



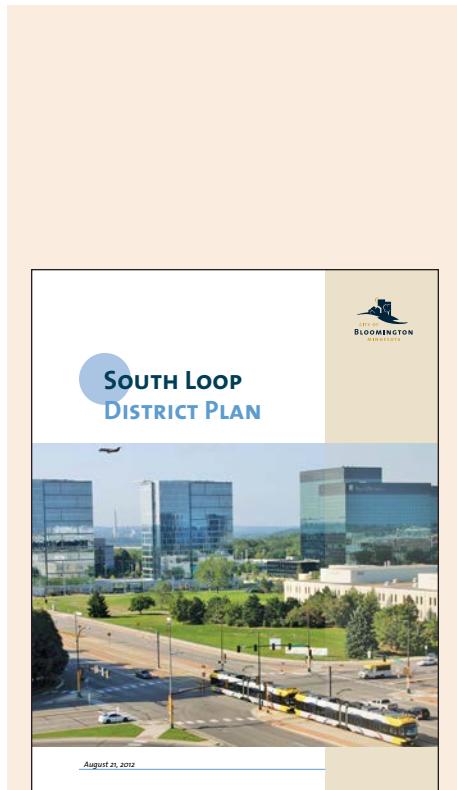
Addendum 2025 UPDATE

Originally adopted in 2012, the [South Loop District Plan \(SLDP\)](#) laid out an ambitious vision for the area: to transform the District (Figure 1) “from a dispersed, suburban commercial area into a walkable urban neighborhood that attracts residents, office tenants, hotel guests, and shoppers by virtue of its unique character and assets.” To achieve this vision, the SLDP established five key goals:

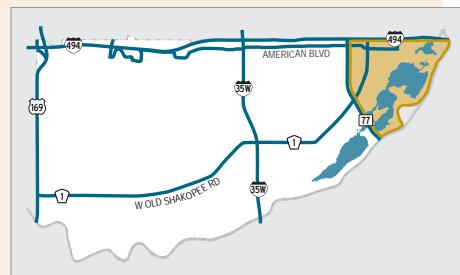
1. Build on the District’s unique mix of assets and mitigate its disadvantages.
2. Transform the District’s densities and character from suburban to urban.
3. Accelerate the District’s development.
4. Establish the District as a branded place emphasizing sustainability, quality, comfort, and safety.
5. Create a sustainable district.

This Update to the SLDP serves as an addendum to that foundational document. While maintaining the original Plan’s core vision and goals – as altering them was outside the scope of this project – the Update ensures the Plan remains current and reflective of the South Loop District’s existing conditions and the City’s most recently adopted policies.

Figure 1 South Loop District bounded by I-494 on the north, MN-77 on the west, and the Minnesota River on the east

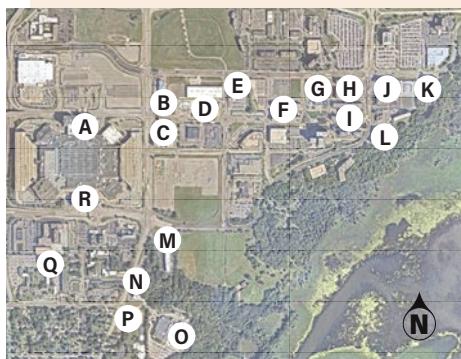


Cover of 2012 South Loop District Plan



Location of South Loop District (gold area) within Bloomington

Figure 2 Significant developments built within the South Loop District since 2012



- A. MOA Phase IC Office Tower and Hotel
- B. TownPlace Suites
- C. Alpha B: AC Marriott Hotel, Element Hotel, and restaurant space
- D. SICK World HQ (38,000 square feet of manufacturing and warehouse, 144,000 square feet of office)
- E. Cambria Hotel
- F. Carbon 31 (403 new units and 14,000 square-foot grocery)
- G. Hyatt Regency
- H. IndiGO (395 units)
- I. The Fenley (402 new units and coffee shop)
- J. Aire Apartments (185 converted units)
- K. Ardor on the Bluffs (242 new units)
- L. Risor (146 new senior units)
- M. Whirly Ball and Home2Suites / Tru Hotel
- N. Hyatt House Hotel
- O. Skywater Addition (67,000 SF)
- P. Fire Station #3
- Q. Blooming Meadows (172 new units)
- R. Radisson Blu Hotel

Since the adoption of the SLDP, many significant changes have unfolded that have shaped the recommendations of the Update. The COVID-19 pandemic disrupted the office market and consequently upended some of the land use guidance in the SLDP. Amid the construction that has occurred since 2012 (Figure 2), some completed projects in the South Loop have challenged the pattern of development that was originally envisioned for the District. The City has also made key investments in new staff and resources, specifically those related to sustainability and creative placemaking. Finally, numerous plans that directly impact the South Loop have been completed and adopted since 2012.

In addition to accounting for these changes, the Update assesses the consistency of development outcomes with the original vision and proposes appropriate actions, initiatives, policies, or amendments to original policies to account for variations. It also evaluates the implementation plan of the SLDP, removing projects that have been completed or the City is no longer pursuing.

The policies and actions described within this addendum will supersede or augment related content in the 2012 document, with the Update taking precedence in case of any conflicts. Recommended policies and actions identify the need for the following:

- Ongoing investment in creative placemaking and arts-led community engagement.
- A sustainable building policy for projects receiving public funding.
- A renewed feasibility study for a district energy system.
- A new model to track sustainability, replacing the outdated INDEX tool.
- Evaluation of development outcomes along the Minnesota River bluff to inform updates to bluff protection standards.
- Updated development goals for areas affected by remote airport parking and the changing office market.
- A revised vision for Lindau Lane, given recent developments.
- Design guidance that effectuates the urban transformation of the South Loop but gives developers flexibility to realize positive development outcomes.
- New guidance for public spaces, prioritizing strategic locations and design.
- An updated Parks and Open Space Framework that leverages the City's Park System Master Plan.
- Transportation updates that account for expanded transit service and enhance walkability.
- Clarification around City-adopted stormwater management standards and policies that encourage innovative approaches.

CREATIVE PLACEMAKING

The SLDP recognized the importance of integrating creative placemaking in the redevelopment of the South Loop. With the 2012 plan, the City was and still is endeavoring to create a new mixed-use community with a live-work-play quality, which, at the time was a significant departure from the City's historic development pattern. This ambitious transformation required a strategy that preserved the South Loop's connection to Bloomington while promoting a distinct identity attractive to residents and businesses seeking an urban environment outside of Minneapolis and St. Paul. Placemaking was identified as the ideal approach to achieving these objectives.

In 2015, the City Council and the Artistry Board of Directors, recognizing the potential for art and creative expression to help revitalize a neighborhood, adopted the *Creative Placemaking in the South Loop District Plan*. This document and the actions contained within were structured to support the following vision for creative placemaking in the South Loop:

Sustained creative placemaking efforts will establish the South Loop as a distinctive destination known for welcoming people and using the arts to transform the neighborhood physically, socially, and culturally

To achieve this vision, the *Creative Placemaking in the South Loop District Plan* charts a path to accomplishing the following six goals:

1. **Urbanism:** Ensure urban design excellence in transforming the built environment
2. **Animation:** Animate public spaces and strengthening the social and cultural fabric
3. **Involvement:** Involve and empower people who inhabit and care about the South Loop District
4. **Identity:** Elevate and project South Loop's identity
5. **Leadership:** Build capacity to sustain creative placemaking leadership and champions
6. **Investment:** Attract new development and establish a resident creative sector

The impact of this forward-thinking plan was recognized soon after its adoption. In 2016, the American Planning Association of Minnesota awarded the *Creative Placemaking in the South Loop District Plan* the "Planning in Context" award, memorializing its status as a model for how art and urban planning could work together to create a more vibrant and inclusive community. That same year, the pieces of the Creative Placemaking team came together when a budget was adopted, a Creative Placemaking Director was hired, and the Creative Placemaking Commission was established.

Since the *Plan*'s adoption, with the support of City Council and staff, numerous artists and culture bearers, and organizations, it has delivered numerous impactful projects and events that have engaged the community, celebrated diverse voices, and fostered a sense of place. These initiatives include, but are not limited to, the following:



The Goldfinch by Donald Lipski



- **Artist-led community engagement.** Local artists have been a valuable resource for inclusive community engagement in the South Loop. Their efforts have harnessed the power of creative expression to connect with residents and gather input on key priorities for the District's development. For example, in 2017, the City partnered with Springboard for the Arts' Ready Go! Program and nine of its artists to conduct popup engagement activities at six citywide events, specifically focusing on creative placemaking within the South Loop.
- **Permanent and temporary sculptures.** Working with local and national artists, the City has commissioned the installation of a broad range of both permanent and temporary sculptures throughout the South Loop District. These sculptures are site-specific and foster a more vibrant, walkable area that highlights local assets. More information on these sculptures is available on page 70 of the appendices of the [Bloomington Citywide Creative Placemaking Plan](#).
- **Murals.** Murals have benefited South Loop by enhancing cultural expression, beautifying public spaces, fostering social cohesion, and stimulating economic growth. Murals installed so far include the following:
 - *Confluence of Science and Nature*, by Erik Pearson, at Bass Ponds Trailhead (2015)
 - Wright's Lake Park Mural, *Seasons of Becoming* by GoodSpace Murals (2018). From 2017 to 2018, Creative Placemaking coordinated three community design visioning sessions, one community design review meeting, one photo shoot, seven painting sessions, and a celebratory unveiling. Valley View Middle School was a partner throughout the process.
 - South Loop *WE Mural* (2021). Curated by Ua Si Creative. Artists: Andrés Guzmán and Xee Reiter, City Mischief featuring Thomasina Topbear and Tom Jay, Marlena Myles, Martzia Thometz, Reggie LeFlore, and Ua Si Creative. In partnership with Forecast Public Art, McGough, Metro Transit, and Xcel Energy. The Sunset Block Party served as a celebratory unveiling of the mural.
- **Events (performances, festivals, workshops, tours).** The City has coordinated and partnered with organizations to produce events in the South Loop, mainly at Bloomington Central Station (BCS) Park to foster more connections and activate the space. Multiple tours have been provided throughout the years to a variety of small groups and professional conference sessions to highlight the South Loop and art projects. More information on these events is available in the appendices of the [Bloomington Citywide Creative Placemaking Plan](#).
- **Old Cedar Bridge Augmented Reality Tour.** Bloomington and Artistry worked with artists Nancy Musinguzi and Adam Davis-McGee/AxS GRNTD on a virtual Augmented Reality (AR) Tour of the Old Cedar Avenue Bridge over Long Meadow Lake. Installed in November 2019, this AR Tour is inspired by the legacy and surroundings of the bridge. Some of the themes include historical information and dates, selfie wings highlighting local birds and butterflies, and flags representing the diversity of Bloomington.



