

**PARKING DEVELOPMENT AGREEMENT
BETWEEN
THE CITY OF BLOOMINGTON
AND
COUNTY OF HENNEPIN**

RECITALS

This Agreement is made this 30th day of September, 2016, by and among the County of Hennepin ("County") and City of Bloomington ("City"). The County and City are collectively referred to herein as the "Parties".

Whereas, the Parties have entered into a certain Development Agreement and a certain Lease Agreement to develop a land area owned by the City and located at the City's Civic Plaza facility at 1800 West Old Shakopee Road, Bloomington, Hennepin County, Minnesota for a District Court facility serving the City of Bloomington, as well as other suburban communities as an expansion of Civic Plaza ("Court Facility").

Whereas, the Court Facility addition will total approximately 36,000 gross square feet ("GSF"), consisting of two stories and including two courtrooms and is estimated to generate a demand for between 77 and 169 parking spaces at Civic Plaza according to a parking study conducted by Alliant Engineering dated April 15, 2016, and attached hereto as Exhibit #1.

Whereas, the parking demand generated by the Court Facility will require the implementation of strategies aimed at maximizing and managing the use of all available parking spaces at Civic Plaza, and post-implementation, the Court generated parking demand has the potential to occasionally exceed the supply of parking spaces, mostly on days when large City-scheduled meetings and events are held for over 200 participants.

Whereas, in developing the Civic Plaza complex, the City constructed more parking than was initially needed to accommodate potential future growth in parking demand from existing uses on the campus, the development of unfinished space within the building and other physical or service additions to the campus in the future.

Whereas, the City desires to reserve its ability to utilize the existing unused parking capacity in the future if City uses require it.

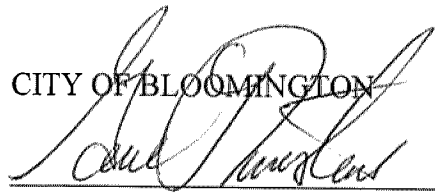
Whereas, it is the goal of the Parties to have adequate available parking spaces to meet the on-going needs of the City and the County during the term of the Lease Agreement.

8. If the City, based on the consultant determines that there is a need for additional parking supply then the Parties agree to meet within 20 calendar days of their receipt of the parking study to identify parking management and mitigation measures, including without limitation, scheduling changes, identification of other parking opportunities (such as at St. Luke's church to the south of Old Shakopee Road), traffic demand management techniques by both the users of the Court Facility and Civic Plaza employees, restriping and improved mass transit services.
9. To the extent that the excess parking demand is reasonably attributed by the consultant, based upon both observation and an analysis of the court calendars, to the operation of the Court Facility, the County agrees to pay for its proportionate share of the cost of any parking management and mitigation measures.
10. The Parties agree to promptly implement the parking management and maximization strategies they identify to study their effectiveness at least 90 days after their full implementation.
11. If the management and mitigation measures are found to be inadequate, the City can direct the County to construct additional parking, including structured parking, on the Civic Plaza site.
12. If structured parking or other additional parking is directed, the Parties agree to negotiate in good faith and to execute an additional agreement that identifies, at a minimum, the location, design, size, construction plans and specifications, materials, architect, contractor, schedule of construction and method of financing each Party's proportionate share of the costs of construction, insurance and maintenance of the parking facility over the term of the Lease Agreement. The County's contribution to the cost of constructing the parking facility shall take into consideration the number of years remaining in the Lease Agreement and will not be required to construct new structured parking if less than 10 years remains on the base lease term, or within three (3) years of the end of any Lease extension.
13. The Parties agree that any such parking facility to be constructed under the terms of this Agreement must be of a compatible character and quality of materials and construction as the Civic Plaza Center and Court Facility and acceptable to the City's Director of Public Works.
14. The Parties agree that this Agreement and all rights and responsibilities created thereby shall be binding upon and inure to the benefit of the Parties and all their respective successors and assigns.

Signature Page for Parking Development Agreement

DATED: 9/12/16

CITY OF BLOOMINGTON


By: Its Mayor

DATED: 9/12/16


By:
Its City Manager

Reviewed and approved by the City Attorney.

