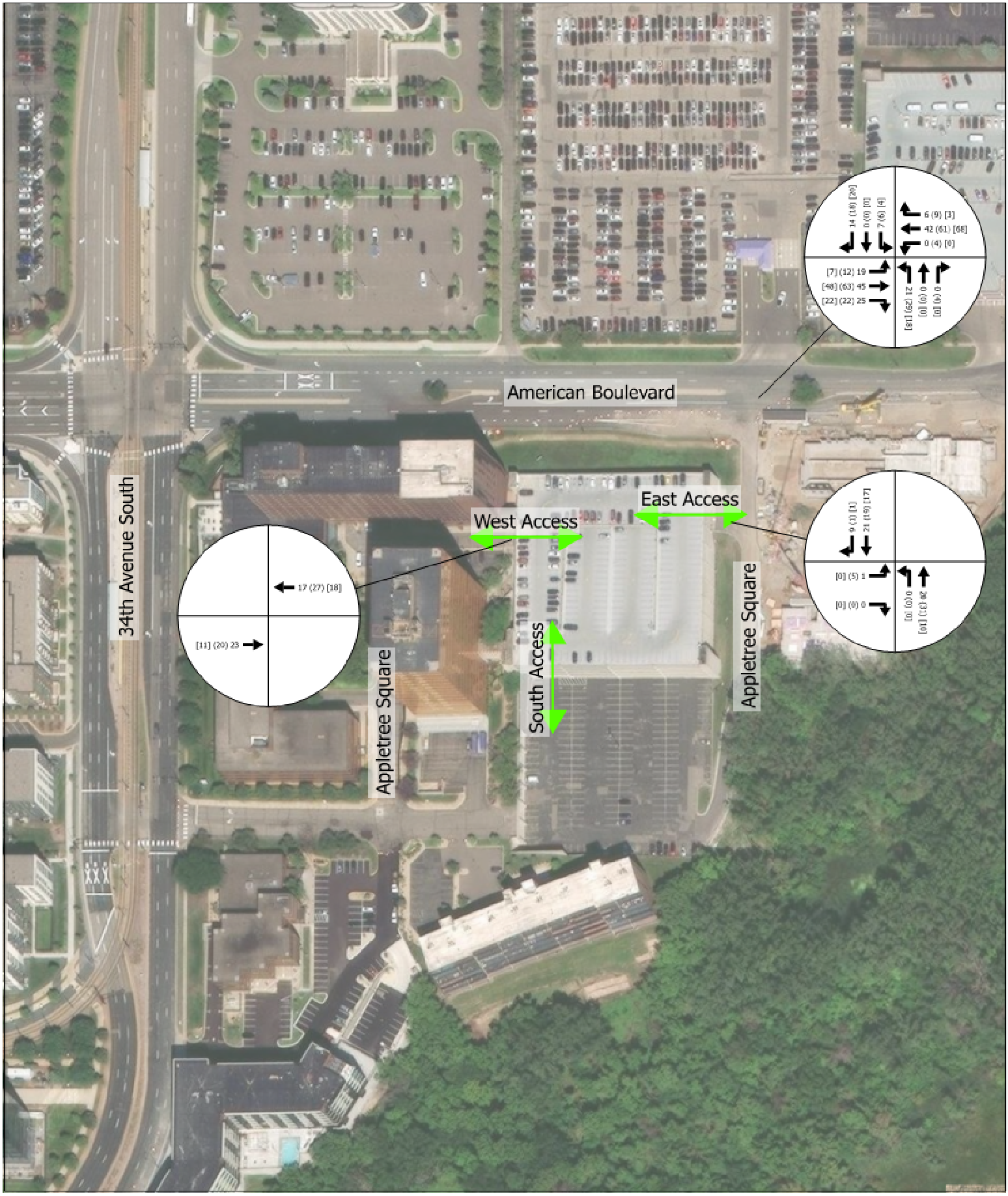
2.2 Data Collection

To document existing conditions, intersection turning movement counts (TMCs) and parking occupancy were documented for the study intersections, accesses, parking ramp, and surface lot.

2.2.1 Existing Traffic Volumes

TMCs were collected by Alliant on Thursday, February 5th, 2026, and Sunday, February 8th, 2026, over 24-hour time periods. The weekday AM, weekday PM, and weekend peak hours of the ramp were determined to be 8:00-9:00AM, 4:30-5:30PM, and 3:00-4:00PM respectively. The peak hours of the intersection were observed to be 7:30-8:30AM, 5:15-6:15PM, and 3:30-4:30, respectively.

The traffic volumes from the ramp and intersection peak hours were combined to create a worst-case volume scenario with the observed maximum ramp and intersection use. Peak hour turning movement counts are shown in **Figure 2**.



Crowne Plaza Parking Ramp Study

Legend

AM (PM) [MID] Peak Hour Turning Movement Volumes

Parking Ramp Access

Figure 2

Existing Conditions Volumes

N 0 125 250 Feet

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2.2.2 Parking Capacity & Occupancy – February 2026

Parking occupancy counts were collected by Alliant on Friday, February 6th and Sunday, February 8th at around 2:30PM and 9:00AM, respectively. The capacity of the existing parking ramp and surface lot was also documented. The existing parking capacity and occupancy are summarized in **Table 1**.

Table 1. Parking Capacity & Occupancy Summary – February 2026

Level/Area	Capacity (Parking Spaces)			Occupancy (Parking Spaces)	
	Total	Unavailable	Available	Friday 2:30PM	Sunday 9:00AM
A	200*	156*	44	4	1
B	215*	129*	86	22	6
C	215*	124*	91	62	60
D	215*	82*	133	49	29
L/Lobby	215	43	172	36	37
E/Roof	215	8	207	50	60
Parking Ramp	**1275**	**542**	**733**	**223**	**193**
Surface Lot	181	8	173	37	17
Total	**1456**	**550**	**906**	**260**	**210**

*Estimated due to large areas being blocked off for construction/temporary closure

Based on collected TMCs and parking occupancy counts, the ramp appears to be largely underutilized. Weekend occupancy (Friday to Sunday) is consistently lower than weekday occupancy and construction/temporary closures within the ramp itself may also have some influence over the current utilization. However, entering and exiting patterns on a weekday (Thursday) indicate that although there are fluctuations throughout the day due to hotel staff and office employees the net increase in the ramp during typical working hours is less than 100 vehicles.

2.2.3 Parking Capacity & Occupancy – June 2026

To supplement these initial counts, an additional parking occupancy count was requested by the City of Bloomington on June 18th, 2026 to be conducted during a weekday at 10:00AM which was identified as the peak parking demand for the existing facility and during June which would address whether seasonal variability has an affect on parking demand. The supplemental parking capacity and occupancy data from Wednesday, June 23rd at 10:00AM is summarized in **Table 2**.

Table 2. Parking Capacity & Occupancy Summary – June 2026

Level/Area	Capacity (Parking Spaces)			Occupancy
	Total	Unavailable	Available	Wednesday 10:00AM
A	200*	0	200*	31
B	215*	0	215*	52
C	215*	20*	195*	81
D	215**	215**	0	0
L/Lobby	215**	215**	0	0
E/Roof	215**	215**	0	0
Parking Ramp	**1275**	**665**	**610**	**164**
Surface Lot	181	8	173	102
Total	**1456**	**673**	**783**	**266**

*Estimated due to sections being blocked off for construction/temporary closure
** Entire level blocked off for construction

Temporary closures within the ramp were different than in February as construction is ongoing, however, plenty of parking spaces were still available. Parking occupancy on a Wednesday in June was consistent with data previously collected on a Friday in February despite lower parking ramp utilization and higher surface lot utilization. The shift from parking ramp usage to surface lot usage when comparing February and June data could be attributed to weather or seasonal reasons or the ongoing construction inside the ramp. Either way, the ramp still appears to be largely underutilized.

2.2.4 Intersection & Access Characteristics

In addition to traffic volume data collection, observations were completed to identify roadway and intersection characteristics within the study area, which are summarized in **Table 3** and **Table 4**. The Crowne Plaza Parking Ramp currently serves hotel guests and office tenants, with signage designating certain areas to certain users. The surface parking lot, immediately to the south of the parking ramp, is currently leased and used by office tenants.

Table 3. Existing Intersection Characteristics Summary

Intersection	Traffic Control	Lane Designations by Approach*			
		NB	SB	EB	WB
American Boulevard & Appletree Square	Through/Stop	LTR	L/TR/R	L/T/R	LT/TR

*L=Left-turn, T=Through, R=Right-turn -- Separate lanes are denoted by /

Table 4. Existing Access Configuration

Access	Traffic Control	Entrance Lanes	Exit Lanes
Appletree Square & Crowne Plaza Parking Ramp - West Access	None	1	1
Appletree Square & Crowne Plaza Parking Ramp - East Access	None	1	1
Appletree Square & Crowne Plaza Parking Ramp - South Access	None	1	1

Although the East Access was built with two entrance lanes and two exit lanes, it currently operates with one entrance lane and one exit lane. Similarly, the South Access was built with multiple connections to the surface lot but currently has only one open.

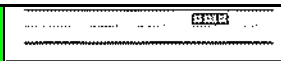
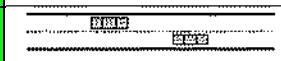
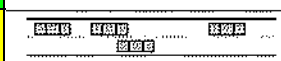
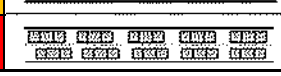
2.2.5 Modeling Assumptions

Only the American Boulevard & Appletree Square intersection and Appletree Square & Crowne Plaza Parking Ramp – East Access were included in the model because operations at the West Access and South Access do not impact the surrounding roadway network. In both cases ingress is expected to be efficient, with minimal idling and all queuing contained internal to the site.

2.3 Intersection Capacity Analysis

Operations analysis results identify LOS or a volume-to-capacity (v/c) ratio, both of which indicate the quality of traffic flow through intersections and along roadway segments. LOS results are categorized on an A through F scale. LOS A represents the best traffic operations, with motorists experiencing minimal delays. LOS F indicates an intersection where demand exceeds capacity, with significant delays and poor traffic operations. LOS grades are different for signalized and unsignalized intersections due to motorist expectations of longer delays at signalized intersections. The overall intersection LOS grade is based on the weighted average delay of each movement, with individual movement LOS based on the average delay per vehicle. Delays can vary greatly based on traffic volume, lane geometry, and intersection traffic control. Long delays and poor LOS can occur on individual approaches even if the overall intersection is functioning well, making approach LOS a valuable secondary criterion. **Table 5** summarizes the relationship between LOS and delay.

Table 5. Level of Service Grade Definitions

Level of Service		Description	Delay per Vehicle (seconds)	
			Signalized Intersection	Unsignalized Intersection
A		**Free Flow:** Low volumes and no delays.	0 - 10	0 - 10
B		**Stable Flow:** Speeds restricted by travel conditions, minor delays.	> 10 - 20	> 10 - 15
C		**Stable Flow:** Speeds and maneuverability closely controlled due to higher volumes.	> 20 - 35	> 15 - 25
D		**Stable Flow:** Speeds considerably affected by change in operating conditions. High density traffic restricts maneuverability, volume near capacity.	> 35 - 55	> 25 - 35
E		**Unstable Flow:** Low speeds, considerable delay, volume at or slightly over capacity.	> 55 - 80	> 35 - 50
F		**Forced Flow:** Very low speeds, volume exceed capacity, long delays with stop and go traffic.	> 80	> 50

Source: Highway Capacity Manual, 2010 Edition, Transportation Research Board, Exhibits 18-4 & 19-1.

In addition to LOS, a second measure of effectiveness is vehicular queuing, or the lineup of vehicles waiting to pass through an intersection. An intersection can operate with an acceptable LOS, but if queues block entrances to turn lanes or adjacent driveways, inefficient and/or unsafe conditions could result. The 95th percentile queue, or the length of queue with only a five percent probability of being exceeded during an analysis period, is considered the standard for design purposes whereas average queues represent typical operations and are useful for comparing alternative performance.

2.3.1 Existing Intersection Capacity Analysis Results

The existing intersection capacity analysis was performed for the weekday AM and PM peak hours along with the weekend peak hour. Results of the existing intersection capacity analysis indicate both the study intersection and access currently operate at overall LOS A during the peak hours under existing traffic volumes, as shown in **Table 6**. In addition, no significant side-street delay or queuing issues were observed in traffic simulations. Detailed operations and queuing analysis results are presented in the **Appendix**.