- **South Loop History Report.** This research project, authored by Peter DeCarlo and completed in 2021, was commissioned in collaboration with Artistry to provide a historical foundation, particularly regarding Indigenous history, for the Creative Placemaking team's future work.
- **South Loop Public Art Tour Audio Guide via the Otocast App.** Released in 2021, this audio tour guide directs listeners to various public art installations in the South Loop and comes complete with photos, information, and voice descriptions from artists on their featured work.
- **The ARTBOX Program.** This initiative transformed 18 utility boxes into vibrant public art installations, inviting artists to reimagine these urban fixtures through wrapping or direct painting. This artistic output enhances the pedestrian experience of the South Loop District by injecting creativity into streetscapes, making walks more enjoyable. Beyond aesthetics, the program serves as a practical solution to combat graffiti, using art as a deterrent and fostering a sense of community ownership.

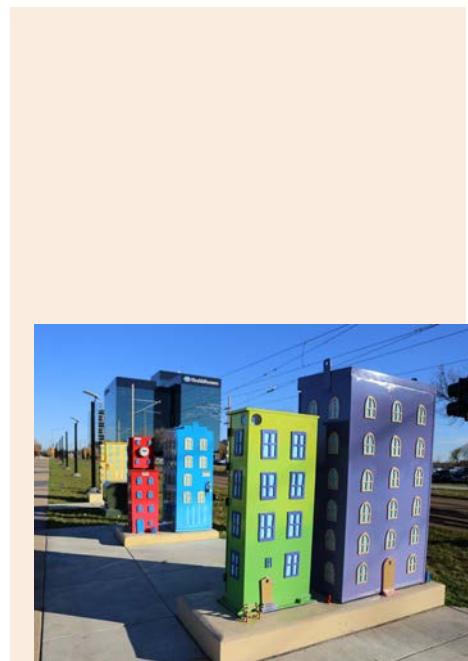
In 2020, the Creative Placemaking Commission developed a practical visioning session and prioritized the following elements for the South Loop:

- Grand and Colorful Places to Play
- Welcoming and Thriving Green Spaces
- Walkable, Engaging Urban Amenities
- Cohesive & Distinct Wayfinding
- Intentional & Equitable Engagement of Stakeholders
- Safe & Accessible Mobility Hub

In April 2022, the City adopted *Bloomington. Tomorrow. Together. (2022-2027)*, a community-based strategic plan that outlines initiatives the City will pursue to "cultivate an enduring and remarkable Bloomington." A strategic outcome of the plan is "A Connected, Welcoming Community," which included expanding the creative placemaking program across the City as a strategic initiative.

In 2023, funding was secured to hire a Creative Placemaking Specialist as well as expand the services of Creative Placemaking citywide. Two years later, on March 3, 2025, the City Council approved the *Bloomington Citywide Creative Placemaking Plan*, a document that charts a bold and inclusive vision for enhancing the City's vibrancy, connectivity, and sense of belonging through arts, culture, and design. This Plan serves as an important framework to guide the work of the Office of Creative Placemaking and the Creative Placemaking Commission. Notably, the Plan was shaped with the direct input of Bloomington residents and the creative contributions of four Bloomington-based artists, who collectively organized 20 events and engaged over 4,000 residents throughout the planning process, ensuring the Plan reflects the community's diverse voices and aspirations.

In August 2023, the City adopted an ordinance and supplemental policy intended to clarify and establish rules and procedures for installing murals in Bloomington. The regulations within the ordinance expand opportunities to install murals on private property, while also establishing standards for their maintenance and durability so community aesthetics are not compromised over time. A product of this ordinance is the installation of the mural, *The Bloomington Ferry* by the Voorhees Art Collective, at the multi-family residential development, Carbon 31.



ARTBOX, *City within a City*, by Erik Sletten



WE Mural (2021), Andres Guzman and Xee Reiter, detail by artist Martzia Thometz



South Loop Community Garden

In early August 2025, city staff surveyed owners of the 18 buildings that had been constructed in the South Loop since 2012 to better the application of sustainable development practices in the District. Of the seven that replied, six claimed to have voluntarily used a sustainable building standard above what is required by State Code for reducing energy use.

The Office of Creative Placemaking is still heavily involved in shaping the South Loop District through ongoing work. Project examples of this effort include the following:

- *Hanté (Cedar) Healing Bridge Mural and Indigenous Garden at Old Cedar Avenue Bridge Trailhead* by artist Sandy Spieler and Dakota cultural educator Tara Perron (*Tanągidañ To Wiñ*)
- Another round of the Creative Sparks program, which activates spaces through temporary and permanent artwork and/or activities/events
- Latino Nature Fest at the Minnesota Valley National Wildlife Refuge Visitor Center
- More painted ARTBOXES, including three individual utility boxes, and one cluster of boxes at Killebrew and Old Shakopee, done in partnership with Xcel Energy as one of the first cities to pilot this program in Minnesota
- Summer music series at BCS Park
- Support of community-led events and festivals at BCS Park such as the On the One Festival
- Continued development of the South Loop Community Garden
- Review lighting options for *The Goldfinch* sculpture by Donald Lipski at Killebrew and Old Shakopee
- *Evening Primrose* by Mariela Ajras, located on the Fenley Apartment next to the entrance of Backstory Coffee

The following projects are in early stages of scope development:

- A temporary installation in front of the SICK campus as part of an effort to activate Lindau Lane
- Creative wayfinding and art elements to highlight assets and entrances with a focus on Old Shakopee Road
- Support of artist/creative sector entrepreneurs

SUSTAINABLE BUILDING STANDARDS

One of the goals of the SLDP is to “Create a Sustainable District,” which is supported by the initiative, “Promote energy conservation and low-impact site design techniques.” Similarly, the SLDP recommends that “buildings in the South Loop follow the *State of Minnesota B3 Sustainable Building Guidelines*.” These recommendations indicate a need for policy to guide the sustainable development of sites and buildings within the South Loop.

In 2026, the City will develop a Climate Action Plan that will detail new policies that address sustainable development throughout the City, including the South Loop. Therefore, in anticipation of this policy direction from the Climate Action Plan, this Update amends the initiative under Goal 5 of the SLDP referenced above to be the following:

“Implement strategies related to sustainable sites and buildings as outlined in the City’s forthcoming Climate Action Plan.”

ENERGY UPDATES

The SLDP highlights the potential of a district energy system (page 3.83) to support the area's development, recognizing the numerous advantages of distributing energy to multiple buildings from a centralized location. The application of this technology in the South Loop was initially explored in a 2012 feasibility study that projected significant energy savings based on planned land use. While the high upfront costs and limited development at the time deemed the system too risky for immediate implementation, thirteen years have since passed, potentially altering the landscape of district energy technologies and their cost-effectiveness. Given the amount of time that has passed, the City will identify and secure funding for a renewed feasibility study, aiming to reassess the viability of a district energy system to serve the South Loop and capitalize on potential advancements in the field.

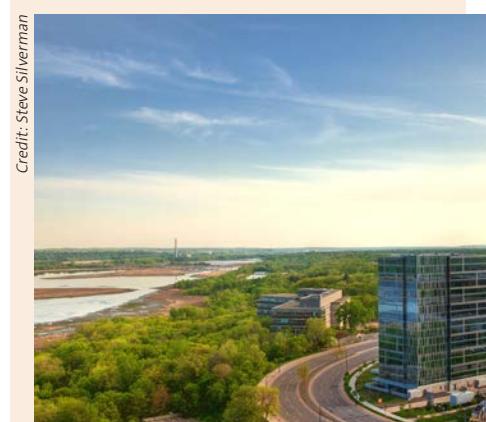
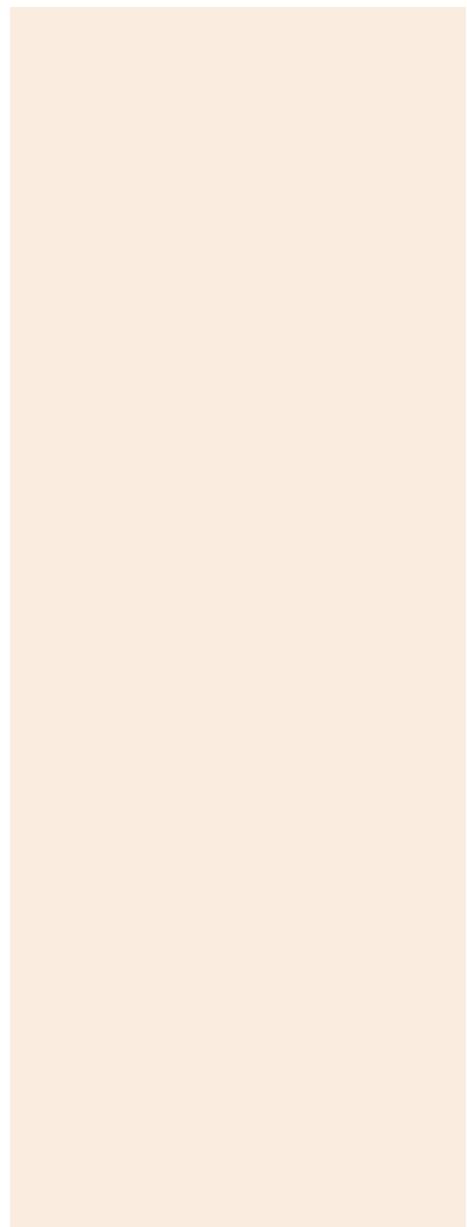
MEASURING SUSTAINABILITY

To track and evaluate sustainability of the South Loop's development, the SLDP proposed a method using a geospatial-modeling tool called INDEX (page 2.2). This tracking method relies on indicators that are categorized based on their relevance to energy, accessibility, and green infrastructure. The Update is removing those INDEX model results given that the City no longer has access to the software and is therefore not being used to track sustainability in the South Loop. Furthermore, the Update is unable to recreate the calculations to update the indicator numbers as there is no record of the methodology used or assumptions that went into the evaluation process. To ensure the SLDP's sustainability goals are met, the City will develop a new method to track sustainability in the South Loop. This method will employ a logical and consistently applicable approach based on data that is reliably available over time, moving beyond reliance on single-use software to provide a robust and enduring framework for monitoring progress in the South Loop.

