



Section 3 DEVELOPMENT FRAMEWORK

3.3 Framework Components (continued)

Section 3.3.2: Circulation and Movement Framework

This framework proposes establishing a multi-modal network of complete streets that will facilitate the safe, efficient, and effective movement of people, goods and services as South Loop transitions into a more urban place. A complete street network focuses on all transportation modes: automobiles and trucks, bicycles, pedestrians, and mass transit, while considering the effects of the adjacent Minneapolis-St. Paul International Airport (MSP).

Key objectives for establishing a sustainable circulation and movement system are to:

- Satisfy the access needs for all transportation types in a safe manner while limiting effects on the environment and natural resources;
- Provide transportation alternatives to increase non-automobile modal share;
- Operate the transportation system in an affordable and efficient manner;
- Support a vibrant and diverse economy and mix of land uses;
- Promote energy efficiency and reduce greenhouse gas emissions; and
- Provide a flexible transportation system able to adjust to changing needs.

Given its adjacency to the MSP, regional freeways, and light rail, South Loop has transportation

advantages that many other areas in the MSP metro region do not.

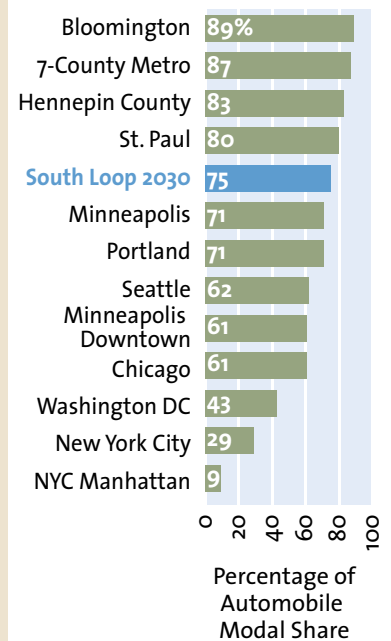
Modal share is a major indicator of transportation sustainability. It describes the distribution of transportation trips between various modes of travel. Changes in modal share are affected by factors such as fuel price and changes in commuting patterns. Providing transportation options allows users to choose modes that use less energy, create less pollution, save money, and help ease congestion.

Reducing automobile mode share is particularly critical in achieving more sustainable transportation. As an area becomes more urban, the automobile modal share often decreases. See **Figure 3.26** at right. Dense urban areas, like New York City, approach an automobile modal share as low as 9 percent.

Trips in suburban areas are 80-90 percent via automobile. Today automobile share in South Loop is



Figure 3.26
Comparison of Automobile Modal Share in 13 Metropolitan Centers



Source: U.S. Community Survey, 2009.



The Minneapolis-St. Paul region ranks high in a number of congestion indexes for large urban areas with similar population.

Source: Texas Transportation Institute Urban Mobility Report, 2010.

Regional congestion is addressed in the Metropolitan Council's *Regional Transportation Policy Plan*, November 2010.

Download the document at <http://www.metrocouncil.org/planning/transportation/tpp/2010/index.htm>.

Figure 3.27 Transportation Advantages in the South Loop District



Source: City of Bloomington, 2012.

89 percent. Given the probability that the cost to purchase and operate automobiles will continue to increase and with South Loop projected to become more dense, a goal has been set to reduce automobile modal share in South Loop to 75 percent by 2030. Given the existing excellent transit service, including four light rail stations, and proposed improvements in bicycle facilities, this goal is reasonably attainable.

Regional Transportation Context

South Loop is located equidistant between the central business districts of Minneapolis and St. Paul. Due to its growth potential, the Metropolitan Council included South Loop as one of four areas, along with downtown Minneapolis, downtown St. Paul and the University of Minnesota, requiring transportation

facilities and services significantly different from those in other areas of the region.

Another aspect that makes South Loop unique in the region is that it abuts MSP – the 12th busiest airport in the U.S. – and enjoys direct connections to regional freeways (I-494 and TH 77) and the LRT Blue line (aka Hiawatha Line). See **Figure 3.27** above. MSP brings regional and global access to the doorstep of South Loop. However, this close proximity also presents disadvantages, such as aircraft noise and building height restrictions, that must be mitigated.

Congestion and inefficient mobility in the regional system is a major mobility concern affecting the region and South Loop. Inefficient mobility and congestion contributes to:

- Loss of workforce productivity due to added travel time (opportunity cost);

- Wasted fuel:
 - Higher transportation costs,
 - Increased particulate air pollution,
 - Increased greenhouse gas emissions;
- Slower emergency response;
- Increased driver stress; and
- Travel time unpredictability.

Congestion on I-494 poses challenges to South Loop’s regional accessibility. In particular, the bottleneck at the interchange with I-35W adds to the relative seclusion of South Loop from the employment and entrepreneurial base in the southwest metro areas of Edina, Eden Prairie, and west Bloomington. Ensuring efficient access is essential to attract workers, visitors, and residents to South Loop. Improvements to I-494 will facilitate easier access to South Loop. In addition, transit use should continue to be supported and promoted as a viable alternative and more-efficient means of access to South Loop from throughout the region.

Street Infrastructure and Urban Form

The type, location, and alignment of new streets in South Loop relates to the access needs of future development. The circulation network must provide for multiple travel modes to accommodate people living, working, recreating, or shopping in South Loop. A related challenge will be making a large-scale suburban environment feel ‘smaller’ and more urban in character and form. Establishing an interconnected street grid is fundamental to this transformation. New streets will be located and

aligned to divide existing mega-blocks into smaller, urban-scaled street blocks.