Table 6. Existing Intersection Capacity Analysis Summary

Intersection	AM Peak Hour		PM Peak Hour		Weekend Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Crowne Plaza Parking Ramp - East Access	A / A	0.2 / 3.2	A / A	0.4 / 3.7	A / A	0.1 / 0.1
American Boulevard & Appletree Square	A / A	1.0 / 3.1	A / A	1.2 / 3.6	A / A	0.9 / 4.2

Overall Intersection LOS / Worst Approach LOS
Overall Intersection Delay / Worst Approach Delay

3. Proposed Operations

Under a revised operational plan, a portion of under-utilized parking spaces in the existing Crowne Plaza Parking Ramp would be repurposed for 'Park and Fly' parking and the parking ramp accesses could be reconfigured. The external structure of the parking ramp, adjacent surface lot, and access roads would remain unchanged. Two primary operational alternatives were considered: 1) a two-lane entrance at the West Access and a four-lane exit at the East Access and 2) a split entrance-exit (one lane each) at the West Access and at least one entry lane at the East Access. A connection between the parking ramp and the surface lot would likely remain at the South Access, dependent on the existing lease agreement with the office tenant. One of the four lanes provided at the East Access could be an entrance under either scenario. The proposed access configurations for the preferred alternative are summarized in **Table 7.**

Table 7. Proposed Access Configuration

Access	Control	Entrance Lanes	Exit Lanes
Crowne Plaza Parking Ramp - West Access	Gated	1	1
Appletree Square & Crowne Plaza Parking Ramp - East Access	Gated	1	3
Appletree Square & Crowne Plaza Parking Ramp - South Access	*	*	*

*South Access provided based on existing lease agreement with office tenant

3.1 Trip Generation

To account for traffic impacts associated with the proposed 'Park and Fly', trip generation estimate methodology was researched using the ***ITE Trip Generation Manual, 11th Edition*** and the ***ITE Parking Generation Manual, 6th Edition***. The ITE Trip Generation and ITE Parking Generation manuals provide peak hour trip generation rates and parking demand based on studies of similar land uses and are the traffic engineering standard for estimating these values. However, there were no comparable land uses within either manual to compare to the proposed land use.

3.1.1 Analysis of Existing Park N Fly to north

Immediately north of the Crowne Plaza Parking Ramp site is Park N Fly by The Parking Spot, an existing 'Park and Fly' facility similar to the revised operational plan for the ramp. Given its proximity, the Park N Fly was analyzed as a viable comparison to the study site. Ingress and egress at the Park N Fly during weekday AM, weekday PM, and weekend peak hours are summarized in **Table 8**.

Table 8. Park N Fly Observed Traffic Summary

Capacity (Parking Spaces)	AM Peak Hour			PM Peak Hour			Weekend Peak Hour			Weekday Daily Trips	Weekend Daily Trips
	Trips In	Trips Out	Total Trips	Trips In	Trips Out	Total Trips	Trips In	Trips Out	Total Trips		
1056	25	21	46	21	24	45	10	24	34	792	655

Given that the proposed 'Park and Fly' site is expected to provide the same service as the existing Park N Fly and is in the same general area, it can be expected to have a similar demand. To generate site traffic estimates, the proportion of proposed parking spaces at the study site to the existing parking spaces at the Park N Fly were multiplied by the observed number of trips at the Park N Fly. Estimated site generated traffic based on the existing Park N Fly are detailed in **Table 9** for different allocations of repurposed 'Park and Fly' parking spaces at the study site.

Table 9. Trip Generation Estimate Summary

Proposed 'Park and Fly' Spaces	AM Peak Hour			PM Peak Hour			Weekend Peak Hour			Weekday Daily Trips	Weekend Daily Trips
	Trips In	Trips Out	Total Trips	Trips In	Trips Out	Total Trips	Trips In	Trips Out	Total Trips		
1056	25	21	46	21	24	45	10	24	34	792	655
900	21	18	39	18	20	38	9	20	29	675	558
700	17	14	30	14	16	30	7	16	23	525	434
500	12	10	22	10	11	21	5	11	16	375	310

Results of the trip generation estimate indicate the proposed 'Park and Fly' could be expected to generate 46 weekday AM peak hour, 45 weekday PM peak hour, 34 weekend peak hour, 792 weekday, and 655 Sunday daily trips if the same number of parking spaces were repurposed as the existing Park N Fly. Trip generation estimates decrease proportionally as the number of repurposed parking spaces are decreased, at a rate of approximately 0.75 weekday trips per parking space.

3.1.2 Trip Distribution and Assignment

All site-generated traffic is expected to enter the Crowne Plaza Parking Ramp at the West Access and exit from the East Access. Due to American Boulevard terminating in a cul-de-sac to the east, all exiting vehicles are expected to then turn left onto American Boulevard heading west.

4. Build Conditions Analysis

To determine impacts associated with the proposed 'Park and Fly', build conditions were evaluated.

4.1 Roadway Network Assumptions

For the future build conditions analysis, the following network assumptions were made:

- Background growth: No background growth was assumed for the build conditions analysis, as historical Average Annual Daily Traffic (AADT) volumes have remained steady in the study area and American Boulevard terminates in a cul-de-sac to the east.
- Proposed developments: There are no other known developments in the area.

4.1.1 Modeling Assumptions

The build conditions volume set reflects the more restrictive access reconfiguration with all vehicles entering the parking ramp at the West Access and all vehicles exiting the parking ramp at the East Access. Although the access reconfiguration at the Crowne Plaza Parking Ramp includes four exit lanes at the East Access, the build conditions model included only one exit lane to model a worst-case scenario. To be conservative, documented Park N Fly trip generation estimates (assuming 1056 parking spaces) were modeled for 'Park and Fly' operations. Peak hour turning movement counts are shown in **Figure 3**.

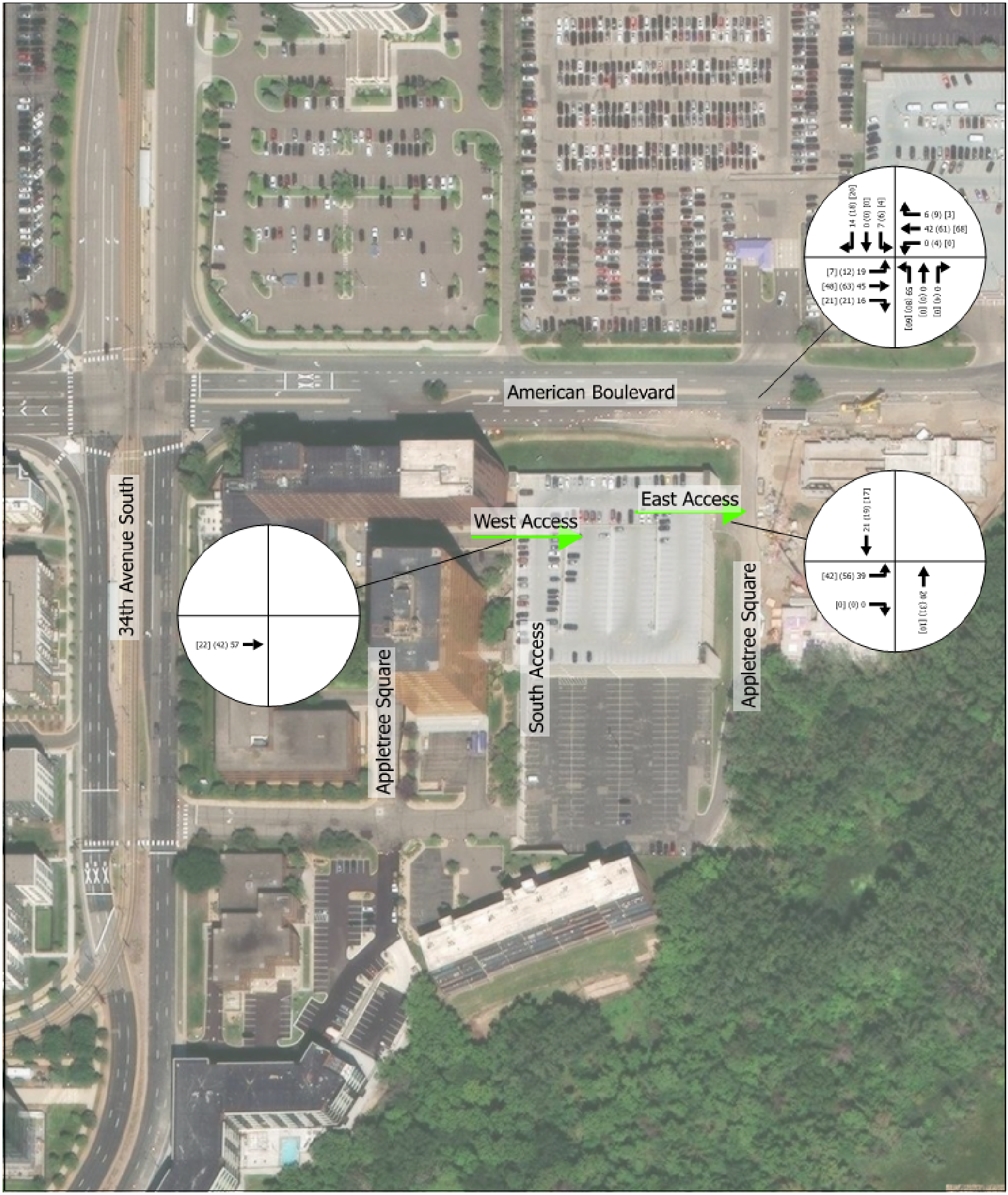
4.2 Intersection Capacity Analysis

Results of the build conditions intersection capacity analysis presented in **Table 10** indicate that all study intersections are expected to operate at overall LOS A under build condition traffic volumes. In addition, no significant side-street delay or queuing issues were observed in the traffic simulations. The proposed 'Park and Fly' is expected to have little to no impact on study area traffic operations. Therefore, no geometric or traffic control improvements are required from an operations perspective. Detailed operations and queueing analysis results, including forecast build conditions results, are presented in the **Appendix**.

Table 10. Build Intersection Capacity Analysis Summary

Intersection	AM Peak Hour		PM Peak Hour		Weekend Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Crowne Plaza Parking Ramp - East Access	A / A	1.6 / 3.6	A / A	2.1 / 4.0	A / A	2.1 / 3.6
American Boulevard & Appletree Square	A / A	1.6 / 3.7	A / A	1.9 / 3.8	A / A	1.5 / 3.6

Overall Intersection LOS / Worst Approach LOS
Overall Intersection Delay / Worst Approach Delay



Crowne Plaza Parking Ramp Study

Legend

AM (PM) [MID] — Peak Hour Turning Movement Volumes

Parking Ramp Access

N

0 125 250 Feet

Figure 3

Build Conditions Volumes

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5. Shared Hourly Parking Demand

- To determine the anticipated parking surplus for proposed 'Park and Fly' use, the ***ITE Parking Generation Manual, 6th Edition*** was used to estimate the peak parking demand for existing land uses that park in the Crowne Plaza Parking Ramp and the adjacent surface lot. Combining the peak parking demand for each land use would not account for complimentary land uses and would only generate a hypothetical maximum parking demand. Therefore, to truly understand parking demand for a shared parking facility it is important to document how parking demand for each land use changes throughout the day. Utilizing hourly parking demand distributions from the ITE Parking Generation Manual, hourly parking demand tables were developed in **Table 11** and **Table 12**.