ECOLOGICAL LAND STEWARDSHIP

Fundamental to the SLDP is a strong commitment to the principles of protecting natural resources and integrating sustainable features into all new development. This commitment is particularly critical along the sensitive Bluff Edge of the Minnesota River Valley. The SLDP mandates careful oversight of land use and strict regulation of construction in areas bordering the Bluff Edge, with the goals of preserving the bluff's integrity from further landslides and natural beauty while also safeguarding the water quality downstream. This area is recognized for its rich biodiversity, hosting a wide array of plant life and diverse habitats that contribute significantly to the region's ecological health and natural resource wealth. A key mechanism for preserving these sensitive environmental resources is the Bluff Protection (BP) Overlay District.

The SLDP goes further and outlines specific site development guidelines. These guidelines emphasize the adoption of sustainable stormwater management techniques, such as the implementation of infiltration systems and pervious paving materials. The SLDP also stresses the importance of limiting and carefully mitigating any physical intrusion onto the bluff, aiming to maintain the interface between the urban area and the natural bluff as a valuable ecological transition zone. Additionally, the SLDP promotes the creation of



Credit: Steve Silverman
View of the Minnesota River Valley

compact development patterns and the exclusive use of native plant species in landscaping, further embedding ecological considerations within the built environment.

Despite the framework established by the SLDP and the BP Overlay District, concerns persist regarding the actual effectiveness and consistent application of current regulations and design standards to development completed after 2012. Recognizing the profound value of the South Loop's natural resources, particularly within and below the Bluff Edge, the City will initiate a proactive and comprehensive review of development outcomes along the Minnesota River bluff, coupled with careful observation of the performance of recently completed projects in bluff-adjacent locations. The goal is to identify opportunities for improvement and to inform a thorough review of the BP Overlay Zoning District provisions, ultimately leading to a collaborative evaluation of potential amendments to bluff protection standards, involving both internal expertise and the valuable perspectives of external stakeholders like the Lower Minnesota River Watershed District (LMRWD) and Hennepin County Landslide Hazard experts.

UPDATED DEVELOPMENT GOALS/GUIDANCE

Remote Airport Parking

Remote airport parking (Figure 3) and its associated facilities pose significant conflicts with the established vision, goals, and strategies outlined in both the Forward 2040 Comprehensive Plan and the original SLDP. These types of land uses often prioritize vehicular storage over the intended mixed-use development, pedestrian-friendly environments, and efficient land utilization envisioned for the area. The presence of extensive surface parking lots detracts from the creation of a vibrant, walkable district and hinders the implementation of more sustainable transportation options.

Furthermore, accessory airport parking at hotels and other sites, if left unchecked, could create additional obstacles to the full realization of the District Plan's vision. By increasing the perceived value and prevalence of surface parking, these arrangements undermine efforts to encourage more intensive and transit-oriented development.

Location of remote airport parking lot within the South Loop District

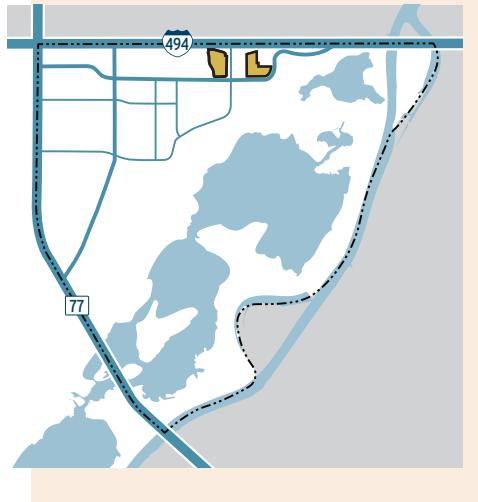
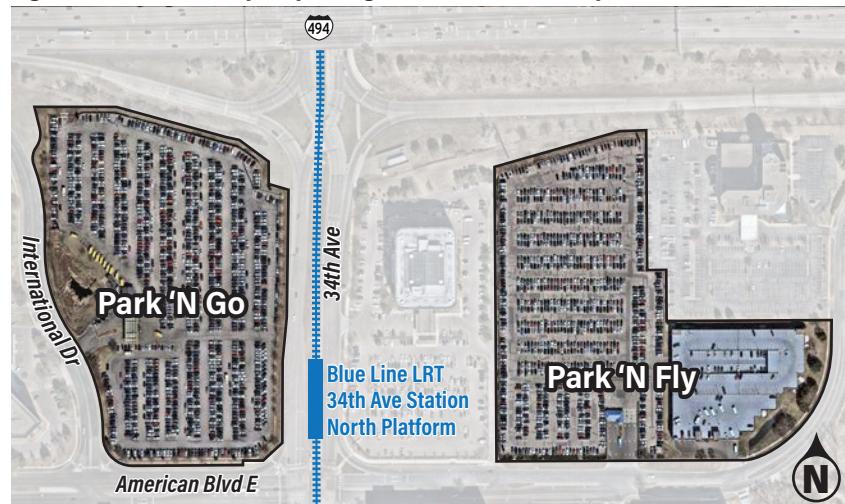


Figure 3 Remote airport parking lots in the South Loop District



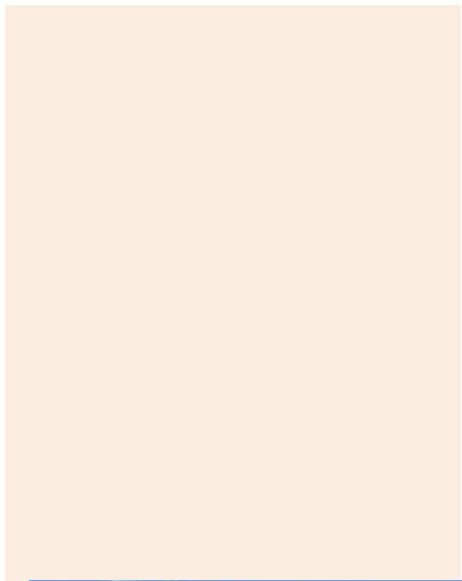
The City Council established a moratorium on land use actions within the City of Bloomington related to airport parking facilities until October 10, 2025. Staff are undergoing a planning study that represents a crucial step towards a more permanent resolution regarding remote airport parking. This initiative is specifically intended to provide clarity and establish guidelines that support redevelopment and limit the impacts and proliferation of this use despite significant ongoing demand. The City will continue to engage owners and operators of these facilities and strongly incentivize full redevelopment that better aligns with the overarching goals of the SLDP.

Office Uses in the South Loop

Based on land use guidance from the 2008 Comprehensive Plan, existing conditions, and reasonable market assumptions at the time, the SLDP forecasted a strong office market that would occupy a good portion of the South Loop. However, the guidance from those inputs has been completely upended by the COVID-19 pandemic and within its wake is a strong demand for remote work arrangements. Because of this and other factors, the office market, both nationally and within the Minneapolis-St. Paul region, continues to struggle with vacancy rates that increased sharply during the pandemic and have not yet fully recovered. Data from the City's Assessing Division reveals a citywide office vacancy rate of about 15.4 percent in 2024, which is an improvement over the 2023 rate of 17.3 percent but still higher than 12.2 percent in 2019. While it is difficult to calculate with high accuracy because of the unreliability of tenancy data, the South Loop's 25 office properties have a vacancy rate much higher than the City as a whole at around 28 percent.

Office development remains the primary aim for designated areas in the District; however, flexibility to consider alternative developments that align with the goals of the SLDP would promote a healthy real estate market in the District. The City Council has endorsed a more flexible stance which involves evaluating the existing land use mix and zoning regulations in the South Loop to provide property owners with a broader range of development options beyond traditional office buildings. For instance, some areas zoned and guided Office show high redevelopment potential given the age of structures and a location outside of Airport Safety Zone B according to the MSP International Airport Zoning Ordinance, allowing for residential uses as a result.

Currently, there are four distinct areas within the South Loop that are guided Office (OFC) and zoned Freeway Office (C-4). The most current versions of the City's guided land use map and zoning map are shown in Figures 4 and 5, respectively, on the following pages. While geared toward professional and business offices, the OFC land use category allows residential when fully integrated with an office or hotel land use and allowed in the underlying zoning district. The C-4 Zoning District also allows residential, but only within development that has a minimum non-residential floor area ratio (FAR) of 0.20. Given the ongoing struggles within the office market, the current requirement for an office component in a building's use mix may complicate the revitalization of vacant office buildings. Therefore, the City will study rezoning and rezoning these areas to allow for greater flexibility in permitted uses to prevent stagnation and encourage redevelopment. The City will also explore lowering the minimum level of nonresidential floor area for the development of residential uses in the C-4 District to grant additional flexibility to these sites in recognition of market realities.