The envisioned street network is shown in *Figure 3.28, page 3.52*. The proposed “fine-grained” street grid pattern increases connectivity and efficiency by providing direct routes that maximize movement choices and support modal alternatives. This grid pattern also helps achieve key objectives, including increased pedestrian and bicycle movement, providing short and long-term parking alternatives, expanding service delivery options and improving public transit access. In addition, smaller blocks and active ground-level uses can entice people to walk by making walking trips more direct, interesting and productive.

Complete Streets

A complete street is a transportation facility that may serve pedestrians, transit users, bicyclists, motorists and large trucks. Complete streets often serve multiple functions, from providing safe, and sometimes shared transportation space, to non-transportation functions such as stormwater management through provision of infiltration features. Complete streets play an essential role in transforming the character and density of South Loop from suburban to urban. The fine-grained and multi-modal street network envisioned for South Loop fits hand-in-hand with Bloomington’s *Complete Streets Policy*.

There is no single model for sustainable complete street design;

The City adopted a *Complete Streets Policy* in February 2012. The policy is on the City’s website, www.ci.bloomington.mn.us, keywords: Complete streets.



Sustainable Complete Street Objectives

Movement Objectives

- Increase connectivity, access, and modal choices.
- Reduce trip lengths.
- Facilitates transit services.

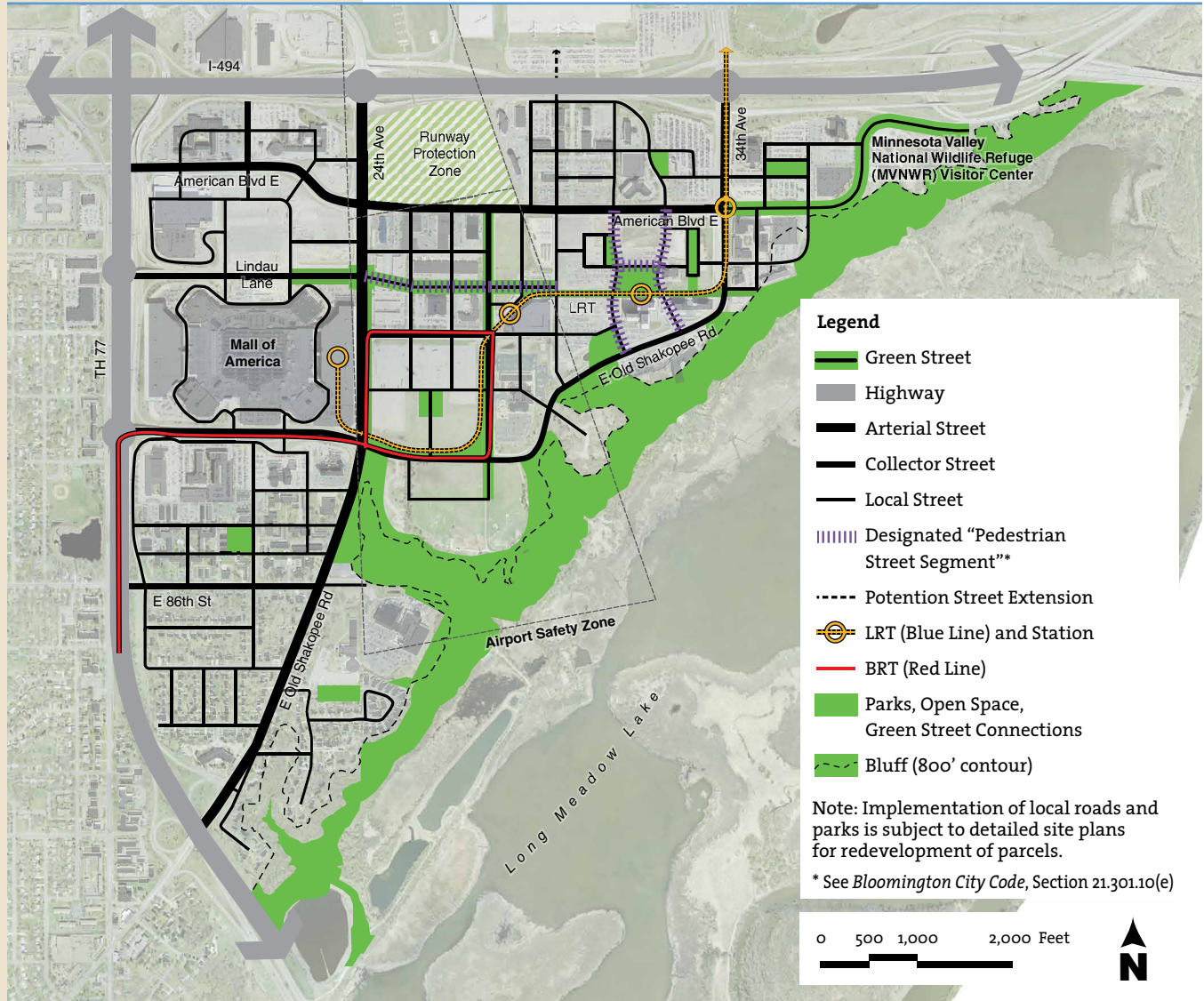
Environmental Objectives

- Reduce pollution by reducing automobile modal share.
- Facilitate stormwater management.
- Incorporate energy efficient signals, lighting and transit facilities.
- Increase tree canopy coverage.

Community Development Objectives

- Create attractive and multi-functional streetscape .
- Increase pedestrian activities to encourage shopping and entertainment.
- Create value for adjoining properties.