The following network assumptions were identified:

- A maximum of 1,200 spaces was assumed for the parking ramp
- The peak hourly demand for all land uses is expected to be from 10:00-11:00AM, with the expected hourly occupancy percentages during that time for each land use as follows:
  - Aire Apartments (66%), Crowne Plaza (74%), and Riverview Office Tower (99%)
- Employees of the 2 Appletree Square building will continue to utilize the surface lot, as a result parking demand for this building was removed from the parking ramp calculations

Assuming all buildings are fully occupied, the following conclusions could be drawn:

- Under a full occupancy scenario, the parking demand would be 632 spaces
  - Aire Apartments – 84 spaces (167 units at 0.68 spaces/unit (Studio & 1 BR) and 18 units at 0.75 (2+ BR) spaces/unit)
  - Crowne Plaza – 83 spaces (175 units at 0.64 spaces/unit)
  - Riverview Office Tower – 465 spaces (240,539 SF at 1.95 spaces/1,000 SF)
- Under a full occupancy scenario 568 parking spaces would remain for 'Park and Fly' use

With realistic occupancy percentages for each of the land uses, updated conclusions are:

- Under a realistic occupancy scenario, the parking demand would be 476 spaces
  - Aire Apartments – 79 spaces (167 units at 0.68 spaces/unit (Studio & 1 BR) and 18 units at 0.75 (2+ BR) spaces/unit with 93 percent capacity)
  - Crowne Plaza – 62 spaces (310 units at 0.64 spaces/unit with 74 percent capacity)
  - Riverview Office Tower – 335 spaces (240,539 square feet of gross floor area at 1.95 spaces/1,000 square feet with 72 percent capacity)
- With realistic occupancy 724 parking spaces would remain for 'Park and Fly' use

Table 11. Shared Hourly Parking Demand – Full Occupancy

Starting Hour	Aire Apartments Rate: 0.68 Units: 167 Capacity: 100%		Aire Apartments Rate: 0.75 Units: 18 Capacity: 100%		Crowne Plaza Rate: 0.64 Units: 175 Capacity: 100%		Riverview Tower Rate: 1.95 Units: 240.539 Capacity: 100%		2 Appletree Square Rate: 1.95 Units: 100.681 Capacity: 100%		Existing Land Uses Total Spaces Occupied	Existing Land Uses Ramp Spaces Occupied	Park and Fly Remaining Available Spaces
1200	100%	114	100%	14	100%	112	0%	0	0%	0	240	240	960
100	100%	114	100%	14	100%	112	0%	0	0%	0	240	240	960
200	100%	114	100%	14	100%	112	0%	0	0%	0	240	240	960
300	100%	114	100%	14	100%	112	0%	0	0%	0	240	240	960
400	100%	114	100%	14	100%	112	0%	0	0%	0	240	240	960
500	99%	113	99%	14	100%	112	0%	0	0%	0	239	239	961
600	94%	107	94%	13	90%	101	0%	0	0%	0	221	221	979
700	81%	92	81%	11	90%	101	13%	61	13%	26	291	265	935
800	74%	85	74%	10	90%	101	47%	221	47%	93	510	417	783
900	68%	78	68%	10	80%	90	87%	409	87%	171	758	587	613
1000	66%	75	66%	9	74%	83	99%	465	99%	195	827	632	568
1100	63%	72	63%	9	67%	76	100%	470	100%	197	824	627	573
1200	64%	73	64%	9	65%	73	86%	404	86%	169	728	559	641
100	60%	69	60%	9	61%	69	84%	395	84%	165	707	542	658
200	53%	61	53%	8	59%	67	93%	437	93%	183	756	573	627
300	56%	64	56%	8	58%	65	93%	437	93%	183	757	574	626
400	62%	71	62%	9	61%	69	85%	399	85%	167	715	548	652
500	68%	78	68%	10	60%	68	57%	268	57%	112	536	424	776
600	72%	82	72%	10	62%	70	21%	99	21%	42	303	261	939
700	78%	89	78%	11	65%	73	0%	0	0%	0	173	173	1027
800	83%	95	83%	12	70%	79	0%	0	0%	0	186	186	1014
900	88%	100	88%	12	75%	84	0%	0	0%	0	196	196	1004
1000	93%	106	93%	13	88%	99	0%	0	0%	0	218	218	982
1100	97%	111	97%	14	97%	109	0%	0	0%	0	234	234	966
MAX	**100%**	**114**	**100%**	**14**	**100%**	**112**	**100%**	**470**	**100%**	**197**	**907**	**710**	**490**

Table 12. Shared Hourly Parking Demand – Realistic Occupancy

Starting Hour	Aire Apartments Rate: 0.68 Units: 167 Capacity: 93%		Aire Apartments Rate: 0.75 Units: 18 Capacity: 93%		Crowne Plaza Rate: 0.64 Units: 175 Capacity: 74%		Riverview Tower Rate: 1.95 Units: 240.539 Capacity: 72%		2 Appletree Square Rate: 1.95 Units: 100.681 Capacity: 85%		Existing Land Uses Total Spaces Occupied	Ramp Spaces Occupied	Park and Fly Remaining Available Spaces
1200	100%	106	100%	13	100%	83	0%	0	0%	0	202	202	998
100	100%	106	100%	13	100%	83	0%	0	0%	0	202	202	998
200	100%	106	100%	13	100%	83	0%	0	0%	0	202	202	998
300	100%	106	100%	13	100%	83	0%	0	0%	0	202	202	998
400	100%	106	100%	13	100%	83	0%	0	0%	0	202	202	998
500	99%	105	99%	13	100%	83	0%	0	0%	0	201	201	999
600	94%	100	94%	12	90%	75	0%	0	0%	0	187	187	1013
700	81%	86	81%	11	90%	75	13%	44	13%	22	238	216	984
800	74%	79	74%	10	90%	75	47%	159	47%	79	402	323	877
900	68%	72	68%	9	80%	67	87%	294	87%	146	588	442	758
1000	66%	70	66%	9	74%	62	99%	335	99%	166	642	476	724
1100	63%	67	63%	8	67%	56	100%	338	100%	167	636	469	731
1200	64%	68	64%	9	65%	54	86%	291	86%	144	566	422	778
100	60%	64	60%	8	61%	51	84%	284	84%	141	548	407	793
200	53%	56	53%	7	59%	49	93%	315	93%	156	583	427	773
300	56%	60	56%	8	58%	49	93%	315	93%	156	588	432	768
400	62%	66	62%	8	61%	51	85%	288	85%	142	555	413	787
500	68%	72	68%	9	60%	50	57%	193	57%	96	420	324	876
600	72%	77	72%	10	62%	52	21%	71	21%	36	246	210	990
700	78%	83	78%	10	65%	54	0%	0	0%	0	147	147	1053
800	83%	88	83%	11	70%	59	0%	0	0%	0	158	158	1042
900	88%	93	88%	12	75%	63	0%	0	0%	0	168	168	1032
1000	93%	99	93%	12	88%	73	0%	0	0%	0	184	184	1016
1100	97%	103	97%	13	97%	81	0%	0	0%	0	197	197	1003
MAX	100%	106	100%	13	100%	83	100%	338	100%	167	707	540	660

6. Bloomington City Code Review

Ordinance number 2025-19 adopted by the Bloomington City Council modified use allowances and performance standards for remote airport parking and hotel airport parking uses, amending Chapter 21: Zoning and Land Development of the City Code. A review of §21.302.41 was completed to ensure that the Crowne Plaza parking ramp meets the conditions as intended. Although there is a hotel, §21.302.41(c) of the City Code applies to the Crowne Plaza parking ramp as the proposed use is *remote* airport parking and not *hotel* airport parking. §21.302.41(c) reads as follows:

- (c) *New remote airport parking facility standards*. The following standards are applicable to remote airport parking facilities established after September 29, 2025:
  - (1) Remote airport parking must be located entirely within a parking structure in existence as of September 29, 2025, that is determined to have excess off-street parking supply.
    - (A) The excess supply dedicated to remote airport parking may be determined either by parking spaces exceeding the off-street parking requirement in §21.301.06(d) or by a parking study. The parking study must be conducted in accordance with an accepted methodology approved by the city issuing authority, prepared by an independent traffic engineering professional under the supervision of the city, and paid for by the applicant. In the event other uses that share the parking structure are vacant, the parking study must model the parking demand for all uses as if they were operating at full occupancy.
  - (2) All parking access gates, and shuttle storage must be located within the parking structure.

The proposed remote airport parking will be located entirely within the existing Crowne Plaza parking ramp which, based on the results of this parking study, has been determined to have excess off-street parking supply. Per §21.302.41(c)(1)(A), in the event that other uses that share the parking structure are vacant, the parking study must model the parking demand as if they were operating at full occupancy. This analysis was completed in **Section 5: Shared Hourly Parking Demand** and as a result the requirements of §21.302.41(c)(1) are satisfied.

In addition to §21.302.41(c)(1), all parking access gates and shuttle storage are planned to be located within the parking structure as well, therefore §21.302.41(c)(2) is also satisfied.

7. Conclusions and Recommendations

The following study conclusions are offered for consideration:

- Based on parking occupancy counts, the ramp appears to be largely underutilized. Wednesday midday, Friday PM, and Sunday AM parking occupancy counts indicate that less than 300 vehicles are present in both the ramp and surface lot, with access counts indicating a net increase in the ramp during typical working hours of less than 100 vehicles.
    - Ignoring the surface lot, the parking ramp has approximately 1,275 spaces (once construction is complete). Based on parking and access counts it is reasonable to assume a range of 500 to 900 spaces could be repurposed for 'Park and Fly' use.
- Based on hourly parking demand distributions from the ITE Parking Generation Manual, 6th Edition, hourly parking demand tables were developed under both a full occupancy scenario and a realistic occupancy scenario.
    - Under the full occupancy scenario 568 parking spaces would remain for 'Park and Fly' use, however, with realistic occupancy percentages for each land use 724 parking spaces would remain for 'Park and Fly' use.
    - The calculated range of 568 to 724 available spaces is consistent with the estimated range of 500 to 900 spaces identified using parking occupancy counts. Calculated values from ITE are more conservative due to a variety of factors (work from home, transit facilities, low occupancy rates, etc.) affecting actual use.
    - A final determination of 'Park and Fly' allocation should be made based on existing agreements with the Crowne Plaza Suites hotel and the adjacent office buildings.
- The existing Park N Fly facility to the north consists of 1,056 spaces resulting in 46 weekday AM peak hour, 45 weekday PM peak hour, 34 weekend peak hour, 792 weekday, and 655 Sunday trips at a rate of approximately 0.75 weekday trips per parking space.
- Repurposing 900 spaces, the proposed 'Park and Fly' would be expected to generate approximately 39 weekday AM peak hour, 38 weekday PM peak hour, 29 weekend peak hour, 675 weekday, and 558 Sunday trips based on comparisons to the existing Park N Fly.
- Results of both the no build and build conditions intersection capacity analysis indicate that the study intersection and accesses are expected to operate at overall LOS A during the weekday AM, weekday PM, and weekend peak hours.
    - No significant delay or queueing issues were observed as ingress and egress are efficient, with minimal idling and all queuing contained internal to the site.
- The proposed 'Park and Fly' at the Crowne Plaza Parking Ramp is expected to have little to no impact on study area traffic operations, even when assuming worst-case volume and trip generation scenarios. Therefore, no geometric or traffic control improvements are required from an operations perspective.

Recommendations

Based on ITE Parking Generation and parking observations conducted by Alliant in both February 2026 and June 2026, our analysis supports the conclusion that the existing parking supply of the Crowne Plaza parking ramp has significant capacity to accommodate the proposed remote airport parking and that the standards outlined in City Code §21.302.41(c) are met.

When accounting for the current occupancy rates and observed parking demand of the existing tenants, over 1,000 spaces were available in the parking ramp ignoring parking spaces available in the surface lot. As a result, the upper limit – or 900 remote airport parking spaces – of the estimated 500 to 900 space range identified using parking occupancy counts seems appropriate for an initial allocation. Furthermore, the parking observations of the existing Park N Fly facility suggest that even with 900 spaces allocated for remote airport parking the usage rate is approximately 75 percent, leaving a significant buffer for day-to-day and/or seasonal variations in parking ramp use.

Thresholds for Suspension of Remote Airport Parking

Although the upper limit of 900 remote airport parking spaces is feasible initially, it is understood that changes in tenants or occupancy rates for existing tenants may result in less buffer than desired to accommodate variations in parking ramp use.

- **Existing Tenants**: Given that the Riverview Office Tower requires the highest number of parking spaces, and is currently at 72 percent capacity, it should serve as a barometer for revisiting the remote airport parking space allocation. If the occupancy of the Riverview Office Tower exceeds 95 percent, which based on ITE Parking Generation would result in an increase in parking demand of 100 vehicles, an additional spot parking count should be completed to ensure an appropriate buffer remains.
- **New Tenants (if/when applicable)**: If new tenants take the place of existing tenants a determination of parking demand for those tenants should be completed, either by A) documenting the actual parking utilization through parking observations or B) leveraging the ITE Parking Generation Manual to calculate the net change in parking. If the net change in parking demand exceeds 100 vehicles, an additional spot parking count should be completed to ensure an appropriate buffer remains.

Shuttle Circulation

Kaeding Development continues to refine the remote airport parking concept, including the number of entry and exit lanes on either side of the parking ramp, the proposed shuttle circulation, and the intended pick up and drop off locations for the shuttle. An initial concept, including modifications to a small surface lot east of the parking ramp to accommodate pick up and drop off, is included in the **Appendix** for reference. Shuttle turning movements were reviewed to ensure that movements to and from the site as well as into and out of the parking lot would work.