Healthpartners Corporate Offices



Riverview Office Tower

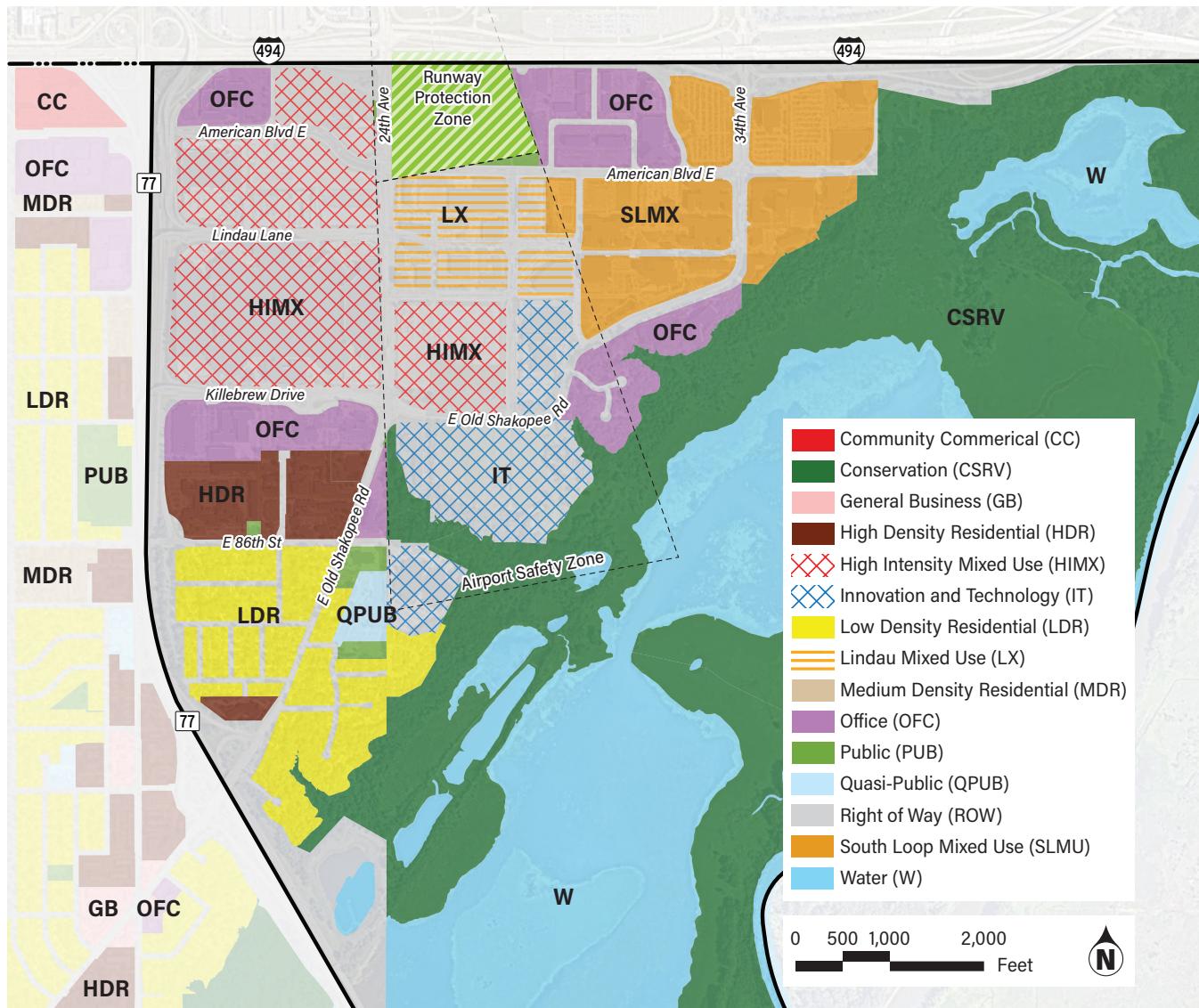


Figure 4 Land Use Guidance for the South Loop District from the Forward 2040 Comprehensive Plan

Another opportunity relates to repurposing existing vacant office spaces for alternative uses. This approach offers numerous benefits, allowing property owners to retain existing structures, providing a sustainable pathway to diversify land use opportunities while avoiding the environmental impact and disruption of demolition. Moreover, repurposing can generate positive spillover effects, stimulating investment in adjacent areas and creating valuable infill development within existing urbanized areas. Recognizing this potential, City Staff are actively exploring the possibilities and challenges associated with repurposing vacant office spaces for non-office uses, with the aim of drafting supportive policies and actions to better facilitate such conversions.

No matter the type of development or how it comes about, the vision for South Loop expressed in the SLDP will continue to guide the area's maturation, and any new construction must prioritize density and demonstrate a strong commitment to walkability, pedestrian-friendly design, and urban design, ensuring seamless integration with the existing context of the Mall of America (MOA), MSP International Airport, transit-oriented development (TOD) options, and established commercial uses.

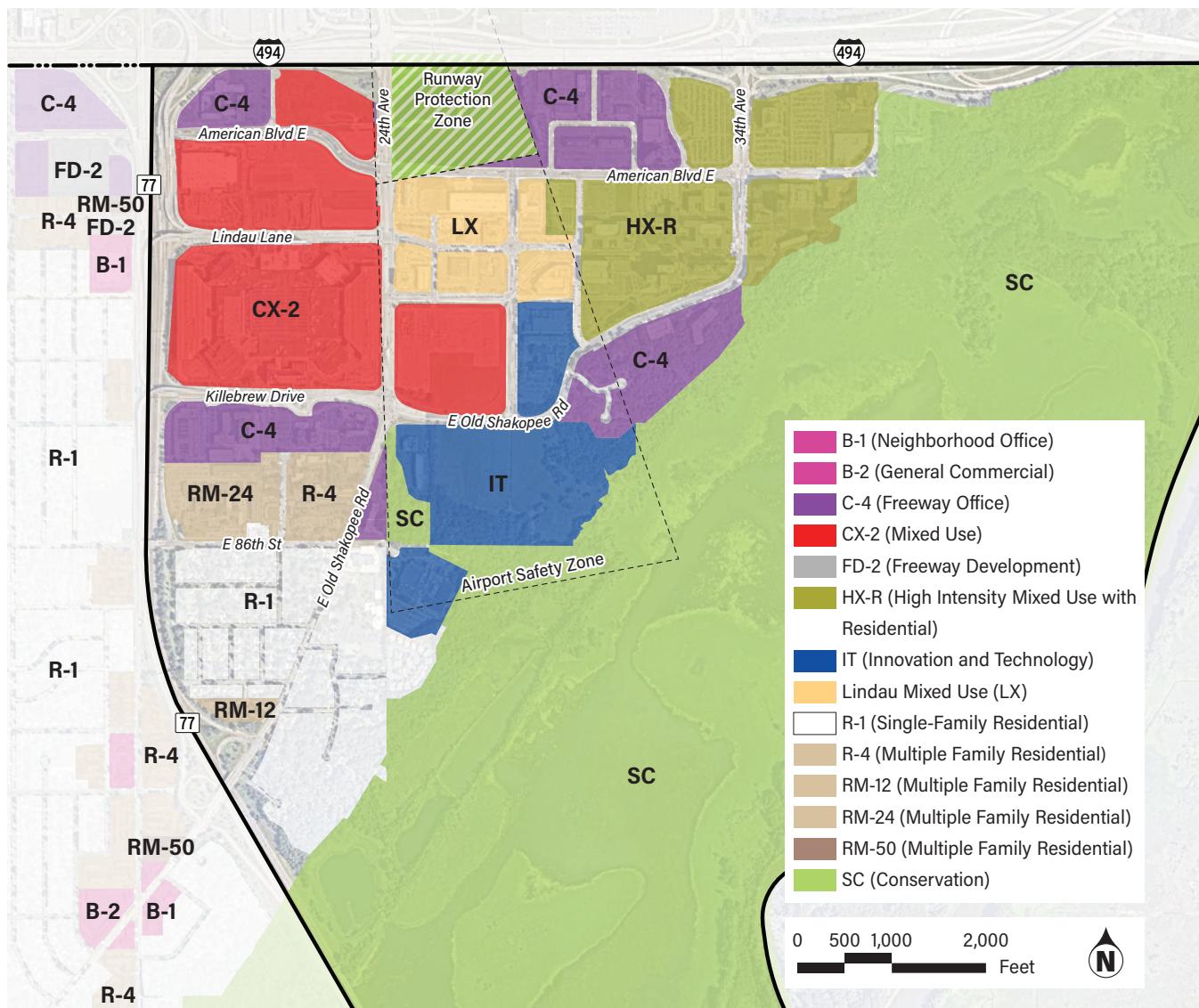


Figure 5 Zoning Districts within the South Loop as of June 2025

Lindau Link

As described in the SLDP (page 3.14), the Lindau Link is that portion of Lindau Lane between 24th Avenue and 30th Avenue (Figure 6). It was originally conceived in 2012 as “a place to gather, linger, and meander” with a pedestrian-friendly streetscape activated by a variety of uses such as restaurants, retail, and boutique hotels. The activity generated by these uses was anticipated to draw people from the MOA and BCS and establish Lindau Lane’s place as a bridge or “link” between those two endpoints. To support this vision for Lindau, the City created the land use category and zoning district, both entitled Lindau Mixed Use (LX), with complementary standards to make them ideally used together.

Recent development on Lindau Lane calls into question the viability of the SLDP’s vision for the corridor described above. For instance, plans for a technology campus to be located between American Boulevard and Lindau Lane, a project in the works since 2019, were finalized in September 2023. This campus will house the headquarters for the German technology company, SICK Sensor Intelligence (“SICK”), which designs, builds, and sells intelligent sensors and related products that are used by a myriad of businesses, from shipping/



Location of Lindau Link within the South Loop District



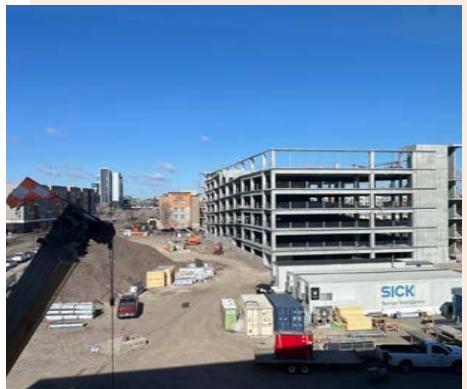
Figure 6 Lindau Link connecting the MOA on the west with BCS on the east

logistics to autonomous vehicles. The first of this four-phase development added a facility along American Blvd that provides 144,000 square feet for production and logistics and approximately 20,000 square feet for office. Phase 2 consists of development along Lindau Lane that will feature a new 150,000-square-foot office building and a six-level, 170-foot-tall parking structure with capacity for 550 vehicles. Phase 4 is expected to bring even more office space and an additional parking structure to Lindau.

The SICK campus is a significant development championed by the City. However, it does represent a departure from what was intended for Lindau Lane. A research and development facility is not a typical land use that activates a streetscape; the LX Zoning District had to be amended to allow for the SICK technology campus use to advance. Also, the parking structure for the new SICK office building complicates the establishment of a pedestrian-friendly, multi-modal environment envisioned for the corridor as it is expected to attract a lot of vehicle traffic to the corridor. On the other hand, the SICK campus brings many benefits, including new employment opportunities and private development that has stimulated other private and public investment in the South Loop area. The parking structure associated with the SICK campus, constructed in two phases and containing up to 1,140 stalls, also is available for public use, furthering the shared parking strategy outlined in the SLDP. In light of this development and its expected impacts, the City will re-examine Lindau Lane's land use character, potentially guiding it in a direction that is more flexible and grounded in current market conditions with a higher likelihood of achieving positive development outcomes. Future redevelopment opportunities along Lindau Lane necessitate a new vision, and the City should establish a Lindau Link that anticipates these opportunities and acknowledges the evolving character of the area with development that is market responsive.

Site and Building Design

The question of how prescriptive site and building design standards should be for development in the South Loop District is a complex one, particularly concerning residential and mixed-use development. The City already enforces requirements for exterior building design and materials as well as height limits, which also dictate the look and feel of development. However, the vision expressed in the SLDP is for the South Loop to transform into an urban district, and a well-recognized feature of urban areas is tall buildings.



Construction of Phase 2 of the SICK technology campus looking at the parking structure, April 2025

In the South Loop, building height is largely controlled by height limits imposed by the Airport Runway Overlay Districts. Those limits have not constrained the construction of tall buildings as there are presently ten properties with buildings standing at ten stories or taller within the South Loop: Embassy Suites (10 stories), International Plaza (10 stories), Radisson Blu hotel (12 stories), Airport Hilton hotel (12 stories), the JW Offices at MOA (13 stories), Crown Plaza hotel (13 stories), Marriott hotel (14 stories), Health Partners offices (14 stories), Riverview Office Tower (15 stories), and Reflections (17 stories). However, beyond the Reflections development, most residential construction occurring in the South Loop has not been taller than six stories. This residential development pattern has led to discussion about whether the South Loop can achieve the urban vision described in the SLDP.