Figure 3.28 Circulation and Movement Framework



Source: Wallace Roberts & Todd, LLC. and City of Bloomington, 2012.

streets must be designed to provide flexibility to meet a variety of movement, environmental, and community development objectives. Streets in South Loop will be designed to respond to their specific development context, recognizing that future conditions may warrant changes over time.

Street Classification

The street classification system considers the physical characteristics of a street in relationship to its

purpose, function, management, and design characteristics. Street character and use influence development form and activity levels within an area or neighborhood.

There are four types of streets designated in the South Loop Circulation and Movement Framework. Functional descriptions of each type are described below:

Arterial Street – These are high volume multi-lane roads, with a median that accommodates left

turns. On-street parking is not allowed and property access is minimized.

Collector Street – These are two- or four- lane roads that may include parking lanes, activity zones, and dedicated bike lanes or separated bike path on the sidewalk, depending on the specific context.

Local Street – These are two-lane roads, including service drives, parking access, and alleys.

Green Street – These are Collector or Local Streets, as defined above, enhanced with sustainable infrastructure, landscaping, and pedestrian and bicycle amenities.

Intersections

Proposed intersection spacing is shown on the Circulation Framework, see **Figure 3.28**, page 3.52, although intersection types are not shown. Since this plan has a 40-year horizon, it is not feasible to accurately determine specific intersection types and controls at this time. Traffic studies and Intersection Control Evaluations (ICE) will be performed periodically as South Loop develops. These will identify appropriate intersection controls and available traffic movements. These studies will be funded, in part, by the surcharge applied to building permits in South Loop.

Bicycle System and Facilities

Despite the cold winter climate, the Minneapolis-St. Paul area ranks high in the percentage of bicycle commuters. It is apparent that a bicycle culture exists and is thriving

in the MSP metro. South Loop will embrace this culture shift and provide facilities that foster this sustainable transportation mode.

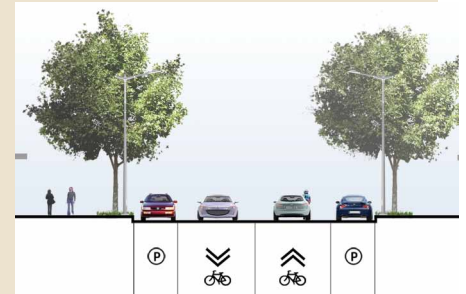
Bicycle facilities and routes proposed in South Loop (see **Figure 3.34**, page 3.64) reflect the recommendations in Bloomington’s *Alternative Transportation Plan (ATP)*, adopted in 2008. The ATP recommends a variety of bicycle facilities from on-road dedicated lanes to off-road trail facilities.

Connections to the regional trail system and adjacent communities are provided by two proposed trails: the Inter-City Regional Trail and the Nine-Mile Creek Regional Trail. These proposed regional trails and the existing 86th Street bikeway also provide opportunities for bicycle commuting.

As new streets are designed in South Loop, bike lanes will be considered if appropriate to the specific street context. For example, the initial design of the Lindau Link will include dedicated on-street bike lanes. Later, if an additional travel lane is needed in each direction, one will be designed as a “sharrow”, which is a travel lane shared by bicycles and other vehicles. See *sidebar*.

Public bike racks will be provided along some roads (in the public right-of-way) and on public parkland. Private developers will also be encouraged to provide bike racks and lockers for their employees and customers.

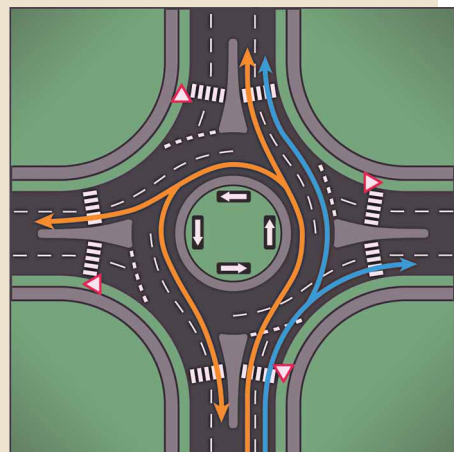
Bicycle sharing systems are an emerging means to make bicycling



A sharrow is a travel lane shared by bicycles and other vehicles.



Minneapolis initiated its Nice Ride bicycle sharing program in June 2010.



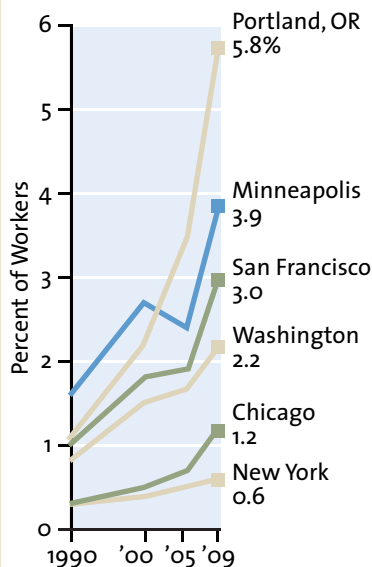
Roundabouts are designed to make intersections safer and more efficient for drivers, pedestrians and cyclists.

Top Biking Cities

In its 2010 “Bicycling’s Top 50” survey, *Bicycling Magazine* ranked Minneapolis as the top biking city in the nation.

In 2009 Minneapolis ranked second in the portion of commuters who bike to work, with a bike modal share of 3.9 percent, second only to Portland at 5.8 percent. See **Figure 3.29**, below.