ALLIANT

Appendix

DRAFT REPORT

Crowne Plaza Parking Ramp
Parking Study

4001032-02

Crowne Plaza Parking Ramp Study Traffic Study - Measures of Effectiveness Summary

Existing Conditions

Intersection	AM Peak Hour		PM Peak Hour		Weekend Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Appletree Square & Crowne Plaza Parking Ramp - East Access	A / A	0.2 / 3.2	A / A	0.4 / 3.7	A / A	0.1 / 0.1
American Boulevard & Appletree Square	A / A	1.0 / 3.1	A / A	1.2 / 3.6	A / A	0.9 / 4.2

Overall Intersection LOS / Worst Approach LOS
Overall Intersection Delay / Worst Approach Delay

Build Conditions

Intersection	AM Peak Hour		PM Peak Hour		Weekend Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Appletree Square & Crowne Plaza Parking Ramp - East Access	A / A	1.6 / 3.6	A / A	2.1 / 4.0	A / A	2.1 / 3.6
American Boulevard & Appletree Square	A / A	1.6 / 3.7	A / A	1.9 / 3.8	A / A	1.5 / 3.6

Overall Intersection LOS / Worst Approach LOS
Overall Intersection Delay / Worst Approach Delay

Existing Conditions - AM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Appletree Square & Crowne Plaza Parking Ramp - East Access	Movement Delay (sec/veh)	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.2
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	2	0	0	0	0	0	0	23	0	0	28	12	65
	Movement 95th Queue (ft)	13	0	13	0	0	0	0	0	0	0	0	0	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)		3.2			0.0			0.0			0.2		
	Approach LOS		A			A			A			A		

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
American Boulevard & Appletree Square	Movement Delay (sec/veh)	1.6	0.1	0.1	0.0	0.1	0.1	3.8	0.2	0.0	3.6	0.0	2.7	1.0
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	23	54	30	0	52	7	23	6	0	6	0	20	221
	Movement 95th Queue (ft)	16	0	0	0	0	0	46	46	46	28	47	31	
	Storage Bay Distance (ft)	180	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)		0.4			0.1			3.1			2.9		
	Approach LOS		A			A			A			A		

Existing Conditions - PM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Appletree Square & Crowne Plaza Parking Ramp - East Access	Movement Delay (sec/veh)	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.4
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	6	0	0	0	0	0	0	37	0	0	33	1	77
	Movement 95th Queue (ft)	24	0	24	0	0	0	0	0	0	0	0	0	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)		3.7			0.0			0.1			0.1		
	Approach LOS		A			A			A			A		

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
American Boulevard & Appletree Square	Movement Delay (sec/veh)	1.6	0.1	0.1	2.3	0.2	0.0	4.3	0.3	2.9	4.9	0.0	3.1	1.2
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	18	75	29	5	77	12	34	10	4	8	0	24	296
	Movement 95th Queue (ft)	12	0	0	9	9	0	49	49	49	33	50	28	
	Storage Bay Distance (ft)	180	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)		0.3			0.3			3.4			3.6		
	Approach LOS		A			A			A			A		

Existing Conditions - Weekend Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Appletree Square & Crowne Plaza Parking Ramp - East Access	Movement Delay (sec/veh)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	0	0	0	0	0	0	0	12	0	0	27	2	41
	Movement 95th Queue (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)		0.0			0.0			0.0			0.1		
	Approach LOS		A			A			A			A		

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
American Boulevard & Appletree Square	Movement Delay (sec/veh)	1.5	0.1	0.1	0.0	0.1	0.0	4.2	0.0	0.0	3.9	0.0	3.0	0.9
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	8	58	25	0	80	2	19	0	0	4	0	21	217
	Movement 95th Queue (ft)	6	0	0	0	0	0	41	41	41	24	54	30	
	Storage Bay Distance (ft)	180	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)		0.2			0.1			4.2			3.1		
	Approach LOS		A			A			A			A		

Build Conditions - AM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Appletree Square & Crowne Plaza Parking Ramp - East Access	Movement Delay (sec/veh)	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	1.6
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	39	0	0	0	0	0	0	24	0	0	28	0	91
	Movement 95th Queue (ft)	49	0	49	0	0	0	0	0	0	0	0	0	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	3.6			0.0			0.0			0.1			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
American Boulevard & Appletree Square	Movement Delay (sec/veh)	1.5	0.2	0.1	0.0	0.2	0.0	4.2	0.5	0.0	4.1	0.0	3.4	1.6
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	22	53	28	0	50	9	65	11	0	7	0	17	262
	Movement 95th Queue (ft)	12	0	0	0	0	0	62	62	62	30	48	30	
	Storage Bay Distance (ft)	180	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.5			0.2			3.7			3.6			
	Approach LOS	A			A			A			A			

Build Conditions - PM Peak Hour

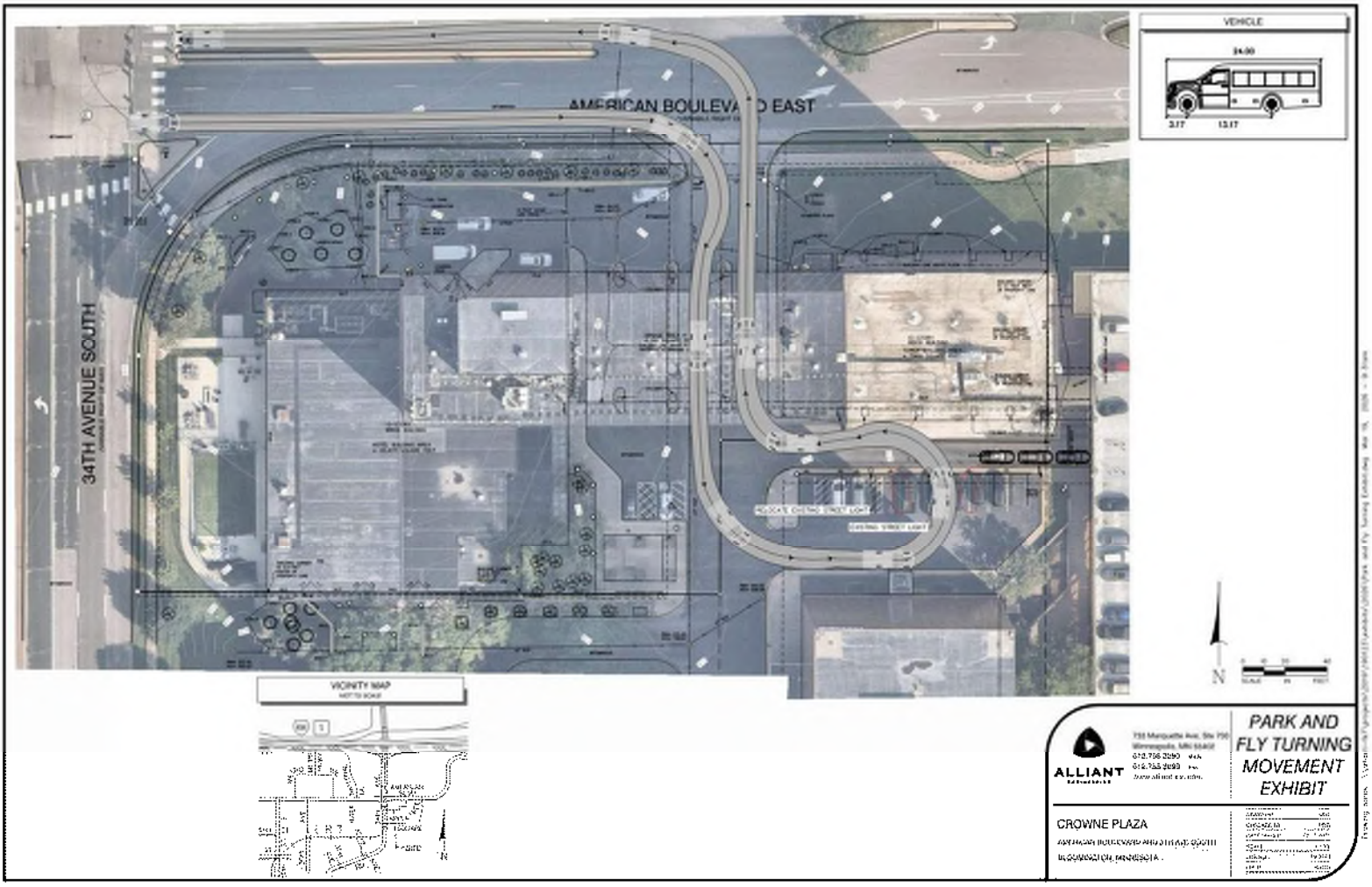
Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Appletree Square & Crowne Plaza Parking Ramp - East Access	Movement Delay (sec/veh)	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	2.1
	Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	77	0	0	0	0	0	0	43	0	0	31	0	151
	Movement 95th Queue (ft)	56	0	56	0	0	0	4	4	0	0	0	0	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	4.0			0.0			0.1			0.1			
	Approach LOS	A			A			A			A			

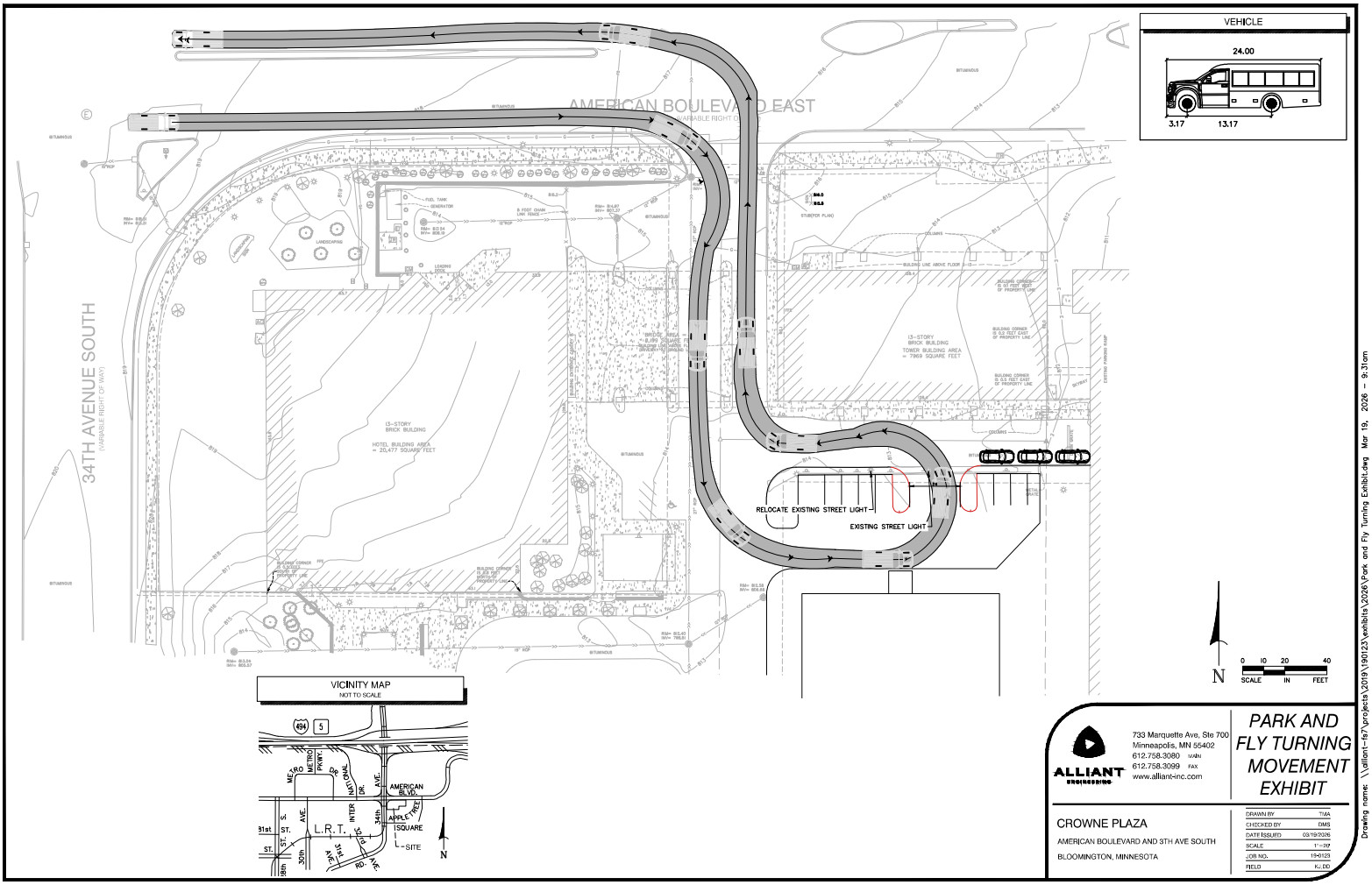
Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
American Boulevard & Appletree Square	Movement Delay (sec/veh)	1.7	0.2	0.2	2.1	0.3	0.0	4.7	0.7	3.1	4.8	0.0	3.3	1.9
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	14	75	29	2	70	13	103	28	5	8	0	22	369
	Movement 95th Queue (ft)	12	0	0	5	5	0	70	70	70	32	52	30	
	Storage Bay Distance (ft)	180	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.4			0.3			3.8			3.7			
	Approach LOS	A			A			A			A			