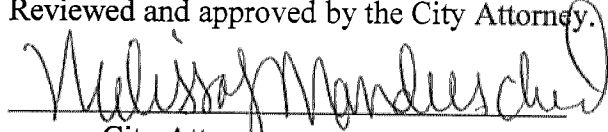
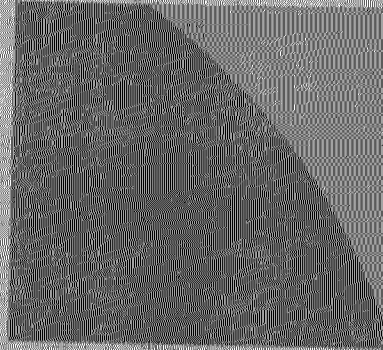
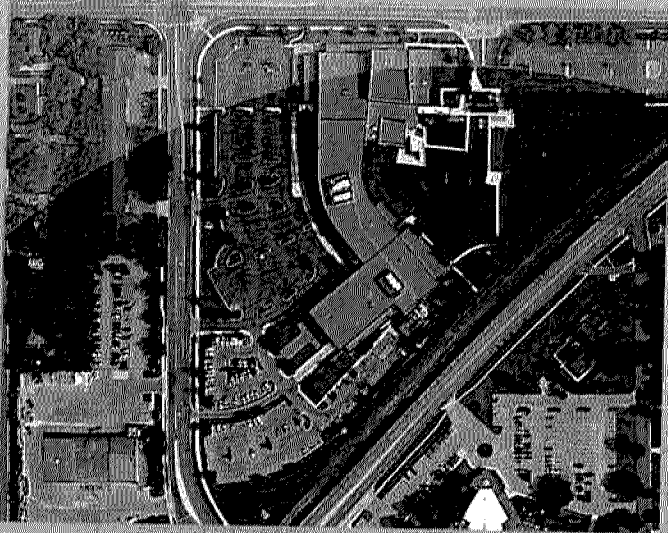

City Attorney

EXHIBIT 1
TO
PARKING DEVELOPMENT AGREEMENT

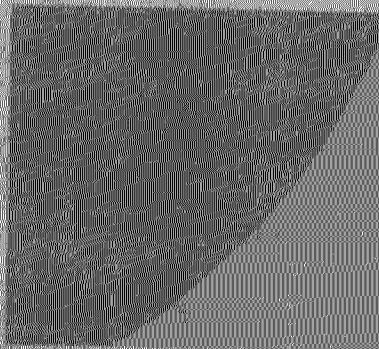
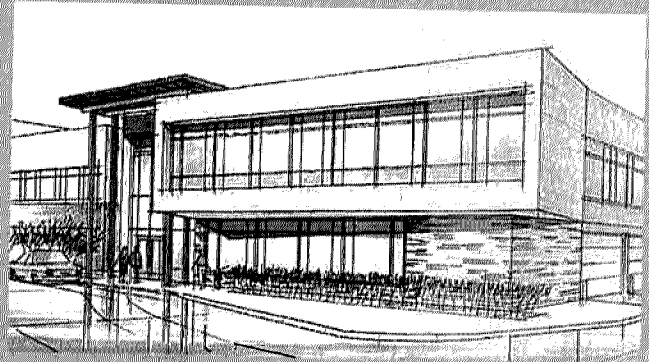
Alliant Engineering Report and Addenda

Exhibit 1



FINAL REPORT | APRIL 15, 2016

SOUTH SUBURBAN DISTRICT COURTS STUDY



Prepared for: Hennepin County



Prepared by: Alliant Engineering, Inc.