Figure 3.29
Who Commutes by Bicycle,
1990 - 2009



Source: John Pucher, Rutgers University; New York Times, 9/11/2011.

a more convenient and cost-effective modal choice. Minneapolis instituted its Nice Ride bike sharing program in June 2010, providing 60 bike station “kiosks” around the City. The program was very well received and in 2011 expanded to 100 kiosks in both Minneapolis and St. Paul. As South Loop develops and becomes denser, it will become a good candidate for implementing a bicycle-sharing program given the mix of residents, visitors, and employees in the area and the relatively short distances between major destinations. The ability to take bikes on the Light Rail Transit (LRT) greatly expands the reach of the current Nice Ride network of kiosks.

Pedestrian Sidewalk Network

Increasing walkability is a key goal of this plan. To do that, new streets will be located to create shorter blocks that accommodate pedestrian activity and expand route choices. Sidewalks will be provided on all streets, with the exception of unconnected spurs that lead only to the freeway system (such as the westerly block of Killebrew Drive). Sidewalk widths will vary depending on abutting development and anticipated pedestrian use. Trees, landscaping, lighting, and other amenities (e.g., benches, waste receptacles) will be provided to increase pedestrian comfort, improve aesthetics, and help with stormwater management.

The majority of pedestrian sidewalks will be located at street level. Grade-separated pedestrian bridges will be located where pedestrian safety and traffic signal benefits (e.g.,

eliminating the pedestrian phase) outweigh the benefits of street-level activity. Such a bridge will be constructed over Killebrew Drive in 2013, providing pedestrian access to Mall of America (MOA). See *image in sidebar on the next page*. In the future, a pedestrian bridge may be constructed over 34th Avenue north of American Boulevard to create a safe pedestrian crossing and provide access to the northbound portion of the American Boulevard LRT station.

Transit Service and Facilities

Transit plays an important role in facilitating circulation and movement in South Loop by:

- Providing inter-district trips;
- Connecting South Loop to the Twin Cities region;
- Connecting South Loop to the MSP airport as a global gateway;
- Providing an alternative to automobile trips; and
- Extending the range of pedestrian and bicycle trips.

Transit facilities and availability will also influence the form and pattern of development through implementation of a Transit Oriented Development (TOD) development model in South Loop. Higher densities characterize TOD and a mix of uses located within a convenient 1/4-mile walk from LRT stations. South Loop contains four LRT stations making it a prime candidate for TOD development.

Good transit service also supports the triple bottom line for sustainability (environment, economic, and social). It is environmentally friendly;

relieves traffic congestion; and fosters compact, walkable mixed-use communities. Additionally, it offers mobility options for all socio-economic levels.

Transit System Evolution

South Loop has long enjoyed good transit service. As the district grows, transit will play an increasingly important role in fostering new development. Factors that have shaped the transit system in South Loop include:

1. South Loop’s growth since the 1970s established the office and retail employment base;
2. Development of the MOA (Bus) Transit Facility with the opening of the Mall in 1992;
3. Construction of the Hiawatha LRT line (now Blue Line) in 2004, including stations at: MOA Transit Facility, Bloomington Central Station (BCS), and 28th Avenue;
4. Continued investment in Blue Line LRT facilities, including the 28th Avenue Park and Ride (1,450 parking spaces completed in 2008) and the American Boulevard LRT station (2009);
5. Planned 2013 opening of the Red Line (aka Cedar Bus Rapid Transit, operated by Minnesota Valley Transit) from Apple Valley (and eventually Lakeville) to the MOA Transit Station;
6. Projected opening of the Green Line (aka Central Corridor LRT) in 2014 connecting downtown Minneapolis to downtown St. Paul and the University of Minnesota; and

7. Three future Rapid Bus or BRT routes planned to converge at the MOA Transit Station.

As a result of this progression, South Loop is now served by a multi-faceted, high frequency, transit system consisting of 14 LRT, BRT and local bus routes. South Loop has the busiest transit hub in the state, the MOA Transit Center. Three existing bus routes may be converted to a higher-amenity service to be known as Rapid Bus (a version of BRT).

Figure 3.30, page 3.56, illustrates existing LRT, BRT, and express bus routes in the metro area surrounding South Loop.

Transit Providers



Metro Transit operates bus and LRT routes in Hennepin and Ramsey counties that connect to South Loop. As the south terminus of the Blue LRT Line, South Loop is an important regional transit hub. Metro Transit currently operates eight bus routes that serve South Loop; most terminate at the MOA transit station. Three of these may be converted to Rapid Bus, which will bring faster, more regular, service and will likely use distinctive bus vehicles.



In coordination with Metro Transit, MVTA operates routes that extend south into Dakota County. It currently operates six bus routes that serve South Loop. These routes will be converted to the Red Line (Cedar