The six-story residential structures built in the South Loop follow the “5-over-1” model: five stories of wood-frame construction atop a concrete platform. Buildings like IndiGo, the Fenley, Carbon 31, Risor, and Ardor on the Bluffs showcase this style. This model is favored because it maximizes height within the building code constraints of wood-frame construction, which makes it faster and cheaper to erect than a building with a steel and concrete structure. However, a common critique of 5-over-1 structures indicts their appearance as being bland and boxy. And because of their relative ease of construction, they are common and therefore seen as “cookie-cutter.” Higher design standards could improve the architectural quality of 5-over-1 structures but also jeopardize their affordability by increasing the cost of construction, and those increased costs are typically passed on to tenants.

Tower construction, as seen in developments like Reflections, offers an alternative. These taller structures, built with steel and reinforced concrete, boast a more inspired architecture and command higher rent. Towers present a distinctive character that is rare outside of the downtowns of Minneapolis or St. Paul. However, compared to wood framing, steel and reinforced concrete are more costly, and they make tower construction much slower than stick frame. A consequence of these higher costs can be seen in the imbalance between the number of 5-over-1 buildings and towers in the District. Because of their tall heights as well as the cranes needed for their construction, tower projects can also be more complex in the South Loop given the necessary safety analysis related to airport operations. This analysis is required for 5-over-1 construction as well, but the pressure it exerts on projects increases with building height.

High residential density is another feature of an urban or urbanizing area. Common perception is that towers are needed to achieve high density residential. Yet, the 5-over-1 residential development in the South Loop challenges this notion when you compare the unit density of the South Loop’s Reflections to other six-story residential buildings in the District. Table 1 (next page) provides this comparison, the results of which demonstrate that high density residential is achievable without tall towers.

To address this tension between building heights and elevated architectural design, the City will study the performance standards of the zoning districts applicable to the South Loop District to evaluate the expectations for development intensity, including structure height, floor area ratio, and other requirements. Proactive rezoning would also be considered to ensure dense development. Regardless the outcomes of that work, the City will enforce other site and building standards important to transforming the South Loop into an urban area.



Reflections with BCS Park in the foreground



Carbon 31



The Fenley

Project	Units	Structure Height (Stories)	Residential Density (Units/Acre)	Floor Area Ratio
Reflections	263	17	90.7	2.01
IndiGo	395	6	102.3	2.57
The Fenley	402	6	94.4	2.14
Carbon 31	403	6	94.4	2.22
Risor	146	6	58.6	1.46
Ardor on the Bluffs	242	6	63.4	1.41

Table 1 Comparison of Residential Structures in South Loop

Streetscapes, Plazas, and Other Public Spaces

Open spaces play a vital role in shaping the identity of the South Loop and fostering a vibrant district. They add character to the urban fabric, providing opportunities to showcase public art and introduce other creative interventions that spark engagement. They also serve as areas of respite and spaces for people to connect with one another. And finally, they soften the hard edges of the built environment through landscape design and vegetation.

However, existing conditions reveal shortcomings to the South Loop's approach to open space. The quasi-public spaces at the northeast and southeast corners of 24th Avenue and Lindau Lane, intended as welcoming points, unfortunately fall short. The intersection's design fails to effectively communicate a sense of "gateway" to visitors. Instead, local conditions combine to create an unpleasant environment for users. The high volume and speed of nearby motor vehicle traffic on 24th Avenue's ten lanes, coupled with free right turns bordering these spaces, generate significant noise and air pollution, detracting from any potential for comfortable gathering at the corner spaces.

Looking ahead, the City has an opportunity to learn from these experiences as future development continues to shape the intersection of 34th Avenue and American Blvd. The SLDP envisioned buildings at this key intersection framing new plazas, creating a defined public space centered on the American Blvd Blue Line LRT stop. At the time of the creation of the SLDP, this vision held promise; however, the realities observed at 24th Avenue and Lindau Lane – wide roads, intense traffic, and freight delivery – suggest that a direct replication could lead to similarly unappealing spaces. With the addition of IndiGO at the southwest corner of the 34th and American intersection and the potential for a future arterial bus rapid transit (aBRT) route, the design for the intersection described in the SLDP may need to be reconsidered.

Therefore, the City will proactively develop new guidance for the remainder of the intersection at 34th Ave and American Blvd that can also be replicated elsewhere in the South Loop. This guidance will prioritize the creation of public spaces that are contextually aware, strategically located away from high volume intersections to maximize their impact for both residents and visitors and allowing full development of the corners. To achieve this, the City will actively engage the Creative Placemaking Commission and its staff. Their expertise can help develop alternative gateway treatments or space design that draw upon the existing South Loop branding and imagery, creating a unique and recognizable sense of arrival.



Free right turn lane looking northwest from the corner of the quasi-public space by the AC Marriott Hotel

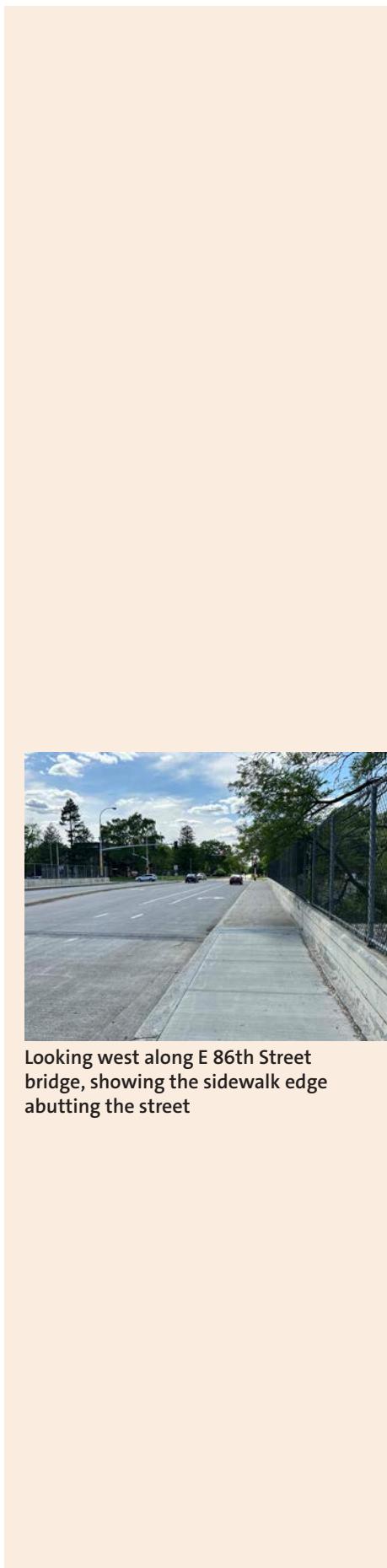
Finally, to ensure these updated approaches are effectively implemented, the open space standards for the HX-R District will be amended accordingly. This will ensure that future development aligns with a more nuanced understanding of how open spaces can thrive, even in areas characterized by significant vehicular traffic, ultimately contributing to a more vibrant and welcoming South Loop District.

PARKS AND OPEN SPACE UPDATES

Part of this update includes a reassessment of the Parks and Open Space Framework described in the SLDP (page 3.64). Recognizing the concentration of recreation resources within the Minnesota River Valley, the SLDP proposed specific locations for parks and open space to follow new development. However, this earlier framework no longer aligns with what is currently feasible or desired for future park sites and facilities, so the Update removes the previously identified park sites and will instead leverage the comprehensive guidance of the City's [Park System Master Plan](#) to inform future park development and recreational opportunities in the South Loop. This updated framework shifts its strategy from identifying specific locations and facility types for parks to a broader approach that identifies redevelopment sites as potential locations for incorporating park or public recreation space, as shown in the new Parks and Open Space Framework map (Figure 7). The new framework map also shows the most up-to-date locations for potential trailheads and trail connections to the Minnesota Valley State Trail system.

The updated Parks and Open Space Framework for the South Loop will play a significant role in guiding future investments aimed at enhancing park access through public infrastructure improvements. For many residents and families that live within the South Loop along E 86th Street, Wright's Lake Park is the closest recreational resource. Accessing the park over TH-77 on the E 86th Street bridge is challenged by its design, which, because of its age, does not comply with standards of the Americans with Disabilities Act (ADA). This state-owned bridge also lacks a protected bike lane or grade-separated path that would provide a safe connection to the Nokomis-Minnesota River Regional Trail that runs along Old Cedar Ave's west side. These and other considerations that can enhance E 86th Street's capacity as a reliable route for visitors to Wright's Lake Park should be addressed when the bridge is reconstructed. The date of its reconstruction is not known, but when it is scheduled, the City will work with the Minnesota Department of Transportation to include enhanced pedestrian and bicycle facilities in the E 86th Street bridge redesign. The City is already looking to enhance bike access along 86th Street through the construction of the Mid-City Bikeway. Detailed in the Active Transportation Action Plan adopted in 2023, this project proposes a fully separated bike lane, or cycle track, on 86th with complementary safety enhancements at intersections. However, it is not scheduled to be completed for seven or more years.