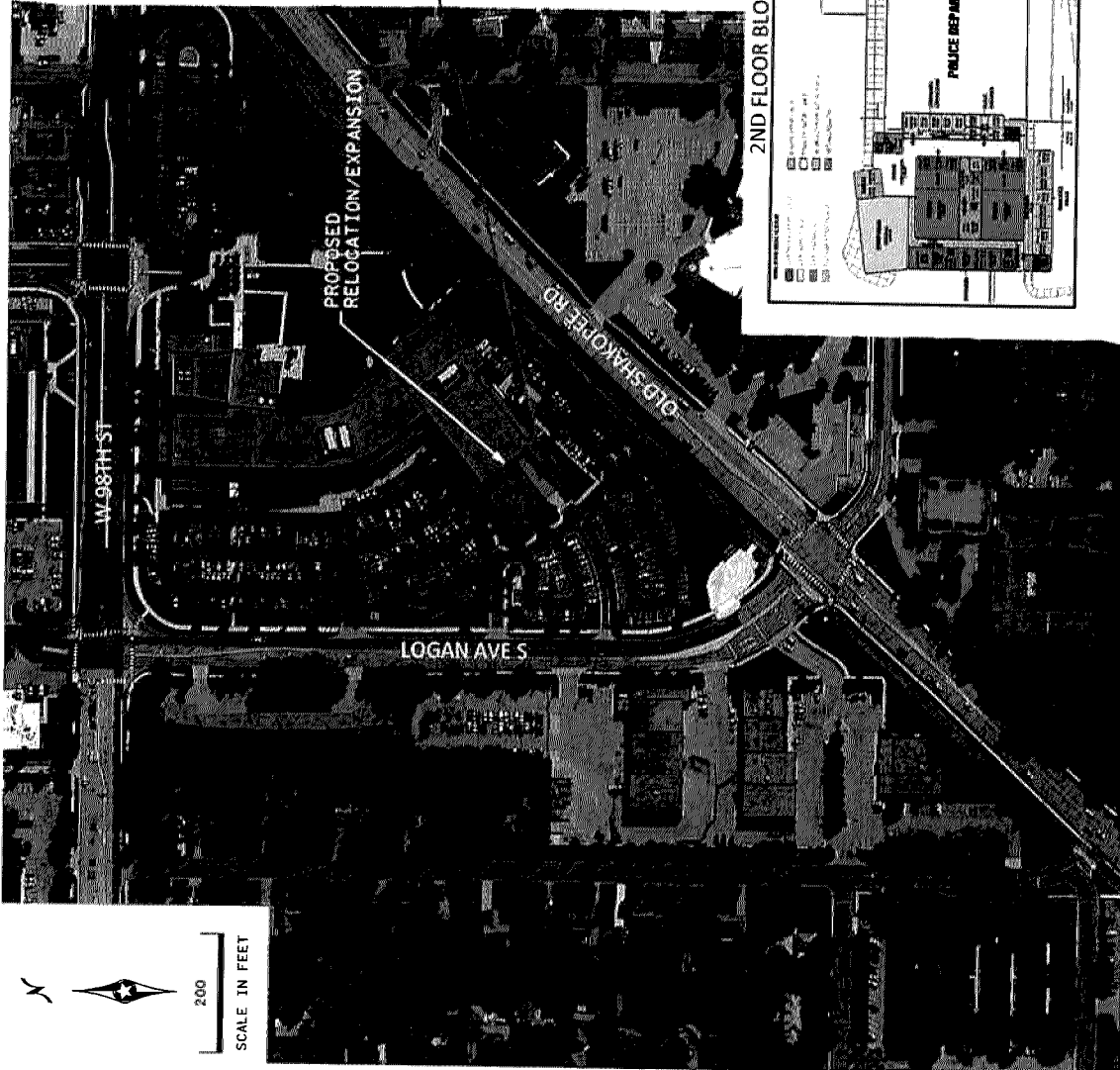
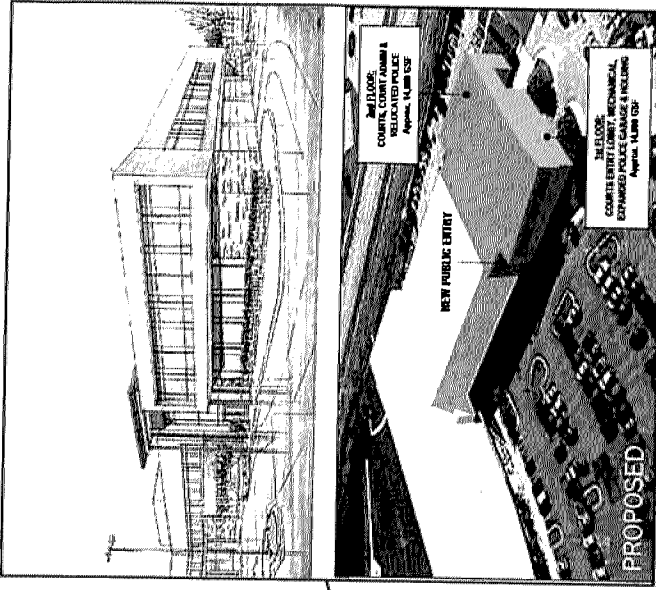


ALLIANT

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PROPOSED BUILDING LAYOUT



Hennepin County South District Court



Figure 1
Project Location and Concept Plan

South Suburban District Courts Parking and Traffic Study

the parking lot traffic were employee cars or individuals that visited the building for daily business. On this date, the maximum number of parked cars was during the 8:30 AM time period with a total of 271 parking spots open for all parking areas. The general public area included East Civic Lot A, West Civic Lot B, and West Civic Lot C with a total parking availability ranging from 154 (AM) parking spots open (39% availability) to 189 (PM) parking spots open (48% availability).