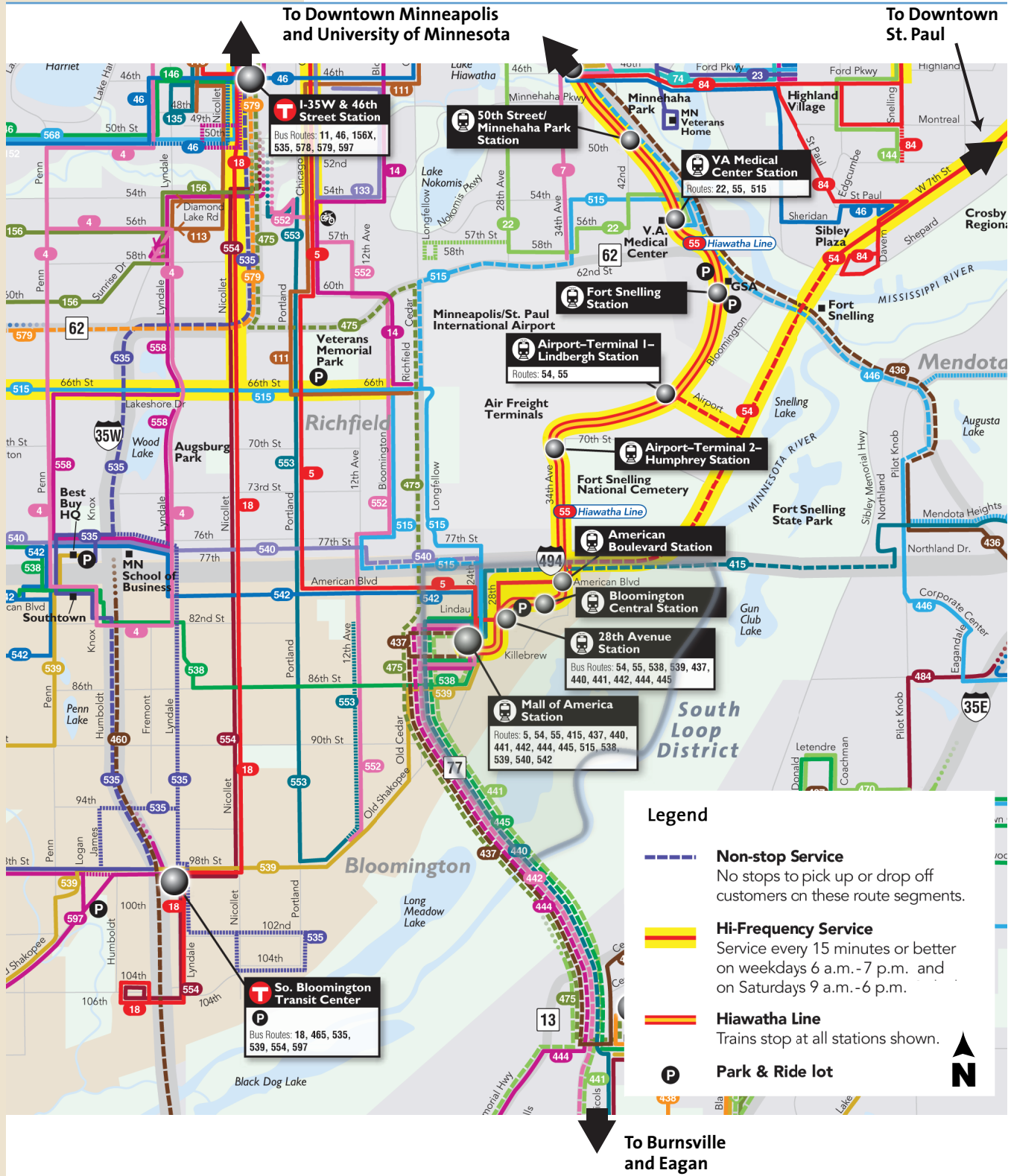


The Killebrew pedestrian bridge creates a safe pedestrian crossing over Killebrew Drive.



Bus Rapid Transit uses higher-amenity vehicles to increase rider experience.

Figure 3.30 Metro Area Transit Routes Serving South Loop District



Source: Twin Cities Metropolitan Area Transit System Map, Metro Transit, March 2012.

BRT) that is planned to begin station-to-station service in 2013 and may have two stops in South Loop at the MOA Transit Facility and the 28th Avenue LRT station.



Southwest Transit Authority (SWTA)

SWTA primarily operates out of the southwest suburbs. They previously operated routes serving South Loop and may reinstate some routes in the future to connect the Eden Prairie Transit Station to the MOA Transit Facility. Whether this route is operated by SWTA or Metro Transit is undetermined and it may become a Rapid Bus route along American Boulevard.