Safe access to parks is not the only factor that limits their use and enjoyment. Substandard facilities and inconspicuous locations will also compromise the success of recreational amenities. River Ridge Playlot, located at 8715 River Ridge Road, is currently hampered by these characteristics. While immediately adjacent to homes and a place of worship, this park is still underutilized. Contributing to this lack of use is the old age of the park's play structures. The City will consider removing these structures as replacement parts become



Looking west along E 86th Street bridge, showing the sidewalk edge abutting the street

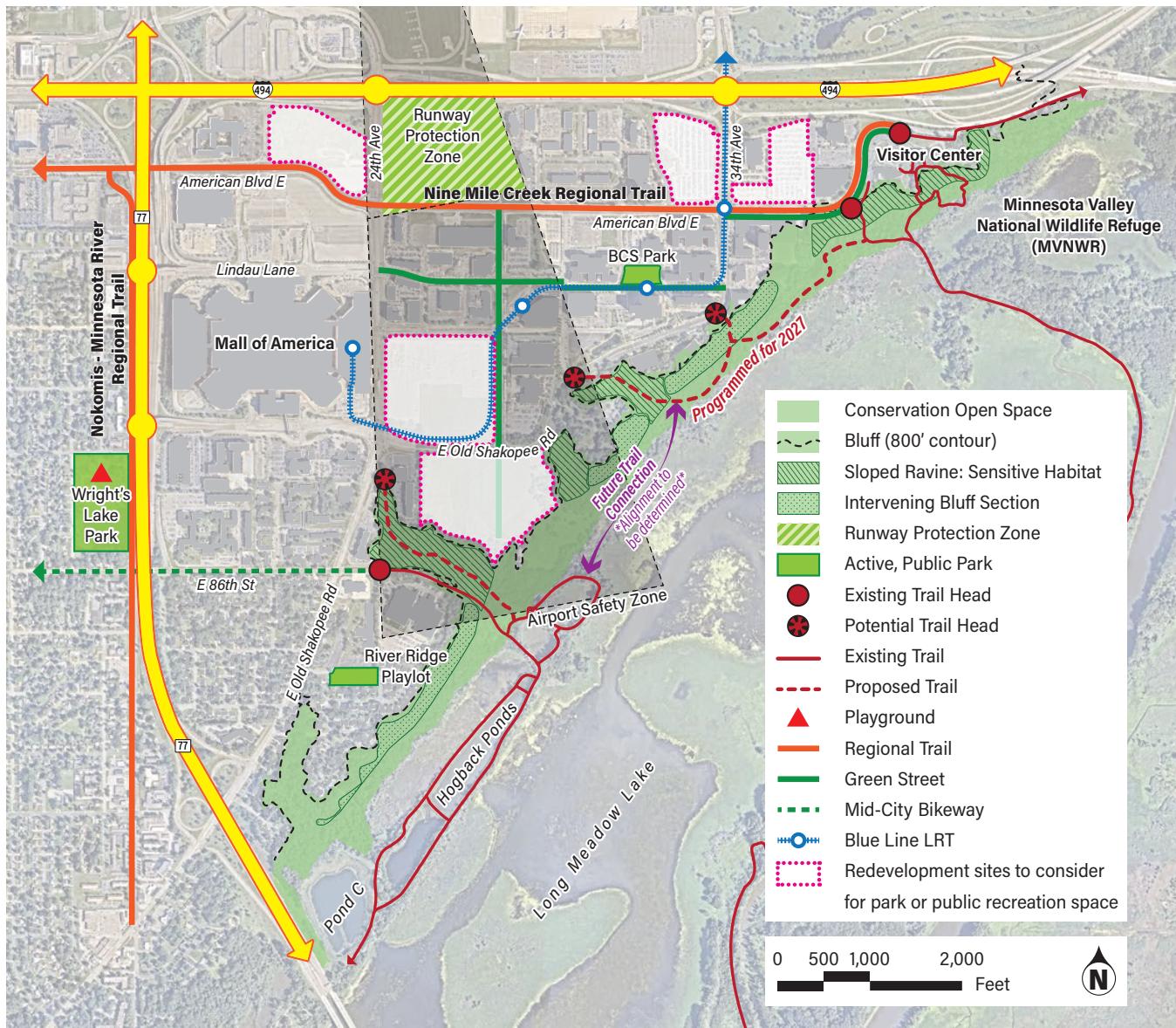


Figure 7 2025 Park and Open Space Framework Map

unavailable. As the City considers the future use and amenities of this park-land, it will engage the broader community to make sure any improvements consider the recreational needs of residents.

TRANSPORTATION UPDATES

Since adoption of the SLDP, the South Loop has benefited from advancements to regional transit service and existing facilities. Walkability is also expected to improve with programmed investments in new pedestrian infrastructure. The cumulative impact of these transportation enhancements is to provide greater connectivity, accessibility, and safety for residents, employees, and visitors.

Expanded Transit Service

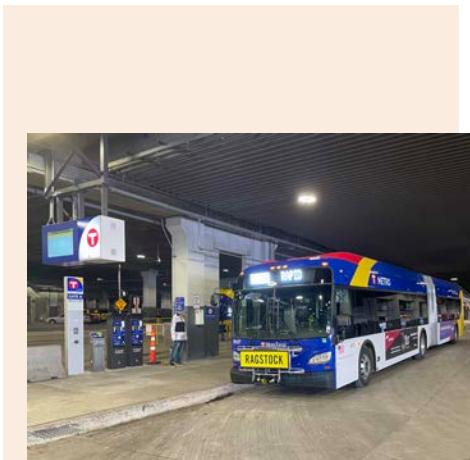
Access to the South Loop has advanced greatly from the introduction of several new transit services:

- **Red Line Bus Rapid Transit (BRT):** Launched in 2013, the Red Line BRT provides a high-frequency, limited-stop connection between the Blue Line Light Rail Transit station at the MOA and Apple Valley.
- **Metro Arterial Bus Rapid Transit D Line:** Commencing service in 2022, the D Line aBRT offers a vital north-south connection through the region, linking Brooklyn Park, North Minneapolis, Downtown Minneapolis, South Minneapolis, and the MOA.
- **Southwest Transit Route 686:** Scheduled to begin service in 2025, Route 686 will establish a vital east-west transit link through Bloomington, primarily along American Blvd, with a brief segment in Richfield, ultimately terminating at the MSP International Airport.

Transit Service Enhancements

Crime and safety are significant issues for transit riders and workers. To address these concerns as ridership recovers from the lows experienced during the pandemic, Metro Transit developed, and the Metropolitan Council endorsed, a comprehensive Safety and Security Action Plan in 2022. Implementation of this plan is ongoing and includes various improvements to lighting as well as modifications to station building design and an increased official presence through:

- Police officers;
- Community service officers;
- Transit Rider Investment Program (TRIP) Agents;
- Supplemental security; and
- Partnerships with the Transit Service Intervention Project (TSIP).



Metro D Line aBRT Bus at the MOA Station

Transit Facility Improvements

The Metro Transit station at the MOA underwent a significant remodel that was completed in 2021. These improvements enhance the functionality, aesthetics, and user experience with necessary investments in better lighting and family restrooms.



Entrance to MOA Transit Station from inside the mall, constructed as part of station's renovation

New Transit Services Under Study

Looking to the future, new transit options are being actively explored. For instance, the New West 7th Corridor, a potential aBRT line connecting downtown St. Paul and the MOA, is currently under study. This collaborative effort between the Metropolitan Council, St. Paul, Bloomington, Metropolitan Airports Commission, and MnDOT with assistance from both Ramsey and Hennepin Counties aims to replace the existing Route 54 bus line with a more efficient and higher-capacity service. The total project cost is estimated to range from \$450 to \$550 million, with a projected timeline of 7 to 8 years for completion and service commencement.

Another transit service the City is studying that will impact the South Loop District is BRT on American Blvd. This roadway, originally intended to relieve traffic on I-494, has evolved into a vital corridor boasting the greatest concentration of jobs in all of Bloomington. Given the high number of households without access to a vehicle in the area, this project aims to enhance mobility, accessibility, and safety for those taking transit, walking, rolling, and cycling along American Blvd. It will also support current and future land uses by

The **Capital Improvement Plan (CIP)** is a planning tool based on long-range physical planning and financial projections that forecast the City, the Bloomington Port Authority, and Housing and Redevelopment Authority for the City of Bloomington (HRA) capital needs over a ten-year period as building blocks to help achieve the City's strategic vision and mission. The CIP includes a detailed description of every Capital Project anticipated to be initiated during the ten-year period.

[\(City of Bloomington's Capital Improvement Plan\)](#)

connecting transit users to housing, jobs, other transit lines, and various destinations both within and outside Bloomington. This BRT service is anticipated to serve the South Loop District and terminate at the MOA, with the study expected to conclude around the end of 2025.

Multi-modal Enhancements in the South Loop

Recognizing the importance of pedestrian connectivity, there are several projects planned for the South Loop that enhance the safety and comfort of those traveling in the District not by car. Refer to Figure 8 below and Table 2 on the following page for a location and description of those multi-modal projects. Several of them are programmed for construction based on their inclusion in the City's 2025-2034 Capital Improvement Plan (CIP).

Figure 8 Location of Multi-modal projects programmed (1 through 4) or proposed in the South Loop District

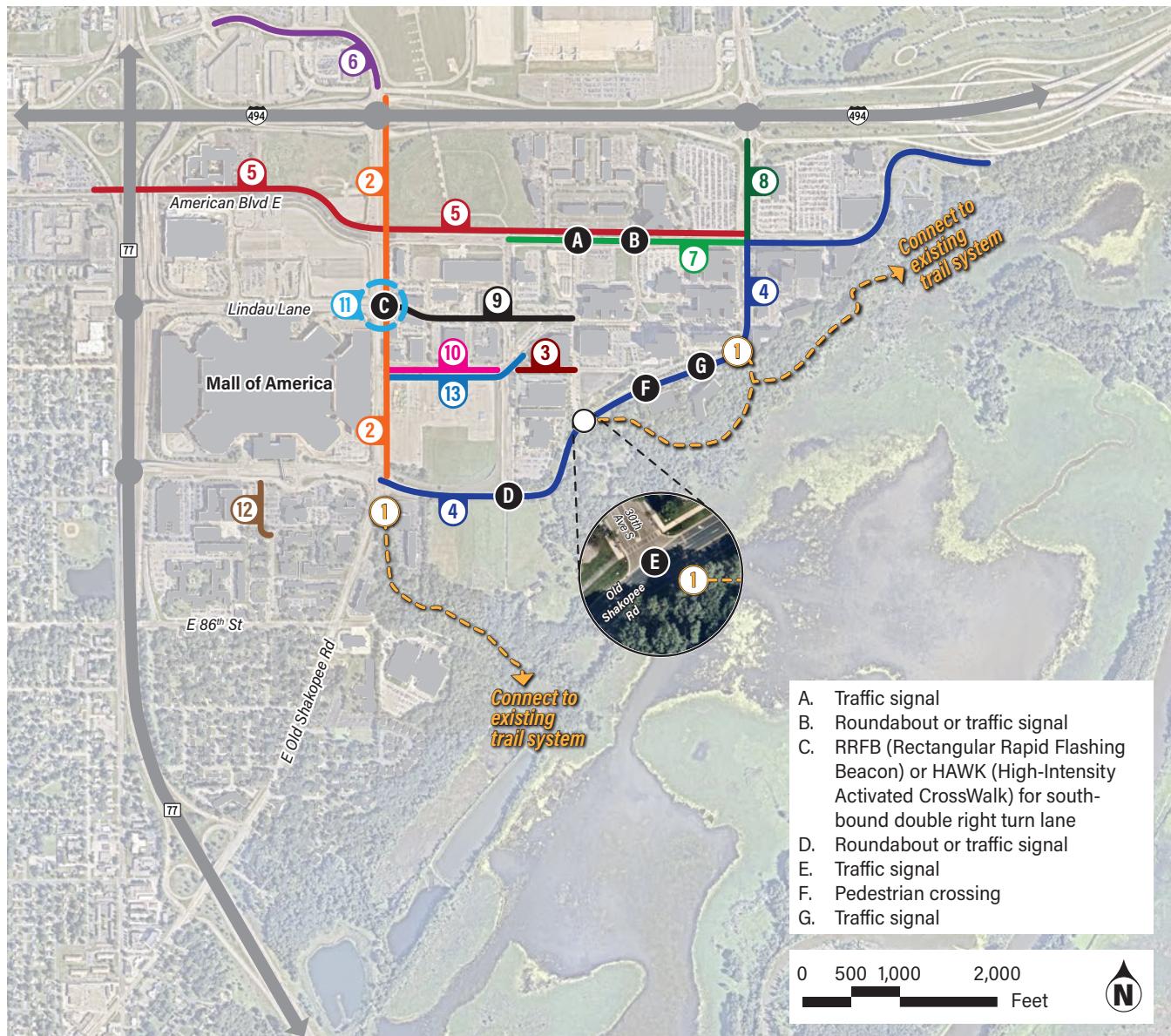


Table 2 List of multi-modal projects planned for the South Loop District (Location of projects shown in Figure 8 next to their corresponding number or letter)