Build Conditions - Weekend Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Appletree Square & Crowne Plaza Parking Ramp - East Access	Movement Delay (sec/veh)	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	2.1
	Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	54	0	0	0	0	0	0	15	0	0	27	0	96
	Movement 95th Queue (ft)	50	0	50	0	0	0	0	0	0	0	0	0	
	Storage Bay Distance (ft)	0	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	3.6			0.0			0.0			0.1			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
American Boulevard & Appletree Square	Movement Delay (sec/veh)	1.7	0.1	0.2	0.0	0.2	0.0	4.4	0.5	0.0	4.7	0.0	3.1	1.5
	Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement Volume	8	56	24	0	71	3	61	17	0	3	0	27	270
	Movement 95th Queue (ft)	9	0	0	0	0	0	56	56	56	22	56	30	
	Storage Bay Distance (ft)	180	0	0	0	0	0	0	0	0	0	0	0	
	Approach Delay (sec/veh)	0.3			0.2			3.6			3.3			
	Approach LOS	A			A			A			A			


AMERICAN BOULEVARD EAST
34TH AVENUE SOUTH
VEHICLE
34.00
3.17
13.17
VICINITY MAP
N
ALLIANT
PARK AND FLY TURNING MOVEMENT EXHIBIT
CROWNE PLAZA



ALLIANT ENGINEERING
733 Marquette Ave, Ste 700
Minneapolis, MN 55402
612.758.3080 MAIN
612.758.3099 FAX
www.alliant-inc.com

PARK AND FLY TURNING MOVEMENT EXHIBIT

CROWNE PLAZA
AMERICAN BOULEVARD AND 3TH AVE SOUTH
BLOOMINGTON, MINNESOTA

DRAWN BY	TMA
CHECKED BY	DMS
DATE ISSUED	03/19/2026
SCALE	1"=20'
JOB NO.	19-0123
FIELD	K.DO

Drawing name: \\alliant-fs7\projects\2019\190123\exhibits\2026\Park and Fly Turning Exhibit.dwg Mar 19, 2026 - 9:31am

Comment Summary

Application #: PL202600131

Address: 3601 American Boulevard East, Bloomington, MN 55425

Request: **Conditional Use Permit to establish a remote airport parking facility within an existing parking structure located at 3601 American Blvd. E.**

Meeting: Pre-Application DRC - July 14, 2026

NOTE: All comments are not listed below. Please review all plans for additional or repeated comments.

Planning Review - Pre-App Contact: Mike Centinario at mcentinario@BloomingtonMN.gov, (952) 563-8921

1) A remote airport parking facility within an existing parking structure requires a Conditional Use Permit (CUP). City Code section 21.302.41 outlines the performance standards.
2) In the project description, please specifically address the following performance standards:

   (1) Remote airport parking must be located entirely within a parking structure in existence as of September 29, 2025, that is determined to have excess off-street parking supply.
   (A) The excess supply dedicated to remote airport parking may be determined either by parking spaces exceeding the off-street parking requirement in § 21.301.06(d) or by a parking study. The parking study must be conducted in accordance with an accepted methodology approved by the city issuing authority, prepared by an independent traffic engineering professional under the supervision of the city, and paid for by the applicant. In the event other uses that share the parking structure are vacant, the parking study must model the parking demand for all uses as if they were operating at full occupancy.
   (2) All parking, access gates, and shuttle storage must be located within the parking structure.
3) Parking lot lighting must meet Section 21.301.07. Have lighting upgrades be completed within the parking structure? If not, they will be needed before the remote airport parking facility is operational.
4) The project description identifies a potential airport parking lobby. Please identify where that lobby would be located and where pick ups and drop offs would take place.
5) Planning staff has concerns about the reduction in parking spaces allocated to Aire Apartments and the Crowne Plaza Hotel. In 2021, the City Council approved a substantial reduction in parking where the parking allocation was 302 parking stalls. The Parking Study identifies 167 stalls as a total parking allocation for Aire Apartments and the Crowne Plaza Hotel.
6) While not a component of the current proposal, any future office to residential conversion will impact the overall parking demand. Presumably, the Parking Study would be revised or a new study completed to evaluate how parking demand would change with a partial or full office to residential conversion.
7) Please see Public Works' comments, but additional operational details are needed before the development application may be accepted as complete.
8) The projects description only identifies the remote airport parking quantity within the "Realistic Occupancy" model (Table 12). City Code dictates an acceptable model is based on full occupancy (Table 11).

Building Department Review - Pre-App Contact: Kelly Beyer at kbeyer@BloomingtonMN.gov, (952) 563-4519

1) If any re-striping or other work done in parking lot: Parking lot permit required. Must meet MN Accessibility code for accessible stalls/signage.

Fire Department Review - Pre-App Contact: Laura McCarthy at lmccarthy@BloomingtonMN.gov, (952) 563-8965

1) Emergency vehicle access is to be maintained for all properties.
   Currently the bridge is too low to accommodate BFD ladder 3.

Water Resources Review - Pre-App Contact: Brian Hansen at bhansen@BloomingtonMN.gov, (952) 563-4543

1) The submittal indicates that the proposed work consists of improvements to an existing structure. If exterior site improvements (i.e. impervious surface disturbance) are proposed, provide stormwater management plan and erosion control plan meeting the requirements of Bloomington Comprehensive Surface Water Management Plan.

PW Admin Review - Pre-App Contact: Brian Hansen at bhansen@BloomingtonMN.gov, (952) 563-4543

1) Does the change in use require changes to the private common driveway/access easement/agreement.

Traffic Review - Pre-App Contact: Brian Hansen at bhansen@BloomingtonMN.gov, (952) 563-4543

1) Consider 34th Ave/AppleTree square intersection as the shuttle exit location.
2) Include a circulation plan that guides users (both regular users, as well as remote airport parking patrons) to their intended parking areas within the ramp. Identify existing guidance and new needed guidance signs and pavement markings.
3) Identify fixed improvements to identify parking that is being set aside for remote airport paring patrons, such as fixed signing and pavement markings to identify spaces allocated for that use, verses spaces for other ramp tenants.
4) Include wayfinding for pedestrians using the ramp to guide them to required shuttle stops and or nearby transit amenities such as the Blue Line station along 34th Avenue.
5) Provide details on how you intend to monitor and track the number of spaces in use at any given time for remote airport parking users to ensure you don't oversell the available spaces?
6) Provide details on proposed entrance gates to the ramp. Where will they be located? Describe how you will prevent queues backing up onto roadways. You mention users who book a reservation will be automatically detected and be able to just drive into the ramp. Will users without reservations be able to enter gates quickly and pay inside? How will others (office, hotel/apartment, guests) enter? How many queueing spaces will be provided between gate and roadway?

PROOF OF PUBLICATION - CASE #PL20600156

CITY OF BLOOMINGTON
NOTICE OF
PUBLIC HEARING
BY THE PLANNING COMMISSION

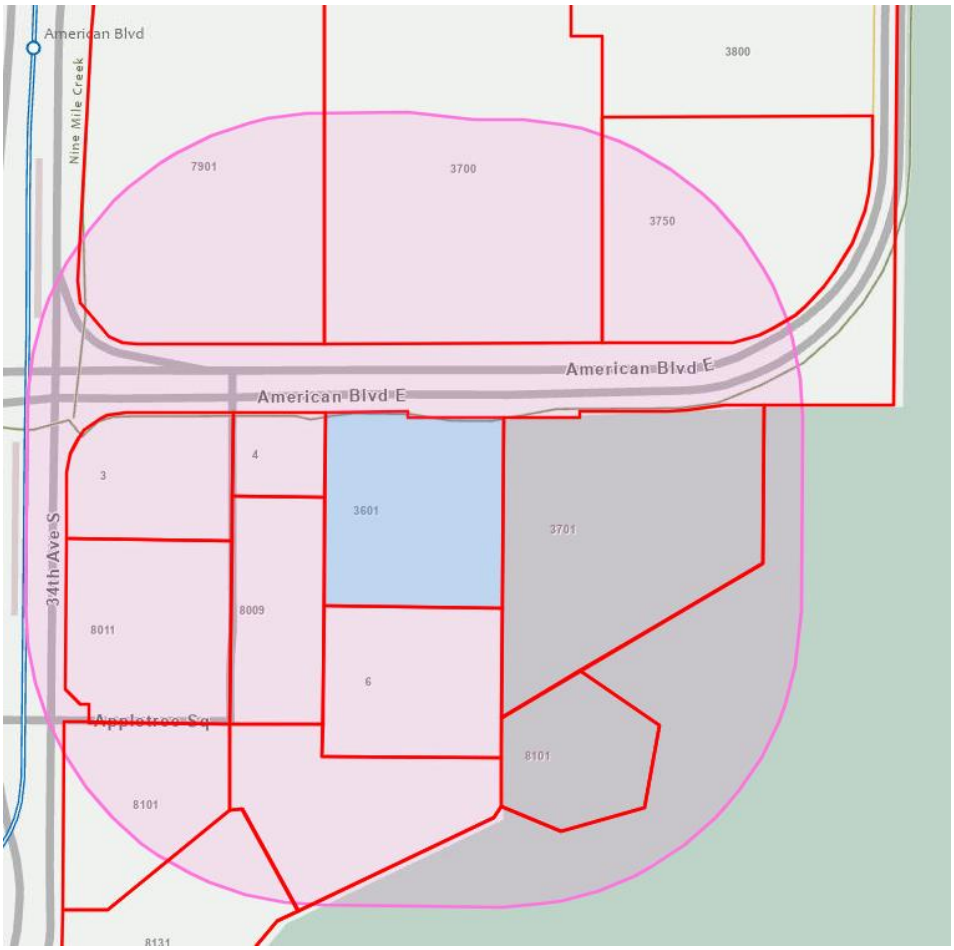
The Bloomington Planning Commission will hold a public hearing on Thursday October 1, 2026 at 6:00 pm in the Council Chambers at Bloomington Civic Plaza, 1800 West Old Shakopee Road, Bloomington, Minnesota, or by electronic means as permitted by State law, to consider Case #PL202600156, an application by Bloomington QOZ Ramp LLC, for a Conditional Use Permit to establish a remote airport parking facility within an existing parking structure located at 3601 American Blvd. E. in the City of Bloomington.

Review information and materials at www.blm.mn/notices. For more information or to submit comments, contact Mike Centinario, Planning Supervisor, 1800 West Old Shakopee Road, Bloomington, MN 55431-3027. (952) 563-8921 or mcentinario@BloomingtonMN.gov

Published in the Sun Current
September 17, 2026
1556526

Map Curation: Sept 9, 2026
Mailed: Sept 10, 2026
Project Planner: Mike Centinario

City of Bloomington Notification Map



Case #PL2026-156
Subject Properties: 3601 AMERICAN BOULEVARD EAST, BLOOMINGTON, MN 55325

Notification Boundary (500 feet)
Subject Property/Properties
Notified Properties

N
W E
S

CITY OF BLOOMINGTON MINNESOTA

Request for Council Action

Originator	Item
Planning	**2.1 Study Item: Sports, Health, and Recreation Use Review**
Agenda Section **ORGANIZATIONAL BUSINESS**	Date October 1, 2026

Requested Action:

No formal action is required. Staff requests that Council review the attached staff report and provide feedback on potential changes.

Item created by: Emily Hestbech, Planning
Item presented by: Emily Hestbech, Planner

Description:

Study item reviewing definitions and use allowances for sports training, health club, and indoor recreation and entertainment facilities.

Attachments:

Staff Report
Exhibit A
Exhibit B
Industrial Obsolescence Study

GENERAL INFORMATION

Applicant:	City of Bloomington
Location:	Citywide
Request:	Study item reviewing use allowances and definitions for sports training, health clubs, and indoor recreation and entertainment facilities.

CHRONOLOGY

Planning Commission	10/01/2026	Study Item scheduled
Council	10/12/2026	Study Item anticipated

STAFF CONTACT

Emily Hestbech, Planner
Phone: (952) 563-4507
E-mail: ehestbech@BloomingtonMN.gov

PROPOSAL

Staff have identified significant cross-over and ambiguity among the current definitions for "recreation and entertainment, indoor", "sports training facility", and "health club" uses. The similarities between these use definitions results in inconsistencies in Code interpretation when determining which use classification applies to a specific business. Staff have also observed increased interest in these types of uses, particularly indoor athletic court and club uses that may include characteristics of both health clubs and sports training facilities.

This project has two components. The first is to clarify the definitions for sports training facilities, health clubs, and indoor recreation and entertainment. The second is to evaluate the zoning district allowances for these uses. As part of this evaluation, staff have focused particular attention on industrial zoning districts due to an increase in inquiries from potential businesses regarding the feasibility of locating sports uses in these districts. Industrial buildings are often desirable for certain sport uses due to their open floor plans and taller ceiling heights.

Staff is seeking feedback from the Planning Commission and City Council on potential approaches to address these issues.