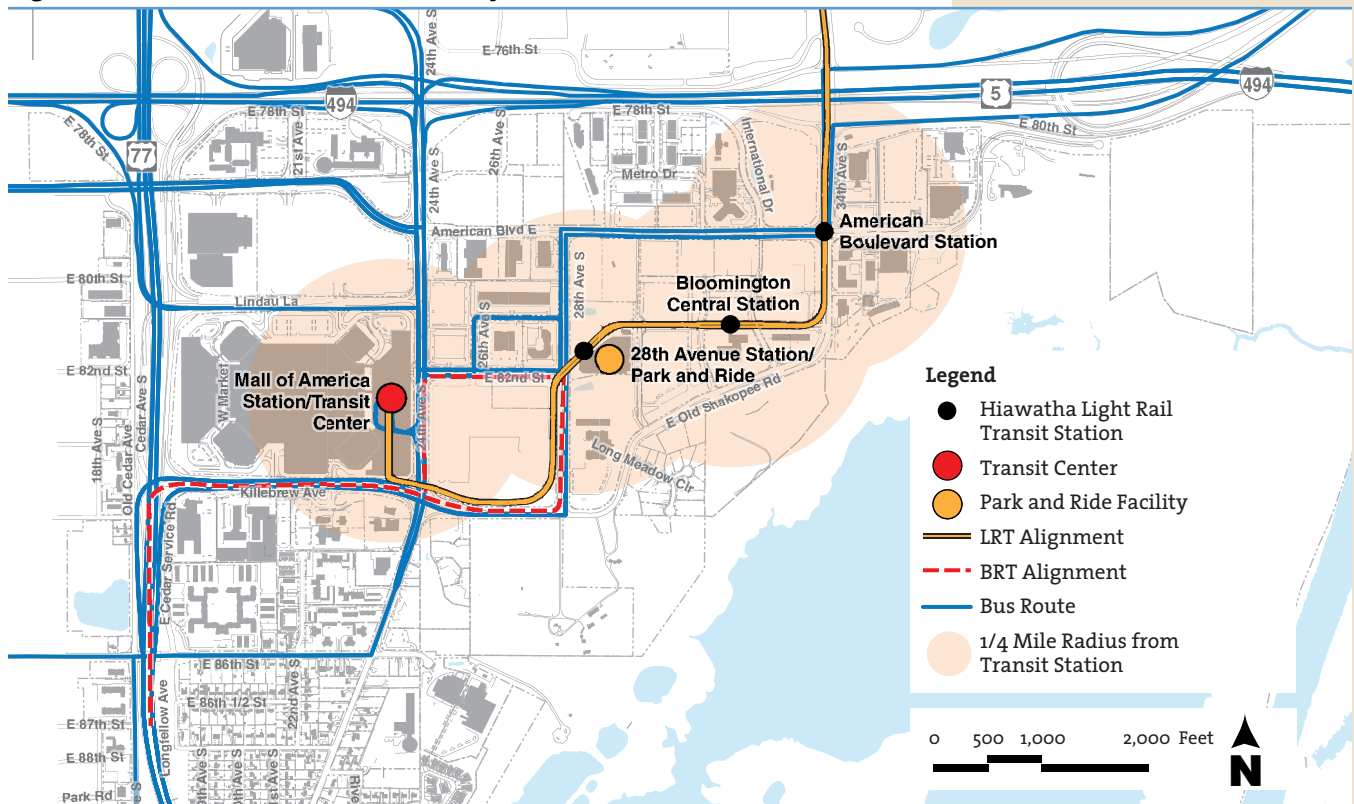
Other Routes

A commuter bus, operated through collaboration between Rochester City Lines and Richfield Bus Company, currently provides service between the City of Rochester (and Mayo Clinic) and South Loop.

Existing Transit Facilities

One of South Loop’s unique assets is the presence of four LRT stations. This gives the district a distinct advantage over other suburban areas. **Figure 3.31, below,** shows that much of South Loop is within convenient walking distance to an LRT station. These stations – particularly at BCS and American Boulevard – are planned to become nodes for TOD, including residential uses.

Figure 3.31 Transit Station Accessibility



Source: Wallace Roberts & Todd, LLC.

In addition to LRT, key transit facilities in South Loop include:

MOA Transit Facility

This is the busiest transit hub in the state of Minnesota. Located on the ground floor of the MOA east-parking ramp, this is the activity center of the transit system in South Loop. It currently accommodates approximately 1,630 bus and light rail daily arrivals/ departures. By comparison, about 1,200 planes arrive/depart at MSP each day. According to the *Mall of America Intercept Study* (2006), approximately 18 percent of MOA visitors arrive by transit at the MOA Transit Facility. The modal break down is 11 percent by LRT and 7 percent by bus. The MOA Transit Facility’s hub status makes South Loop a transit focal point within the Twin Cities metropolitan area.

28th Avenue LRT Station and Park & Ride

The 28th Avenue LRT station includes a 1,450 space park and ride ramp. Opened in 2008, the park and ride primarily serves commuters coming from the south. This ramp is used extensively during special events, such as Twins baseball games.

Transit Growth

Through 2050, new development in South Loop is projected to add over 28,000 jobs and over 4,700 residents. These new employees and residents will inevitably increase transit use in South Loop. The goal is to increase the overall percent of transit trips (i.e., modal share) relative to non-transit trips, not just the number of

riders. To do that transit must be:

- Convenient (frequent stops) and easy to get to;
- Focused on passenger comfort and safety;
- Complementary to the street environment;
- Cost-effective;
- Located to support adjacent development; and
- Flexible and responsive to changing needs.

Currently, transit accounts for about 3,200 (10 percent) of trips made by existing employees and residents in South Loop. New development in South Loop will follow a TOD mixed use model. Research has shown that residents of TODs typically reduce automobile use by 15-30 percent, shifting about half of those trips to transit suggests that transit trips could increase 7.5-15 percent as South Loop develops. Being slightly conservative, it is assumed that transit trips could make up 16 to 22 percent of trips made by South Loop employees and residents in 2030 and 2050, respectively. The projected increase in transit trips through 2050 is shown in *Table 3.11* and *Figure 3.32, next page*.

Emerging trends show increased use of technology in transit systems. Global Positional Systems (GPS) are being used to locate buses and give them traffic signal priority. Buses and trains are being fitted with Wi-Fi as a benefit to attract new customers. Smart phone applications are being developed to accurately relay bus/train arrival times; Google Maps mobile transit



To increase transit trips, convenient and frequent stop locations must be located adjacent to development.



The 28th Avenue Park and Ride is served by LRT and several bus routes.

Table 3.11 Growth in Transit Users, 2010-2050

South Loop Population	2010	2030	2050
Employees	30,950	44,800	58,980
Residents	2,000	4,850	6,740
Total Daily Population	32,950	49,650	65,720
Transit Users	3,200	7,900	14,500

Assumptions: Existing transit trip rate = 10 percent; 2030 rate = 16 percent; and 2050 rate = 22 percent

Source: City of Bloomington, 2012.

option eliminates confusion in route selection. These technologies make transit more predictable, attractive, and convenient to use.