	Project	Year Programmed (2025-2034 CIP)*
1	Trailheads and Connections (CIP #SL-07-003) <ul style="list-style-type: none"> • Trail Connection from E Old Shakopee Rd to the MN Valley National Wildlife Refuge along Long Meadow Lake • Includes 3 potential trailhead locations 	2027
2	24th Avenue Corridor Project (CIP # SL-16-005) <ul style="list-style-type: none"> • Along 24th Avenue from Killebrew Drive to Hwy 494 • Potential multi-modal elements to be evaluated with this project include a cycle track on the east side of 24th Ave, removal of channelized right turn lanes, and pedestrian refuge islands <p><i>Note: Missing sidewalk on the east side of 24th Avenue between American Blvd and I-494 bridge is programmed to be installed by the City in 2026 as a component of Hennepin County's ADA project ahead of the main project.</i></p>	2032
3	Extend 82nd Street from Winstead Way to 30th Ave (CIP #SL-24-001) <ul style="list-style-type: none"> • Includes a new sidewalk 	2032
4	East Old Shakopee Road Trail (CIP # SL-25-002) <ul style="list-style-type: none"> • Construct Trail along Old Shakopee Rd from 24th Avenue to 34th Ave and along American Blvd from 34th Ave to East Terminus (MN Valley Wildlife Refuge) 	2033
5	American Blvd Multi-Modal Project (Old Cedar Ave to 34th Ave) <ul style="list-style-type: none"> • Explore a bicycle boulevard on both sides of American Blvd from Old Cedar Avenue to 34th Ave 	
6	Nine Mile Creek Trail - 24th Ave at Hwy 494 Connection <ul style="list-style-type: none"> • Coordinate with Richfield and MAC to extend the multi-modal trail facility across MAC property over Hwy 494 	
7	American Blvd Pedestrian Crossing Enhancements (Winstead Way to 34th Ave) <ul style="list-style-type: none"> • Explore pedestrian crossings between Winstead Way and 34th Ave 	
8	34th Ave Bicycle & Pedestrian Enhancements (American Blvd to Hwy 494) <ul style="list-style-type: none"> • Re-evaluate sidewalk/trail connections from American Blvd to Hwy 494 along 34th Ave 	
9	Lindau Lane Extension Multi-Modal Project <ul style="list-style-type: none"> • Evaluate repurposing street space into multi-modal space along Lindau Lane from 24th Ave to 30th Ave 	
10	82nd Street Transit/Multi-Modal Project <ul style="list-style-type: none"> • Evaluate repurposing street space into multi-modal space along 82nd St from 24th Ave to 30th Ave 	
11	Pedestrian Bridge over 24th Ave in vicinity of Lindau Lane <ul style="list-style-type: none"> • Study location for a pedestrian bridge over 24th Ave if/when surrounding development occurs 	
12	22nd Ave Sidewalk/Trail connection to Killebrew Pedestrian Bridge <ul style="list-style-type: none"> • Provide a sidewalk/trail connection from 22nd Ave to Killebrew Dr South Frontage Road 	
13	Re-alignment of the Blue Line LRT to 82nd St <ul style="list-style-type: none"> • Based on recommended LRT concept from the Riverview Corridor Study • New elevated LRT tracks to 2nd story of MOA east parking structure Improve the traffic delays associated with the LRT at 24th Ave and Killebrew • Open the Adjacent Lands parcel for development 	
A to G	Other CIP items that have multi-modal elements <ul style="list-style-type: none"> • Pedestrian crossings installed along with future traffic signal or roundabout projects at seven intersections 	

* Project timelines are subject to change.

WATER RESOURCES UPDATES

2018 Surface Water Plan

Effective stormwater management in the South Loop is critical for safeguarding groundwater, surface waters such as the Minnesota River and Long Meadow Lake, and the natural resources along the bluff and within the Minnesota Valley National Wildlife Refuge (MVNWR). The City's stormwater management standards, as detailed in the *Local Surface Water Management Plan (2018)*, provide the framework for responsible development practices. The 2018 Surface Water Plan has been guiding development in the South Loop since its adoption, despite its absence from the SLDP. Therefore, this Update to the SLDP clarifies that all new development in the South Loop is required to adhere to the 2018 stormwater management standards and will need to comply with any future stormwater regulations in place at the time of development.

On-site Stormwater Management

The recent approach, given the infiltration requirement, to meeting these stormwater management standards in the South Loop involves mechanical or structural features, like pipes, curbs, gutters, and underground chambers. These systems are designed to convey water to an underground detention chamber where it is released slowly for infiltration into the surrounding soil for natural treatment. These subsurface systems concentrate treatment in a smaller footprint, typically under parking lots. This approach helps developers maximize land available for building. However, locating these chambers under parking lots or building features makes it difficult to monitor their function and perform maintenance, potentially making it difficult to spot and fix failures. Also, because these systems use a combination of pipes, curbs, and gutters to convey stormwater, there are limited opportunities for natural infiltration and treatment, which places greater pressure on the performance of soils surrounding the underground chamber to carry out those functions effectively. Nonetheless, these systems have been successfully implemented in the South Loop to meet the City's stormwater requirements.

An alternative to the approach described above and is mentioned throughout the SLDP is Low Impact Development (LID). LID employs natural and engineered infiltration and storage techniques to manage stormwater at its source, keeping treatment on the impacted property. Like the other approach, LID may use underground infiltration chambers but favors landscape techniques, utilizing features such as tree trenches, bioswales, permeable pavers, and rain water gardens. A key advantage of LID features is their greater visibility, which helps foster an appreciation for their implementation and encourages regular maintenance compared to buried systems. However, LID systems require land surface to be free of development to promote infiltration. This loss of developable area restricts the form and intensity of development, which is a cost shouldered by the developer. Tree trenches, permeable pavers, and rain water gardens have had limited success along the roadway corridors.

LID features prominently in the Utility Framework of the SLDP. In fact, the City has successfully implemented LID principles in the development of Lindau Lane and other public rights-of-way within the South Loop, including Winsted Way, 30th Avenue, 31st Avenue, and 33rd Avenue. However, despite how LID is presented in the SLDP, it is not a requirement in the South Loop.



Dry retention area



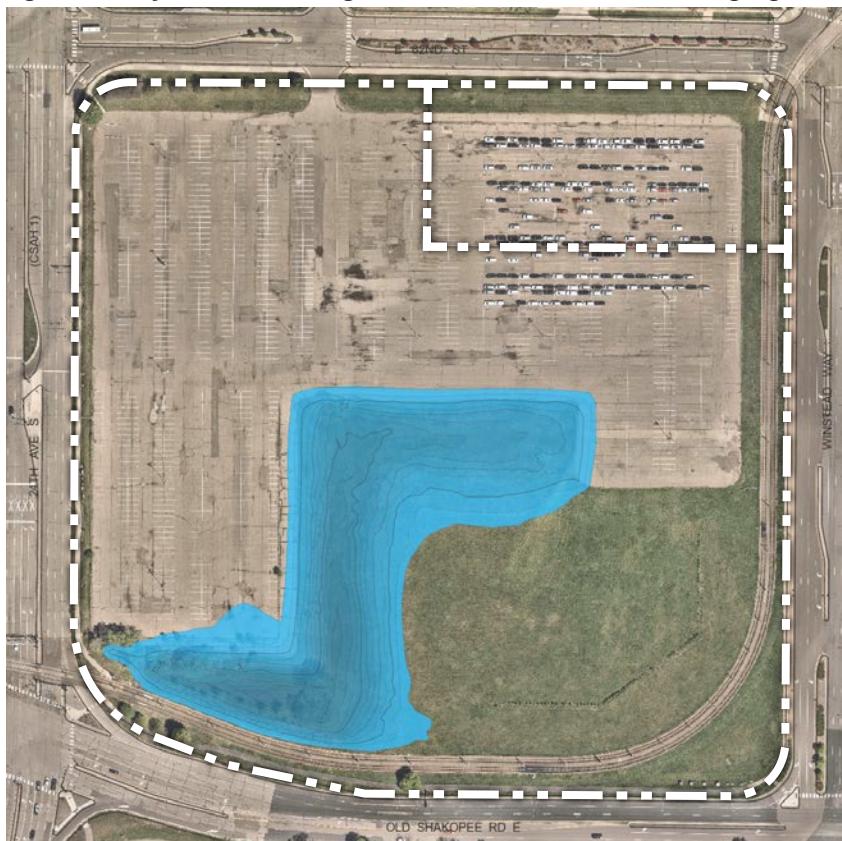
Rain water garden in parking lot

nor anywhere else in the City. Stormwater management need only meet the standards described in the 2018 Surface Water Plan and, where applicable, the requirements of the Richfield-Bloomington Watershed Management Organization or LMRWD. This Update also clarifies that the adoption of LID principles in future development is not required but is encouraged where feasible and appropriate.