ANALYSIS

Definitions

The City's Zoning Code currently includes three uses that address indoor sports, recreation, and fitness activities: 1) health club, 2) recreation and entertainment, indoor, and 3) sports training facility. The existing definitions in § 21.601 are provided below:

- **HEALTH CLUB.** A facility, for profit or nonprofit, where members or nonmembers pay a fee to use equipment or space for the purpose of physical exercise, including, but not limited to, swimming, court games, martial arts, aerobics, jogging and muscular exercise programs which may or may not include accessory components such as therapeutic massage, tanning, saunas, whirlpools, locker rooms and related activities.

- **RECREATION AND ENTERTAINMENT, INDOOR.** An establishment that offers recreation and entertainment activities, for-profit or nonprofit, to the general public within an enclosed building. Typical uses include theaters, movie theaters, bowling alleys, skating rinks, game arcades, ballrooms and the like.

- **SPORTS TRAINING FACILITY.** A facility primarily designed to provide for sports training for athletes in a particular sport, including gymnasiums, dance training studios, multi-sports floors, training facilities, and flexible space for the purpose of sports practice and skills enhancement. With sufficient parking, **SPORTS TRAINING FACILITIES** may include accessory large group classes and competition as subordinate activities. A **SPORTS TRAINING FACILITY** is considered to be distinct from commercial recreational services catering to the general public such as health and fitness clubs, shooting ranges, archery ranges, bowling alleys, arcades, driving ranges, miniature golf courses, skating rinks, racquet clubs, batting cages and the like.

Although each definition provides examples of the activities that fall within the respective use, there is some overlap in definitions, particularly for gyms, fitness courses, and sport court usesTo reduce this overlap and simplify the Zoning Code, staff is proposing to combine health club and sports training facility into a single use, renamed fitness and sports facility. This also aligns with surrounding communities, such as Richfield and Savage, that often have one use for both health club uses and sport uses. The proposed definition is below:

- **FITNESS AND SPORTS FACILITY.** A facility primarily designed for physical exercise, fitness services, athletic training, sports practice, or skills development, which can only be open for members or open to the public for a fee. Activities may include, but are not limited to, fitness and exercise programs, swimming, court sports, martial arts, gymnastics, dance, sports training, multi-sport activities, and similar activities. The facility may include accessory uses such as locker rooms, saunas, whirlpools,

therapeutic massage, tanning, retail sales, food and beverage service, classes, or competitions when subordinate to the primary use and adequate parking is provided.

Staff is also proposing to clarify the indoor recreation and entertainment definition by adding additional examples of indoor recreational activities, including laser tag and trampoline parks. These examples are intended to show the difference between indoor recreation activities and fitness and sports facilities.

Under the proposed approach, the Zoning Code would define two uses rather than three, effectively consolidating the "health club" and "sports training facility" uses into one use. Fitness and sports facility would generally apply to gyms, athletic training facilities, and similar uses primarily focused on physical exercise or sports. Recreation and entertainment, indoor would apply more generally to indoor recreational and entertainment activities that are not primarily focused on fitness, such as bowling, skating, arcades, laser tag, and trampoline parks.

Use Table Allowances

Commercial Zoning Districts

The current use allowances for health club, sports training facility, and indoor recreation and entertainment vary by zoning district and are shown in white in Table 1. Health clubs and indoor recreation and entertainment facilities are currently permitted or conditionally permitted in most commercial zoning districts, while sports training facilities have more limited allowances, as these facilities have more allowances in industrial zoning districts. With the proposed consolidation of health club and sports training facility into fitness and sports facility, staff is proposing to allow the new use in all commercial zoning districts, except for B-1, as shown highlighted in green in Table 1.

Table 1: Existing Neighborhood and Freeway Commercial Zoning Districts Use Table

Use Type	***Zoning District***									
	B-1	***B-2***	***B-4***	***C-1***	***C-2***	***C-3***	***C-4***	***C-5***	***CO-1***	***CS-1/CS-0.5***
Sports training facility				L	L	L	P	L	Provisional	Provisional
Health club		P	P	P	P	L	L	L		P (CS-1)
Recreation and entertainment, indoor		P	P	P	P	P	L	P		
Fitness and sports facility		P	P	P	P	P	P	P	P	P

Industrial Zoning Districts

Table 2 shows current use allowances in industrial zoning districts in white. Health clubs are currently permitted in most industrial districts with the caveat that they must be located adjacent to an arterial or collector roadway and occupy no more than 50 percent of the building's floor area.

These standards were established to allow health clubs to utilize industrial buildings that are well suited for this type of use while limiting the amount of industrial building space occupied by non-industrial uses.

Staff is proposing that fitness and sports facilities broadly be allowed in industrial zoning districts, with some caveats, as shown in green in Table 2. Preliminary, staff propose two categories of fitness and sports facilities in industrial districts:

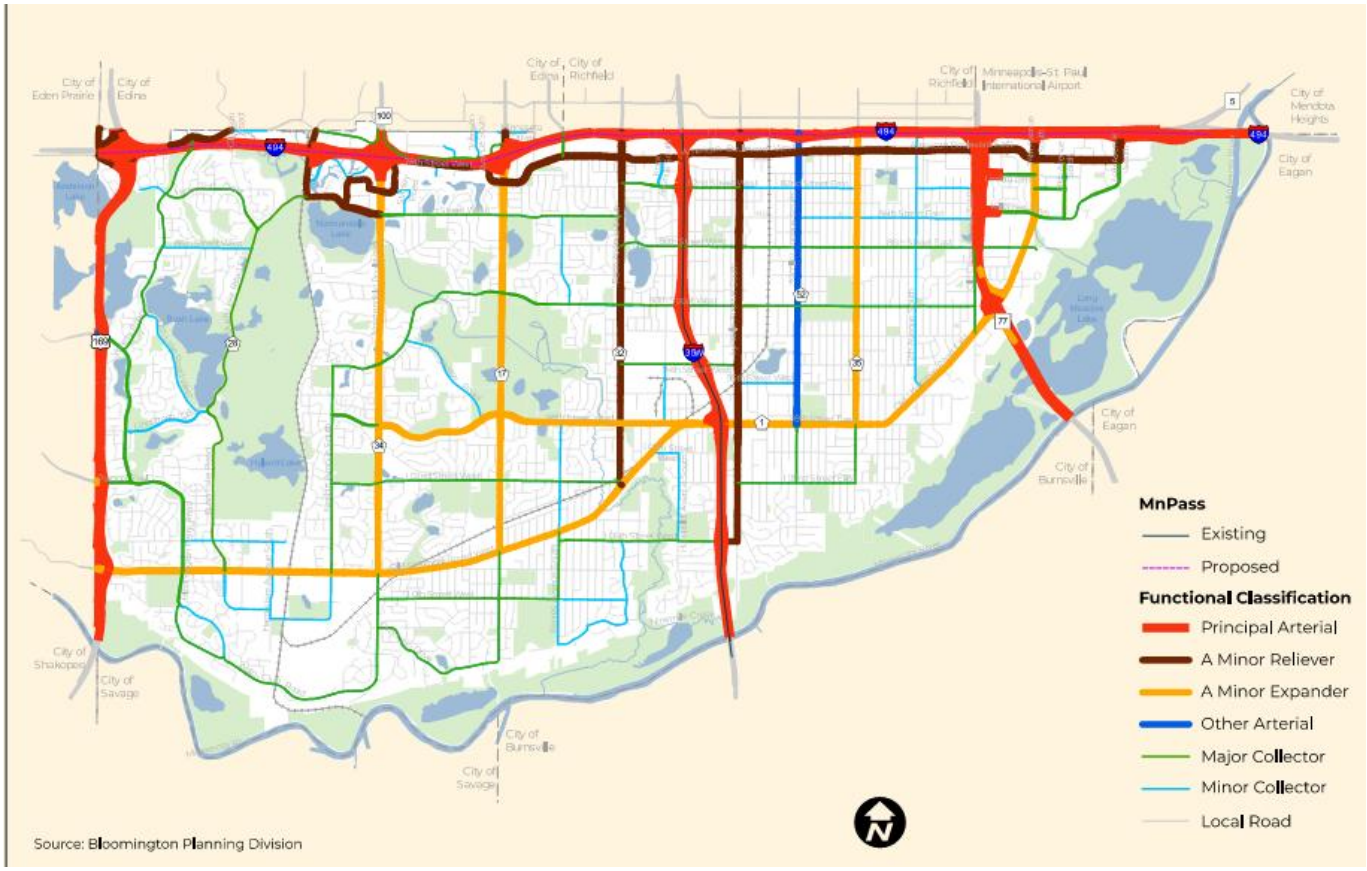
- Fitness and sports facilities less than 10,000 square feet; and
- Fitness and sports facilities greater than 10,000 square feet and adjacent to arterial or collector road.

Table 2: Existing Industrial Zoning Districts Use Table

Use Type	***Zoning District***						
	IT	***I-1***	***I-2***	***I-3***	***IP***	***TI***	***FD-2***
Health club, adjacent to arterial or collector road and not exceeding 50% building floor area	P	P	P	P		P	P
Recreation and entertainment, indoor	P					P	
Health Club						P	
Sports training facility		P	P	P	P	P	
Fitness and sports facility less than 10,000 square feet	P	P	P	P	P	P	P
Fitness and sports facility greater than 10,000 square feet adjacent to arterial or collector road	P	P	P	P	P	P	P

A map of the City's arterial and collector roads is provided below for reference.

Figure 1: Arterial and Collector Roads



The proposed 10,000-square-foot threshold is intended to separate small-scale facilities with lower occupant loads from larger facilities that may generate greater traffic and parking demand. For comparison, Planet Fitness reports an average facility size of approximately 20,000 square feet. Recent privately initiated code amendments for zoning districts FD-2 and CS-1 have included an approximately 8,000-square-foot dance studio and an approximately 6,000-square-foot jiu jitsu facility. Exhibit B shows other existing facilities in Bloomington and their square footage. Facilities below 10,000 square feet would generally be expected to have a smaller number of users and are less likely to regularly host tournaments, competitions, or other large events.

Staff is not proposing changes to the existing industrial zoning district allowances for indoor recreation and entertainment uses. This use is currently permitted in the IT and TI zoning districts.

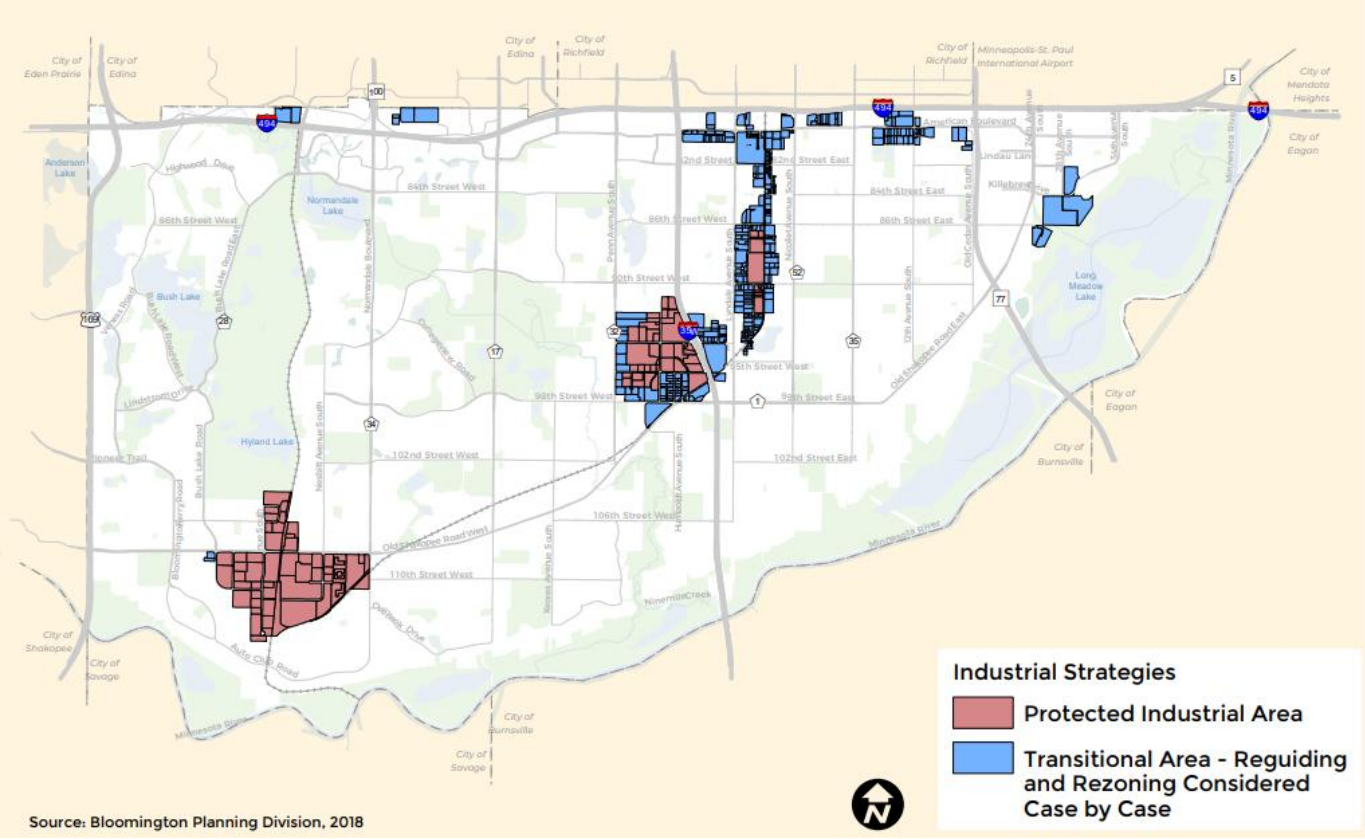
Staff also reviewed how other communities in the metropolitan area regulate similar fitness, sports, and recreational uses in industrial districts. Research of 10 surrounding cities found that many allow these uses in some industrial districts, often with limitations related to size or location. The results of this research are included in Exhibit A.