Special fare zones are another strategy to incent transit use. Some local examples include downtown Minneapolis, where a zone was established to allow reduced fares for transit trips within a specific area. At MSP, there is no charge for transit trips between the two terminals. To encourage transit use within South Loop, consideration should be given to establishing a reduced fare zone.

Future Transit Facilities

To accommodate anticipated growth in transit use and to make transit use more convenient and user-friendly, the existing system should be enhanced as follows:

MOA Transit Facility Improvements

As noted above, this is the busiest transit hub in the Twin Cities metropolitan area and thus the State of Minnesota. It is not a park and ride, but serves as a transfer and layover hub, and is a major destination (i.e., MOA). While functional, it lacks fundamental

features of a first-rate transit hub, including:

Visibility: The location of the transit facility within the MOA parking structure renders it invisible from outside. There is no Metro Transit signage visible on the outside of the Mall.

Comfort and Aesthetic Appeal: The interior space feels dingy and barren. The spartan furnishings provide meager comfort to the 5,000+ transit customers that use the facility on an average day. The station appears poorly lit, even though light levels meet current city code requirements.

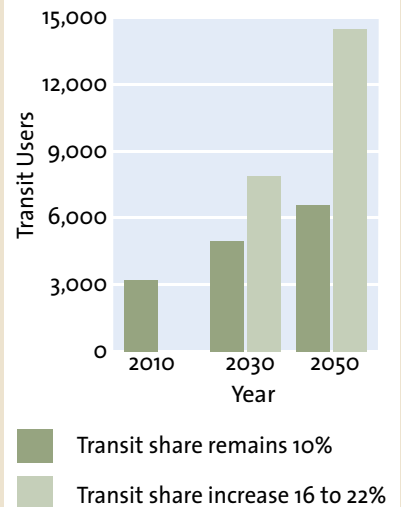
Efficient Bus Access: Security inspections are required for all vehicles entering the station area. This added time, reduces travel-time efficiency, which is a primary goal of transit operations. This will need to be considered when bus gates need to be expanded in the future as routes expand and headways become more frequent.

Clear and Convenient Pedestrian Access: Pedestrian access into the MOA Transit Station from the outside is inadequate, circuitous and hidden. A visually prominent street-level pedestrian entrance is essential



This example of a multi-use, integrated transit facility has street-level pedestrian access that makes mass transit an attractive choice of transportation.

Figure 3.32 Increase in Transit Modal Share, 2010 - 2050



Source: City of Bloomington, 2012.

Projected new development will double transit users by 2050, even if current transit modal share does not change. If transit modal share increases, ridership will more than double by 2030.

to make transit the “easy choice.” Convenient pedestrian access to this major transit hub may also benefit future development on Lindau Link and the “adjoining lands” parcels east of MOA.

To allow this transit hub to realize its full potential, it should be physically modified to address the deficiencies described above. As the highest volume transit hub in the metropolitan region, enhancements to this facility should be given priority.

District-wide Street-side Bus Facilities

While LRT enjoys high visibility because of the train tracks and large stations; buses can become invisible – blending into the urban environment. Developing highly visible and attractive transit stops along streets are one way to promote transit. As the complete street grid is developed in South Loop, recognizable and visually distinctive bus stops should be developed. They should have amenities that encourage transit use by enhancing user comfort and convenience.

Shared Parking

Shared parking allows neighboring land uses to use the same parking supply at different times, reducing the total number of parking spaces needed in a given area. Individual land uses have characteristic times of peak parking demand. During the non-peak times for one use, parking can be made available for other, nearby land uses.

While the City’s Zoning Ordinance currently allows for shared parking

as a flexibility option, becoming more pro-active in encouraging use of shared parking in South Loop can help achieve the goals of making the district more sustainable and economically competitive.

Shared parking can lead to more **sustainable development** because:

- It allows for more dense development, since less land is dedicated for parking spaces.
- It reduces the amount of energy, resources and money allocated to building and maintaining parking.
- It reduces impervious surface cover and thus helps manage storm water quality and runoff volumes and rates.

Shared parking can be an **effective development incentive**. Since sharing can reduce the number of total spaces that must be built, development costs can be reduced. A primary challenge for shared parking in South Loop is that the area is perceived as suburban and currently contains several large surface parking lots. Typical suburban development includes parking dedicated to single uses and controlled by the property owner. Implementing shared parking on a district scale in South Loop will necessitate a paradigm shift for developers, and more importantly, for lenders to recognize that shared parking does not pose significant development risks, which can complicate financing.

Shared parking can result in **economic benefits** that help make South Loop more competitive. If 5



A group of property owners, through an organization such as a business improvement district (BID), can cooperatively finance and build shared parking.

to 25 percent of required parking is shared throughout South Loop, over \$280 million in development costs can be saved at full build out in 2050. **Table 3.12, page 3.62**, includes data compiled by staff to illustrate the potential cost savings if a minimal to modest level of parking is shared by current and projected development in South Loop.

Figure 3.33 and **Table 3.12, page 3.62**, identify locations in South Loop where required parking spaces could be reduced given the proposed mix of land uses compatible for shared parking. Implementing shared parking in the locations shown could reduce the need for over 14,000 parking spaces.

Implementing Shared Parking

Shared parking can happen “organically,” as it does in downtowns where development is not required to accommodate all parking on-site and parking facilities are allowed as a principle land use, owned and managed by either a public or private entity. In some areas, a public entity builds and owns parking ramps, and charges for parking. While the current market may not tolerate paid parking in South Loop, it may be accepted in the future, as land becomes too valuable to devote to surface parking and expectations about “free” parking change.