Table 2 documents the total existing parking supply and Table 3 summarizes the number of available parking stalls as collected on February 17, 2016.

Table 2. Existing Parking Stalls

East Civic Lot A	West Civic Lot B	West Civic Lot C	West Civic Lot D	Impound Lot E ⁽¹⁾	DMV/Animal/Public Health Lot F	Police Lot G ⁽¹⁾	Total Stalls ⁽¹⁾
113	240	42	85	64	96	43	683 / 576

⁽¹⁾ Impound Lot E and Police Lot G are shown for information. The total number of stalls are not included in the total supply. Total supply without these lots is 576

Table 3. Available Parking Stalls

Number of Available Parking Spots						
Time	East Lot A	West Lot B	West Lot C	West Lot D	DMV LOT F	Total Spots Available
8:30 AM	83	54	17	51	50	255
11:00 AM	83	68	26	44	51	272
1:30 PM	84	81	24	42	27	258
4:00 PM	96	97	16	59	53	321

Note: All vehicles parked within West Lot C during the field study were observed to be City fleet vehicles.

2.3 Supplemental Parking Utilization Study

The City of Bloomington performed a parking study of the Bloomington Civic Plaza in October 2014¹ to determine if there would be adequate parking supply to support additional demand that would be created by a suburban court addition to Civic Plaza. Table 4 summarizes a comparison of the 2014 to 2016 parking utilization data. The comparison found the 2014 parking survey was, on average, approximately 21% less than those collected in 2016. It should be noted that even with 2016 survey having a higher parking demand, no meeting, classes, or events were scheduled. The 2014 data reported low to moderate amount of Art Center Facility use occurring, including election judge training from 8:30AM to 12:00 PM, and Angelica choir in the Rehearsal Hall from 3:30 PM to 6:00 PM.

Overall, both of the studies found the AM peak hour to represent the heaviest period of demand. The 2016 parking survey will be used with the Southdale District Courts parking generation to calculate total estimated peak hour parking demand. A parking comparison for the 2014 and 2016 studies is illustrated on Figure 3.

¹ Parking Study for Bloomington Civic Plaza, City of Bloomington, November 7, 2014



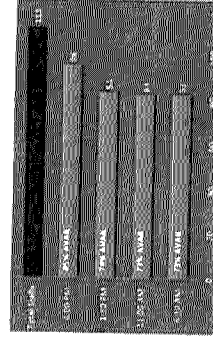
200

SCALE IN FEET

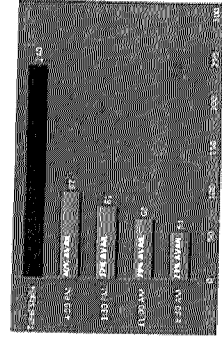


PARKING AVAILABILITY CHARTS

EAST LOT A

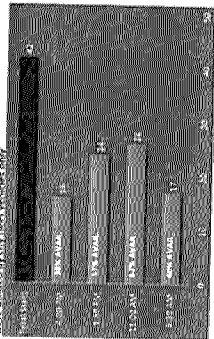


WEST LOT B

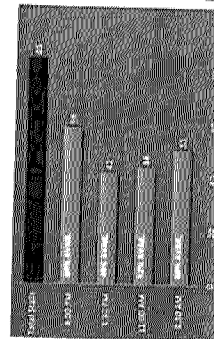


WEST LOT C

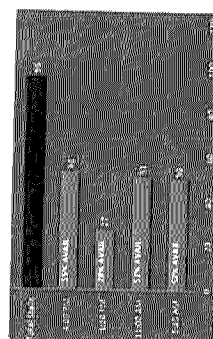
Note: All vehicles parked during the four time periods were utilized by the project facilities staff.