Several factors should be considered in evaluating whether to expand the allowances for fitness and sports facilities in industrial districts.

- **Industrial Obsolescence Study** – The City completed an Industrial Obsolescence Study in 2018 to identify industrial areas that should be prioritized for protection as industrial land. The study identified the I-2, I-3, and IP zoning districts as protected industrial areas, as shown in Figure 2 below. Properties in these districts were found to be among the City's most industrially productive and are considered likely to remain viable for industrial uses based on factors such as building height, building age, floor area ratio, and other characteristics. The results of this study were adopted into the Comprehensive Plan's Land Use Element. This policy guidance is primarily utilized to determine whether it is appropriate to Rezone an industrial site to another zoning district for redevelopment. One of the benefits of utilizing industrial buildings for sports and fitness uses is that is can help sustain and improve industrial buildings for future generations of users or businesses.
- **Industrial Land Value** – This year, the City of St. Paul completed an analysis of the economic impact of its industrial sector[1]. The report found that the industrial sector yields a net positive for city property tax revenue and is economically more valuable for the city than residential land. While Bloomington and St. Paul have different development patterns and economic conditions, the findings provide additional context for considering the economic value of preserving industrial land.
- **Wages and Job Density** – Staff is collecting more information about wages associated with sports facilities versus traditional industrial businesses. Anecdotally, wages tend to be higher for manufacturing and warehousing uses than typical jobs associated with sports and fitness facilities. Job density of all of these uses can vary. Wages and job density is another factor to consider when contemplating being more permissive of non-industrial uses in industrial areas. Staff will provide more information to the Planning Commission and City Council as it is collected throughout the process.
- **Adaptive Reuse** – Another consideration is that some existing industrial buildings can be difficult to lease to traditional industrial users due to building characteristics, market conditions, or other factors. Fitness and sports facilities can be well suited to these buildings because they often require large, open spaces and high ceilings. Allowing these uses in industrial districts can provide an opportunity to reuse vacant or underutilized industrial buildings. Adaptive reuse has been a growing area of focus in professional Planning, as it can support the resilience of various real estate sectors, encourage small business formation, and create opportunities for developments that build community in atypical ways.

[1] 1. Northspan, *Analysis of the Economic Impact of the Saint Paul Industrial Sector*, 2026.

Figure 2: Industrial Obsolescence Study



The intent of each industrial zoning district is summarized below, along with an analysis of the compatibility of fitness and sports facilities in each district.

IT (Information and Technology) – The IT District is intended to accommodate a flexible mix of low-impact manufacturing, research and development, office, hotel, and related commercial uses in locations with strong regional transportation or transit access. The district's emphasis on low-impact uses and integration of commercial activities makes it generally compatible with fitness and sports facilities. Staff therefore consider both smaller and larger fitness and sports facilities to be generally consistent with the intent of the IT District.

I-1 (Industrial Park) – The I-1 District is intended for lower-intensity industrial uses that are compatible with nearby residential neighborhoods and allows secondary support uses such as office, business services, and institutional uses. The district's low-intensity industrial character and emphasis on compatibility with residential areas aligns with a use such as fitness and sports facilities, which are generally customer-oriented uses. Staff consider both smaller and larger facilities to be generally compatible with the intent of the I-1 District, subject to the proposed size and location standards.

I-2 (Limited Industry) – The I-2 District is intended to accommodate large-site industrial development and other activities requiring flexible floor space. The district also allows secondary

support uses such as office and business services. These characteristics provide some support for fitness and sports facilities, particularly because the facilities can make use of the large spaces found in I-2 buildings. However, I-2 is also identified as a protected industrial district, so expanding non-industrial uses should be balanced against the City's interest in preserving industrial land. Health clubs are currently permitted in the I-2 zoning district, subject to size and location limitations. Larger fitness and sports facilities may be appropriate when adjacent to larger volume roadways.

I-3 (General Industry) – The I-3 District is intended for more intensive industrial activities uses that may require heavy truck or rail access. Unlike the lower-intensity industrial districts, the I-3 intent does not identify commercial or other customer-oriented uses as complementary activities. I-3 is also a protected industrial district identified in the Industrial Obsolescence Study. Like the I-2 district, larger facilities may be appropriate when adjacent to larger volume roadways.

IP (Industrial Park) – The IP District is intended to accommodate low-intensity office, warehousing, manufacturing, and other industrial uses while excluding more intensive industrial activities and business uses that are not complementary to the district's purpose. IP is also identified as a protected industrial district. Although the district's lower-intensity character may make some existing buildings physically suitable for fitness and sports facilities, health club is not currently permitted. Sports training facilities, however, are currently permitted. Like I-2 and I-3, larger facilities may be appropriate when adjacent to larger volume roadways.

TI (Transitional Industrial) – The TI District is intended to accommodate a mix of industrial, retail, entertainment, and residential uses and to create a pedestrian-friendly, mixed-use environment with active ground floors. This broader mix of uses aligns with allowing fitness and sports facilities in this district. Staff consider both smaller and larger facilities to be compatible with the intent of the TI District.

FD-2 (Freeway Development) – The FD-2 District is intended to accommodate a limited mixture of compatible uses, including industry and larger uses serving a metropolitan clientele, while managing traffic and protecting freeways from congestion. A smaller fitness and sports facility may be compatible with this intent, particularly given the district's emphasis on regional access. A recent privately initiated amendment was passed to allow sports training facilities in FD-2 for a dance studio that was less than 10,000 square feet. During that review, Planning Commission members raised concerns about parking and traffic impacts. Larger fitness and sports facilities could generate substantially greater traffic and parking demand and may therefore be less compatible with the district's goal of managing congestion. Staff consider facilities under 10,000 square feet to be appropriate in scale for FD-2. Those larger may be appropriate, if adjacent to arterial and collector roads.

Use Standards

If sports and fitness uses are more broadly allowed in industrial zoning districts, some performance standards specific to this use may be appropriate to mitigate potential conflicts between these uses and more intense industrial uses. For example, the siting and buildout of sports uses at industrial

sites, particularly in multi-tenant buildings, should consider who visitor traffic interacts with larger truck traffic. This can be particularly important for uses that have higher numbers of younger children as participants. To the extent possible, motor vehicle parking areas, pedestrian routes, and entrance areas should be safely separated from loading dock areas utilized by larger trucks. In addition, compliance with exterior lighting requirements is also important. Finally, the City Code has provisions wherein the City can require a pedestrian connection from the public sidewalk network to the development entrance when the change of use will result in increased pedestrian traffic. All of these items could be important for a sports facility located in an industrial area. Establishing use standards that clearly address these requirements would be beneficial.

DISCUSSION

For discussion purposes, staff is asking Planning Commission and City Council to consider the following questions:

1. Does the proposed definition of fitness and sports facility clearly define the activities associated with this use?
2. Does the proposed size-based approach seem like an appropriate way to regulate fitness and sports facilities? Are the 10,000-square-foot threshold and associated location standards appropriate?
    a. Which industrial zoning districts are appropriate for fitness and sports facilities less than 10,000 square feet?
    b. Which industrial zoning districts are appropriate for fitness and sports facilities 10,000 square feet or larger, subject to the proposed arterial/collector road proximity standard?
3. What additional performance standards or other site considerations should staff include in a future ordinance?

RECOMMENDATION

No formal recommendation is required at this time. Staff is seeking feedback from Planning Commission and Council on potential code changes related to sports training, health clubs, and indoor recreation and entertainment facilities. If directed by Council, an ordinance will be drafted and presented later this year or early 2027.

EXHIBIT A: City Comparison

City	Sports Training Facility	Health Club	Indoor Recreation and Entertainment	Athletic Club	Permitted in industrial districts?	Size thresholds for industrial districts?
Brooklyn Park	Commercial Indoor Recreational Facilities, Commercial Outdoor Recreational Facilities				Yes	Yes
Burnsville	Sports Performance Training Center	Health Club	Commercial Recreation District		Yes	No
Eagan	Not defined	Health and Fitness Club	Commercial Recreation	Health and Fitness Club	Yes	No
Eden Prairie	Gymnasium depending on the size but more likely just considered a commercial use				Yes	No
Edina	Indoor Recreation				Yes	Yes
Lakeville	Recreation Field or Building	Health Club	Commercial Recreational Facilities	Recreation Field or Building	No	Yes
Plymouth	Recreation, personal fitness - Sports/fitness/commercial/recreation businesses				Yes	Yes
Richfield	Health Club or Studio, Spa				No	No
Savage	Indoor Recreational or Sports Training Facility				Yes	Yes
Shakopee	Health and Athletic Facility		Commercial Recreation (major and minor)	Health and Athletic Facility	No	No

Exhibit B: Existing Fitness and Sports Training Facilities

Case #	Business Name	Address	Zoning District	Square Footage
10767A-08	M1 Volleyball	1701 W 94th St	I-2	19,000
10000-15	Vertical Endeavors	9601 James Ave S	I-3	20,200
PL2016-10	952 Crossfit	9349 Penn Ave S	I-2	3,999
PL2016-200	Northern Elite All Stars	2000 W 98th St	I-2	12,562
PL2020-118	Akagi Jiu Jitsu	9051 Lyndale Ave S	I-3	3,000
PL2022-62	Minnesota Developmental Basketball	2000 W 98th St	I-2	5,100
PL2023-2	Perfect World Hockey Training	6401 Cecilia Circle	I-2	10,829
PL2024-105	MVP Cricket	10701 Hamshire Ave S	IP	9,238
PL2025-45	Alliance Jui Jitsu	7930 Computer Ave	CS-1	6,800
PL2026-146	Just for Kix	1321 American Blvd E	FD-2	8,790
	Lifetime Fitness	1001 W 98th St	C-4	102,273
	Lifetime Fitness (Pickleball)	5250 W 84th St	B-4	38,968

GENERAL INFORMATION

Applicant: City of Bloomington

Request: Industrial Zoning Strategies and Rezoning

CHRONOLOGY

Planning Commission Study Session: **09/15/16**

City Council Study Session: **10/03/16**

Planning Commission Study Session: **05/17/18**

City Council Study Session: **06/11/18**

Planning Commission Study Session: **09/20/18**

Planning Commission Study Session: **10/04/18**
(Recap of 05/07/18 study session for new Commissioners)

BACKGROUND

Many of the existing industrial zoning districts were drafted in the 1950s, updated in the 1970s and do not fully support City goals and objectives.

Staff previously met with the Planning Commission and City Council to review the industrial use matrix and standards for self-storage and exterior storage. Staff also presented guiding principles that highlight the goals of this update and provide a decision-making framework as follows:

1. **Preserve the Industrial Base in the City**
2. **Limit Erosion of the City's Commercial Nodes**
3. **Address new and evolving uses**
4. **Improve the ease of use of the code**

STRATEGIES & REZONING

Many industrial areas are transitioning to uses that more closely resemble commercial uses. To maintain a traditional industrial base, while guiding the repurposing of underutilized, obsolescent industrial properties, staff created an industrial strategies map that identifies protected industrial areas where future rezoning away from industrial uses would be discouraged, transitional areas where market-driven rezoning would be considered case by case on its merits, and sites that would be proactively rezoned with the adoption of the industrial code update. This zoning strategies map would be housed within the City's Comprehensive Plan. Following feedback from the previous Planning Commission and City Council study meetings, the sites along Penn Avenue are now designated "transitional" instead of "protected."