Other examples of shared parking provided by the public include:

On-Street Parking: Parking spaces incorporated within the public street right-of-way are another form

of public involvement in shared parking. This plan recommends on-street parking be allowed on certain streets in South Loop, notably along Lindau Link and at BCS. However, the feasibility of on-street parking will depend on the specific context and street typology. This is discussed in greater detail in the *South Loop Design Guidelines*.

Fee in Lieu Parking: A public entity can also lease parking spaces in a public parking facility they own to private developments at an amortized rate below what the developer would pay to build their own single-use parking spaces. Public financing for construction of the parking ramp would be based on these lease payments. Since there is no profit margin realized by the public agency, publicly provided parking can incent more sustainable, dense development.

Public Financing

Tax incentives, such as Tax Increment Financing (TIF) and tax abatement, are the most common forms of public assistance that can be used to construct shared parking facilities. However, public assistance should not be used for single-use parking. The costs and benefits of publicly-owned shared parking will require more targeted study to determine where it could be feasible in South Loop.



Some cities provide electric vehicle charging stations along with on-street parking.

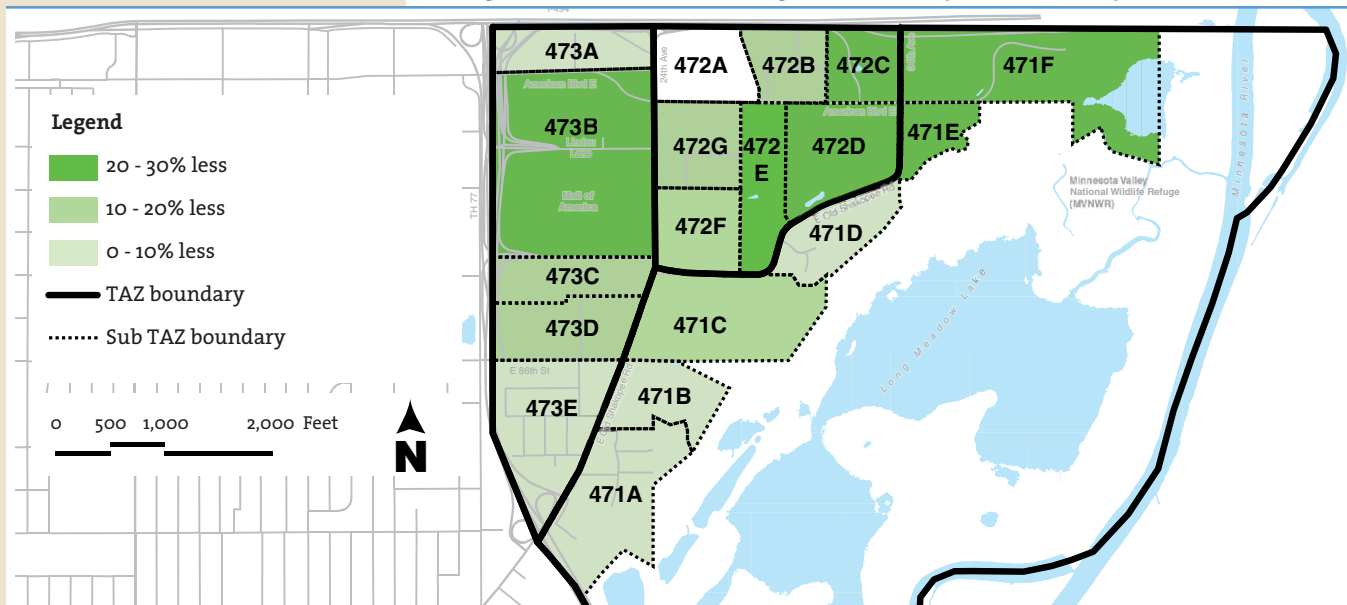
Table 3.12 Shared Parking Potential at Full Development (2050)

Description	Sub TAZ	Shared Reduction	Code Required Spaces	Shared Spaces	Spaces Saved	Saved Construction Cost (\$20,000 per space)
Kelly Farm	471C	15%	1,943	1,651	291	\$5,827,500
Long Meadow, Ceridian	471D	5%	1,558	1,480	78	1,557,591
Appletree	471E	25%	2,299	1,724	575	11,496,063
Embassy, Park-Fly	471F	25%	2,753	2,065	688	13,766,500
Runway Protection Zone	472A					- -
Metro Office	472B	15%	2,352	1,999	353	7,056,000
Park-Go	472C	25%	2,760	2,070	690	13,802,475
Bloomington Central Station	472D	25%	12,092	9,069	3,023	60,460,250
Polar, Park & Ride	472E	25%	451	339	113	2,257,040
Adjoining Lands	472F	15%	3,938	3,347	591	11,813,084
Duke, Fairfield	472G	15%	3,066	2,606	460	9,198,000
T-Bird, Marriot	473A	5%	1,018	967	51	1,017,500
Mall of America I and II	473B	25%	27,183	20,387	6,796	135,912,500
BLN Office Park, Hotels	473C	15%	2,640	2,244	396	7,919,865
			64,052	49,948	14,104	\$282,084,367

Source: City of Bloomington, 2009.

Figure 3.33

Potential Percent Reduction in Parking Due to Shared Parking Identified by Traffic Analysis Zones (TAZs)



Source: Bloomington Planning Division, 2012.