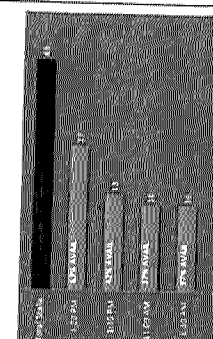
WEST LOT D



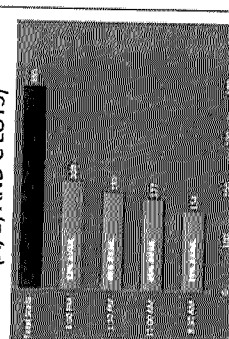
DMV LOT F



POLICE LOT G



GENERAL PARKING AVAILABILITY (A, B, AND C LOTS)



Note: Impound Lot E and Police Lot G are shown for information. The parking supply associated with these lots were not included in the overall parking supply.

Figure 2
Parking Lots & Existing Utilization

Hennepin County South District Court



2.4 Southdale District Courts Peak-Hour Parking Demand

Based upon discussion with Hennepin County and the City of Bloomington, the court's space requirements at full build-out of the building expansion will be approximately 19,000 gross square feet and contain two District Courtrooms. The parking demand expected with the Project was estimated based on three methodologies – the Institute of Transportation Engineers (ITE)² Parking Generation Manual, 2015 Caseload Data³, and the Hennepin County Courts Pedestrian Traffic Study⁴. A summary of the estimated parking demand by method is illustrated on Figure 4.

2.4.1 Method 1 – ITE Parking Generation Manual

The first method involves the application of the parking generation rate from the ITE Parking Generation Manual. This resource documents numerical trends in parking demand for a variety of land uses based upon the day of the week, time of day, and size of the development, and whether the site is urban or suburban.

Based on the Parking Generation Manual, a parking demand of 3.02 stalls per 1,000 square feet and 0.61 spaces per employee is expected during the peak weekday time period for a judicial court located in a suburban area. Table 5 illustrates the estimated parking demand based on the ITE Parking Generation Manual.

Table 5. ITE Parking Generation

Land Use ¹ (ITE Code)	Units	Size	Parking Spaces for Courts		Staff ³	Parking Spaces for Employees		Total Parking Spaces
			Average Rate	Parking Spaces		Average Rate	Parking Spaces	
Judicial Complex (735)	1,000 sq. FT. GFA	19,000	3.02	57	48	0.61	29	87

1. Institute of Transportation Engineers (ITE) Parking Generation Manual, 4th Edition.

2.4.2 Method 2 – Caseload Data

The second method involves estimating the parking demand based on case load, public clientele and other court facility data provided by the Facility Services and District Court. It is assumed that the caseload data will be similar with the current facility at Southdale. The caseload data is based on the average number of hearings for each weekday during calendar year 2015 and the data identifies the average day and expected maximum conditions for AM hearings and PM hearings. Based on discussion with Hennepin County, the AM hearings are unique in that all individuals with a scheduled AM hearing are required to be present at 8:00 AM.

The case load data provided by Hennepin County Facility Services can be further broken down to define the actual number of people, or defendants, per case. In many instances a single defendant may be present for multiple cases and there are other situations where a