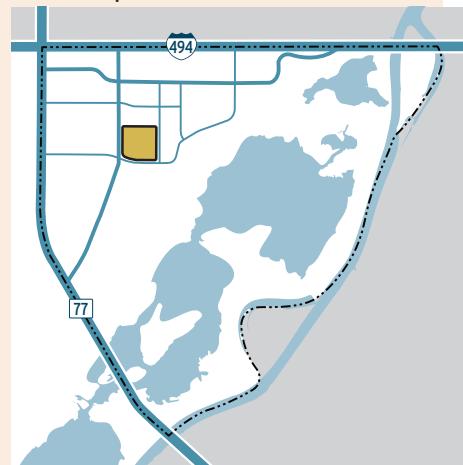
Adjacent Lands

Finally, it is important to acknowledge the significant role of the site known as Adjacent Lands (Figure 9) in the District's stormwater management system. This area is currently graded to provide essential detention and treatment of stormwater, benefiting areas beyond its property boundaries. Any future development of Adjacent Lands must ensure the continued functionality of this critical stormwater feature or incorporate an alternative solution to prevent potential flooding in adjacent areas.

Figure 9 Adjacent Lands with graded stormwater detention area highlighted



Location of Adjacent Lands within South Loop District



IMPLEMENTATION PLAN EVALUATION

Section 5 *Implementation Plan* (page 5.1) of the SLDP discusses the key projects recommended throughout the document to achieve its stated goals. Those recommendations were detailed further in Table 5.1 (page 5.2), which provides estimates for each associated project, including the timing of its implementation, initial costs, and maintenance costs if applicable. As part of this update to the SLDP, each recommended project from the 2012 Plan was reviewed to determine its current implementation status. This analysis assigned each project one status of four described on the following page:

CITY OF BLOOMINGTON, MINNESOTA

1. **Removed from Consideration:** These projects are no longer part of the City's priorities for various reasons, such as conflict(s) with current policies, re-evaluation that deemed the project unnecessary, the implementation of a different project resulting in a similar impact, etc.
2. **Not Started:** These projects have not been initiated but are still considered in line with the City's policies and goals, making them eligible for future implementation.
3. **In Progress:** These projects have been initiated and have yet to conclude, or the proposed action is ongoing with no predetermined end date.
4. **Completed:** These projects are deemed complete, and their implementation is under observation.

The evaluation of the Implementation Plan from the SLDP is provided in Table 3 below. There are 52 projects listed and, of those, 23 are complete, 12 are in progress, 11 are not yet started, and 6 are no longer considered for implementation. Projects determined to be "In Progress" or "Not Started" have been maintained for the Update's revised Implementation Plan, as seen in Table 4 (starting on page 24). Added to that list are new projects, referenced throughout the Update, that further advance the vision and goals of the SLDP.

Table 3 Evaluation of the Implementation Plan from the SLDP (continues onto next page)

PUBLIC IMPROVEMENT	STATUS
Roadway	
Transportation Utility Study – Determine how to fund street infrastructure for portions of project where development has not occurred	Not Started
Local ITS (intelligent roadway systems) – Electronic wayfinding signage on local roads	Complete
34 th Ave/ I-494 – Construct diverging diamond interchange	Complete
TH 77/Lindau/IKEA Way – Nordstrom Safety Improvement	Complete
Lindau Link – Construct Lindau Lane from 24 th to 30th Ave	Complete
Lindau Lane lowering – Lower road from TH 77 to 24 th Ave for Mall of America II	Complete
30 th Ave – Rebuild from American Blvd to E Old Shakopee Road	Complete
Thunderbird Road/I-494 – New access in/out	Removed from Consideration
28 th Ave – Add on-street parking and green infrastructure	Complete
Street grid network and associated Complete Street improvements	Not Started
Transit	
MOA Transit Station – Expand bus capacity and bring station 'out'	Complete
Transit signal priority for Bus Rapid Transit	Complete
Identify bus layover area	Complete
Enhanced transit stops throughout District	Not Started
Sanitary Sewer	
Sanitary Sewer Cost Apportionment Study	Complete
Improvements as noted in Sewer Master Plan 2010	In Progress
Water Distribution Service	
Water Distribution System Cost Apportionment Study	Complete
Trunk water main – 82 nd St from 13 th Ave to TH 77	Complete

Table 3 (cont.) Evaluation of the Implementation Plan from the SLDP

PUBLIC IMPROVEMENT		STATUS
Stormwater Management		
Street sweeping – Institute bimonthly sweeping as BMP (best management practice), added aesthetic benefit		In progress
Support U.S. Fish and Wildlife (USFW)/Minnesota Department of Natural Resources study of Bass Ponds stormwater wetlands		In progress
Long Meadow Circle outfall – Reline pipe and install basin and energy dissipation		Complete
Promote infiltration BMPs on public and private sites		In progress
Pedestrian and Trail		
Pedestrian bridge over Killebrew Dr at 21 st Ave through Radisson Blu Hotel ramp		Complete
Convert street lights to energy-efficient, pedestrian-scale lighting		Complete
Minnesota River State Trail		In progress
Refuge Trail – Continue to work with USFW to expand trail system		Not started
Trailhead at 34th Ave and E Old Shakopee Rd with connection trail to below bluff		Not started
Pedestrian bridge over 34 th Ave at E 78 th St		Removed from Consideration
Refuge trailheads – Four entrance kiosks and connecting trails leading into Minnesota Valley Natural Wildlife Refuge		In Progress - 1
		Not Started - 3
		Removed from Consideration - 1
Parks and Placemaking		
24 th Ave at Lindau Lane – Streetscape, public art, gathering area/plaza		Complete
24 th Ave at E 82 nd St – Streetscape, public art, gathering area/plaza		In Progress
Park, trailhead, and trail near Ike's Creek		Removed from Consideration
Park/playground north of 86 th St, west of E Old Shakopee Rd		Removed from Consideration
Park/playground within 34 th Ave neighborhood east of 34 th Ave		Not Started
Park/playground within 34 th Ave neighborhood west of 34 th Ave		Not Started
Land Use and Zoning		
Amend Comprehensive Plan and land uses		Complete
Amend Zoning – New zoning districts and standards		Complete
Redevelopment		
MOA parking and related improvements		In Progress
BCS parking and related improvements		In Progress
Sell Alpha Business Center parcels		Complete
Assist with marketing MAC-owned parcels		Complete
Business Improvement District Study – Determine applicability to District		Complete
Sustainability		
District Energy Study		Complete
Shared Parking Study		Not Started
Transit-oriented, urban-density Tax Increment Financing – Lobby, promote and support legislation		Removed from Consideration
Sustainable Building Code – Support sustainable improvements to state codes		In Progress
Branding and Communication		
District signage branding – Study, construct gateway signage and pedestrian wayfinding		In Progress
Marketing South Loop – Website, video, social media, etc.		In Progress

CITY OF BLOOMINGTON, MINNESOTA

The list of projects in Table 4 was created and refined through the input of the Project Team and other City staff. For each project, the table identifies a city division or group to be the Project Lead, responsible for executing and managing its implementation, and Project Support, designated to assist the Lead, provide critical expertise, and help ensure successful implementation. Each project is defined further, given an estimated time for completion based on the following four options:

1. Near Term (1 to 2 years)
2. Mid Term (3 to 4 years)
3. Long Term (5 or more years)
4. Ongoing (for tasks performed on a regular basis)

Table 4 Updated List of Implementation Projects for the South Loop District Plan (continues onto next page)

PROJECT	LEAD	SUPPORT	TIMELINE FOR COMPLETION
1 Institute bimonthly street sweeping as best management practice (BMP), added aesthetic benefit	Engineering/Planning	--	Ongoing
2 Promote infiltration BMPs on public and private sites	Engineering/Planning	--	Ongoing
3 Support sustainable improvements to state codes	Sustainability	Building and Inspections	Ongoing
4 Maintain a South Loop-focused website that can provide valuable information and host related content, such as video, social media, etc.	Communications	Creative Placemaking Port Authority	Ongoing
5 Review development outcomes along the Minnesota River bluff and, in light of that review, evaluate potential amendments to bluff protection standards	Planning	Sustainability Engineering Natural Resources	Near Term
6 Study the reguiding and rezoning of office areas to allow for greater flexibility in permitted uses and lowering the required amount of nonresidential floor area for the development of residential uses in the C-4 District	Planning	Port Authority	Near Term
7 Study site and building standards of zoning districts applicable to the South Loop District to evaluate the expectations for development intensity	Planning	Port Authority	Near Term
8 Continue to work with United States Fish and Wildlife to expand trail system from Ceridian to MNVWR	Engineering	Parks and Recreation	Near Term
9 Complete BCS parking and related improvements	Port Authority	Planning	Near Term
10 Implement strategies related to sustainable sites and buildings as outlined in the City's forthcoming Climate Action Plan	Sustainability	Planning Port Authority Building and Inspections	Mid Term
11 Develop a method to measure and track sustainability in the South Loop District	Sustainability	Planning Engineering Natural Resources	Mid Term
12 Update the vision for Lindau Lane in the South Loop District from what is described in the 2012 South Loop District Plan	Planning	Port Authority Engineering Sustainability Creative Placemaking	Mid Term

Table 4 (cont.) Updated List of Implementation Projects for the South Loop District Plan

	PROJECT	LEAD	SUPPORT	TIMELINE FOR COMPLETION
13	Develop new guidance for the design and development of public spaces in the South Loop District	Planning	Creative Placemaking Engineering Sustainability	Mid Term
14	Construct trailhead at 34th Ave and E Old Shakopee Rd with connection trail to below bluff	Engineering	Parks and Recreation	Mid Term
15	Complete MOA parking and related improvements	Port Authority	Planning	Mid Term
16	Identify and secure funding for a renewed feasibility study that will reassess the viability of a district energy system to serve properties in the South Loop District	Port Authority/ Engineering	Planning Sustainability	Long Term
17	Implement a street grid network and associated Complete Street improvements	Engineering	--	Long Term
18	Complete improvements identified in the 2010 Sewer Master Plan	Engineering	--	Long Term
19	Continue assistance in building out the Minnesota River State Trail	Engineering	Parks and Recreation	Long Term
20	Continue to work with USFW to expand trail system from Ceridian to Bass Ponds	Engineering	Parks and Recreation	Long Term
21	Implement streetscape improvements, install public art, develop a gathering area/plaza on 24th Ave at E 82nd St	Engineering	Creative Placemaking Parks and Recreation Planning	Long Term
22	Establish a park/playground within 34th Ave neighborhood east of 34th Ave	Parks and Recreation	Engineering Planning	Long Term
23	Establish a park/playground within 34th Ave neighborhood west of 34th Ave	Parks and Recreation	Engineering Planning	Long Term
24	Complete a shared parking study for the South Loop District	Sustainability	Port Authority Engineering Planning	Long Term
25	Study, construct gateway signage and pedestrian wayfinding all throughout the South Loop using consistent branding and design	Engineering/Planning	Creative Placemaking	Long Term