At the previous study session, Council members requested that schools be allowed in industrial zoning districts. Based on this direction, staff has amended the draft ordinance to include schools as conditional uses in the I-1, I-2, IP and FD-2 Zoning Districts subject to being adjacent to collector or arterial streets

and being adjacent to residential uses. These standards would allow schools to serve as a transition between residential and industrial uses but not be developed in the core of an industrial area fully surrounded by industrial uses. Historically, Bloomington has not allowed schools in industrial zoning districts due to concerns about conflicts of use, erosion of traditional industrial uses, and the potential for additional institutional uses to be permitted. From a school perspective, industrial land is often more affordable than alternatives.

In accordance with the industrial strategies map, proactive rezoning of some sites is proposed as part of this ordinance and shown in the attachment. All remaining FD-1 sites are proposed to be rezoned to C-4 or FD-2, in order to remove FD-1 from the City Code. Some existing I-3 sites north of American Boulevard are proposed to be rezoned to C-1, C-3, or B-2 to fit the non-industrial character of that area and reflect the land use guidance in the Comprehensive Plan. The rezoning of sites to the new Innovation and Technnology District (IT), including the Seagate site and Polar Fab, would occur following the adoption of the subject industrial update ordinance. The proposed rezonings allow an extension of the existing uses at each site and would not create any non-conforming land uses.

OUTREACH

Outreach efforts for the industrial zoning updates include:

- Staff organized a focus group meeting in April with industrial brokers and received feedback on industrial trends, market demands, and regulatory hurdles in the existing Code.
- The City's website includes a webpage dedicated to Zoning Ordinance updates. The industrial updates are identified, along with excerpts of the draft ordinance and minutes from previous study sessions.
- Staff sent out a mailing to all industrial property owners in the City to invite them to an informational meeting on October 16th and let them know of upcoming public hearings.
- Staff will also send a notice to owners of properties intended to be rezoned in advance of any public hearing as well as notices to property owners within 500 feet of the rezonings.
- Staff will send e-mail updates and links to the ordinance via the City's E-Subscribe system.

Proposed Rezoning: Locations, Request, Existing Land Use and Comprehensive Plan Designations
October 3, 2018

Addresses	Rezone Primary District	Existing Land Use	Comprehensive Plan Land Use Guide
7920 Old Cedar Avenue	From – FD-1 Freeway Development To – C-4 Freeway Office	Medical Office	Office
1801 America Blvd. E.	From – FD-1 Freeway Development To – FD-2 Freeway Development	Office/Warehouse	Office
1701 American Blvd. E.	From – FD-1 Freeway Development To – FD-2 Freeway Development	Office/Warehouse	Office
1700 American Blvd. E.	From – FD-1 Freeway Development To – C-4 Freeway Office	Hotel	Community Commercial
1601 American Blvd. E.	From – FD-1 Freeway Development To – C-4 Freeway Office	Hotel	Office
1550 American Blvd. E.	From – FD-1 Freeway Development To – C-4 Freeway Office	Office	Community Commercial
7850 Bloomington Ave. S.	From – FD-1 Freeway Development To – C-4 Freeway Office	Hotel	Community Commercial
7800 Bloomington Ave. S.	From – FD-1 Freeway Development To – C-4 Freeway Office	Hotel	Community Commercial
7857 13th Avenue S.	From – FD-2 Freeway Development To – C-4 Freeway Office	Vacant	Community Commercial
1321 E. 78th St.	From – FD-1 Freeway Development To – C-4 Freeway Office	Hotel	Community Commercial
1321 American Blvd. E.	From – FD-1 Freeway Development To – FD-2 Freeway Development	Office/Warehouse	Office
511 W. 78th St.	From – I-3 General Industry To – C-1 Freeway Office and Service	Auto Detailing/Storage	Regional Commercial
515 W. 78th St.	From – I-3 General Industry To – C-1 Freeway Office and Service	Auto Detailing/Storage	Regional Commercial
7801 Lyndale Ave. S.	From – I-3 General Industry To – C-1 Freeway Office and Service	Auto Sales	Regional Commercial
7845 Lyndale Ave. S.	From – I-3 General Industry To – B-2 General Business	Retail	Regional Commercial
750 American Blvd. W.	From – I-3 General Industry To – C-3 Freeway Commercial Center	Retail	Regional Commercial
1001 Clover Dr.	From – I-3 General Industry To – C-1 Freeway Office and Service	Auto Sales	Regional Commercial
1114 American Blvd. W.	From – I-3 General Industry To – B-2 General Business	Restaurant and Assembly	Regional Commercial

CITY OF
BLOOMINGTON
MINNESOTA

Planning Commission Item

Originator	Item
Planning	**3.1 Consider approval of draft Planning Commission meeting synopsis.**
Agenda Section **APPROVAL OF MINUTES**	Date October 1, 2026

Requested Action:

I move to approve the draft Planning Commission meeting synopsis from September 17, 2026, as presented.

Item presented by: Chair Kevin Cunningham

Description:

Consider approval of draft Planning Commission meeting synopsis.

Attachments:

September 17, 2026 - Draft Meeting Synopsis

(UN)APPROVED MINUTES

Planning Commission Meeting

Watch the meeting recording and view transcript here.

Date: 9/17/2026
Time: 6:00 p.m.
Location: City Council Chambers
Address: 1800 W Old Shakopee Rd, Bloomington MN, 55431

Commissioners Present: Abdi Isse, Deanna White, Anne Linnee, Jared Munster, and Robert Coleman.

Commissioners Absent: Kevin Cunninngham and Madeline Summers.

Staff Present: Nick Johnson, Shonte Brown, Julie Long, Liz O'Day, and Brian Hansen.

Acting Chairperson Abdi Isse **called the meeting to order at** 6:00 p.m. A quorum is present.

ITEM 1.1 PUBLIC HEARING: CASE #PL2026-157 | APPLICANT: CITY OF BLOOMINGTON | PUBLIC STREET NAME CHANGE FOR A PORTION OF HOPKINS ROAD TO MISSION ROAD

1.1.1 Staff Report and Presentation

The staff report and presentation for Item 1.1 starts at 4:13 in the meeting recording.

City Engineer Julie Long presented the staff report. She presented the PMP intersection project overview, the proposed street name change, and other related information.

Commissioners asked about the status of ownership of houses requiring address changes. Julie Long confirmed both residences are owner-occupied.

The City Council holds final decision-making authority on this item. Staff recommends approval of the street name change resulting from the intersection improvements on the annual PMP project.

1.1.2 Public Hearing:

Public Testimony begins at 8:22 in the meeting recording.

Acting Chair Isse opened the Public Hearing at 6:07 p.m.

There was no public testimony, and all participants online were staff.

Acting Chair Isse requested closure of the Public Hearing.

The public hearing closed at 6:08 p.m.

1.1.3 Discussion

Discussion for Item 1.1 start at 9:01 in the meeting recording.

The Commission expressed general support for this item.

1.1.4 Actions of the Commission

Motion by Commissioner White, **Seconded by** Commissioner Munster: Motion to close the public hearing for Item 1.1, motion carried: 5 to 0.

Motion by Commissioner White, **Seconded by** Commissioner Munster: In Case #PL2026-157, I move to recommend that the City Council approve the public street name change for a portion of Hopkins Road lying northwesterly of 10526 Hopkins Road and 600 Mission Road to Mission Road, motion carried 5 to 0.

ITEM 1.2 PUBLIC HEARING: CASE #2026-152 | APPLICANT: CITY OF BLOOMINGTON | CITY CODE AMENDMENT – OFF-STREET PARKING REQUIREMENTS

1.2.1 Staff Report and Presentation

The staff report and presentation for Item 1.2 starts at 10:56 in the meeting recording.

Planner Liz O'Day presented the staff report. She presented the project timeline, background information, impacts of too much parking, study session feedback at both Planning Commission and City Council, an overview of proposed Code changes, including right-sizing baseline requirements, development district reduction of 10%, increasing the limit on vehicles outside a garage, minor cleanups and clarifications, public outreach, correspondence received from the public, a letter of support from the Sustainability Commission, and the staff recommendation.

The City Council holds final decision-making authority on this item. Staff recommends approval of the proposed ordinance.

The Commission asked questions about:

- Standards for major redevelopment;
- Storage facility requirements;
- Where cars can be stored on properties;
- Parking space calculations and floor area measurements;
- Specific changes in requirements for various uses;
- Parking maximums;
- Parking requirements for office and retail uses;
- Parking flexibilities or reductions allowed by Code;
- How the City is tracking development incentives;
- The building reuse flexibility measure; and
- Compact parking.

1.2.2 Public Hearing:

Acting Chair Isse opened the Public Hearing at 6:48 p.m.

A total of 2 individuals provided public testimony during this item.

- Becky Miller expressed her concerns about more cars being able to be parked outside in residential areas.

- Jakeline Siguantay asked about parking space assignment in shared lots at retail shopping centers.

Acting Chair Isse requested closure of the public hearing.

The public hearing closed at 6:57 p.m.

1.2.3 Discussion

Discussion for Item 1.2 start at 56:56 in the meeting recording.

Commissioners discussed residential parking, reducing parking minimums, not restricting business, parking maximums, transit-oriented development, capping the number of flexibility measures at one site, and removing parking minimums in development districts.

1.2.4 Actions of the Commission

Motion by Commissioner Linnee, **Seconded by** Commissioner Munster: Motion to close the public hearing for Item 1.2, motion carried: 5 to 0.

Motion by Commissioner Linnee**, Seconded by** Commissioner Munster, In Case #PL2026-152, I move to recommend the City Council adopt an ordinance updating minimum parking requirements, flexibility measures, modifying the number of vehicles at a dwelling, and editing definitions, thereby amending Chapter 12 and 21 of the City Code. During discussion, Commissioner Coleman submitted an amendment to the motions.

Motion by Commissioner Coleman**, Seconded by** Commissioner Isse, I move to amend the ordinance by striking the title and text of City Code 21.301.06(d)(2) and inserting development district off-street parking minimum exemption: Minimum parking requirements shall not apply to developments located within the defined areas of the Normandale Lake District Plan, South Loop District Plan, Penn-American District Plan, and 86th Street and 98th Street Nodes as identified in the Lyndale Avenue Suburban Retrofit plan, Motion failed: 2-3 with Commissioners White, Linnee, and Munster voting against the motion.

Motion by Commissioner Linnee**, Seconded by** Commissioner Munster, In Case #PL2026-152, I move to recommend the City Council adopt an ordinance updating minimum parking requirements, flexibility measures, modifying the number of vehicles at a dwelling, and editing definitions, thereby amending Chapter 12 and 21 of the City Code, motion carried: 4 to 1, with Commissioner Coleman voting against the motion.

2.1 STUDY ITEM: CITY OF BLOOMINGTON | PLANNING COMMISSION MEETING SYNOPSES CONSIDERATION

2.1.1 Acting Chair Isse requested a motion to approve of the draft September 3, 2026, Planning Commission meeting synopses.

2.1.2 Actions of the Commission

Motion by Commissioner Coleman, **Seconded by** Commissioner Linnee, Motion to approve the September 3, 2026, Planning Commission meeting synopsis; motion carried 3 to 0 with Isse and White abstaining.

3.1 STUDY ITEM: CITY OF BLOOMINGTON | PLANNING COMMISSION POLICY AND ISSUE UPDATE

3.1.1 Upcoming Meetings Overview - Planning Manager Nick Johnson presented the following overview:

A. The Planning Commission will meet on October 1, 2026, for a public hearing for a Conditional Use Permit for remote airport parking facility located at 3601 American Blvd E, and a study item to review Indoor Health Clubs, Sports Training Facilities, and Indoor Recreation uses.
B. The Planning Commission meeting scheduled for October 15th is anticipated to be canceled due to no projected development proposals on the agenda.

3.1.2 Miscellaneous Updates – Planning Manager Nick Johnson presented the following additional updates:

A. Board and Commissions Connect on September 21st from 6-8pm at Civic Plaza
B. Off-street Parking Ordinance scheduled for a public hearing at the City Council on October 12th.

Commissioners asked Julie Long to provide information about the restriping of France Avenue South.

ADJOURNMENT: MEETING ADJOURNED AT 7:41 PM

September 17, 2026, Planning Commission Meeting synopsis was drafted by **Serena Erickson** and reviewed by **Nick Johnson, Liz O'Day, and Shonte Brown.** These minutes were approved by the Planning Commission on _____.

CITY OF
BLOOMINGTON
MINNESOTA

Planning Commission Item

Originator	Item
Community Development	**4.1 Planning Commission Policy and Issues Update**
Agenda Section **PLANNING COMMISSION POLICY ISSUES AND UPDATES**	Date October 1, 2026

Requested Action:

Receive staff updates and identify issues.

Description:

Updates to the Planning Commission from Staff. Planning Commission issue identification.