² Institute of Transportation Engineers, Parking Generation Manual, 4th Edition

³ Data provided by the Hennepin County Facility Services

⁴ Hennepin County Courts Pedestrian Traffic Study, Peter Bruce, February 2012

South Suburban District Courts Parking and Traffic Study

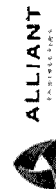
Table 6. Caseload Data Parking Demand

AM Peak Period

Southdale Occurred Hearings															Staffing Component			Hearing Officer Appointments			Public Inquiries at Counter / Public Terminal		
Units	0.822 Ave Daily Defendants per Case	11 Ave Daily Defendants / Parking Spaces	Average Rate	Units	Average Rate	Total Parking Spaces	Daily Staff Employees	Average Rate	Total Parking Spaces		A.M. Appointments	Average Rate	Total Parking Spaces	# of individuals to Transact Business at the Courts	Average Rate	Total Parking Spaces							
# Ave Daily A.M. Cases	0.822 Ave Daily Defendants per Case	11 Ave Daily Defendants / Parking Spaces	Average Rate	# Ave Daily Defendant Representatives / Parking Spaces	Average Rate	In-Custody Defendants (No Parking)	Total Parking Spaces	Daily Staff Employees	Average Rate	1 parking space per employee	Total Parking Spaces	A.M. Appointments	Average Rate	4 appointments per hour	1 parking space per hour per individual	Total Parking Spaces							
Monday	98.46	0.82	80.93	0.1	8.1	-4.32	84.7	39.0	1	39.0	25.0	4.0	4.0	10.0	1.0	130							
Tuesday	96.95	0.82	79.69	0.1	8.0	-4.32	83.3	39.0	1	39.0	25.0	4.0	4.0	10.0	1.0	128							
Wednesday	80.72	0.82	66.35	0.1	6.6	-4.32	68.7	39.0	1	39.0	25.0	4.0	4.0	10.0	1.0	114							
Thursday	74.79	0.82	61.48	0.1	6.1	-4.32	63.3	39.0	1	39.0	25.0	4.0	4.0	10.0	1.0	108							
Friday	98.05	0.82	80.60	0.1	8.1	-4.32	84.3	39.0	1	39.0	25.0	4.0	4.0	10.0	1.0	129							
Average Day (Cases)	89.8	0.82	73.81	0.1	7.4	-4.3	76.9	39.0	1.0	39.0	25.0	4.0	4.0	10.0	1.0	122							
Maximum Day (Cases)	126.0	0.82	103.57	0.1	10.4	-6.1	107.9	47.0	1.0	47.0	25.0	4.0	4.0	10.0	1.0	161							
Average Day (Defendant)	73.6	1.0	73.6	0.1	7.4	-4.3	76.7	39.0	1.0	39.0	25.0	4.0	4.0	10.0	1.0	122							
98th Percentile Maximum Day (Defendant)	111.0	1.0	111.0	0.1	11.1	-6.5	115.6	47.0	1.0	47.0	25.0	4.0	4.0	10.0	1.0	169							

PM Peak Period

Southdale Occurred Hearings										Staffing Component			Hearing Officer Appointments			Public Inquiries at Counter / Public Terminal						
Units	# Ave Daily PM Cases	0.822 Defendants per Case	# Ave Daily Defendants / Parking Spaces	Average Rate	1 Representative parking space per 10th Defendant	Units	# Ave Daily Defendant Representatives / Parking Spaces	Average Rate	In-Custody Defendants (No Parking)	Total Parking Spaces	Daily Staff Employees	Average Rate	1 parking space per employee	Parking Spaces	P.M. Appointments	Average Rate	Parking Spaces	# of Individuals to Transact Business at the Courts	Average Rate	1 parking space per hour per Individual	Parking Spaces	Total Parking Spaces
Monday	43.03	0.82	35.37	0.1	3.5	3.5	38.9	39.0	1	39.0	17.0	4.0	3.0	10.0	1.0	83						
Tuesday	42.44	0.82	34.88	0.1	3.5	3.5	38.4	39.0	1	39.0	17.0	4.0	3.0	10.0	1.0	82						
Wednesday	26.36	0.82	21.67	0.1	2.2	2.2	23.8	39.0	1	39.0	17.0	4.0	3.0	10.0	1.0	68						
Thursday	46.47	0.82	38.20	0.1	3.8	3.8	42.0	39.0	1	39.0	17.0	4.0	3.0	10.0	1.0	86						
Friday	24.32	0.82	19.99	0.1	2.0	2.0	22.0	39.0	1	39.0	17.0	4.0	3.0	10.0	1.0	66						
Average Day (Cases)	36.5	0.82	30.02	0.1	3.0	3.0	33.0	39.0	1.0	39.0	17.0	4.0	3.0	10.0	1.0	77						
Maximum Day (Cases)	55.6	0.82	45.70	0.1	4.6	4.6	50.3	39.0	1.0	39.0	25.0	4.0	4.0	10.0	1.0	95						
Average Day (Defendant)	29.9	1.0	29.9	0.1	3.0	3.0	32.9	39.0	1.0	39.0	17.0	4.0	3.0	10.0	1.0	77						
8th Percentile Maximum Day Defendant)	45.1	1.0	45.1	0.1	4.5	4.5	49.7	39.0	1.0	39.0	25.0	4.0	4.0	10.0	1.0	95						



Alliant No. 116-0004
April 15, 2016

PROPOSED BUILDING LAYOUT

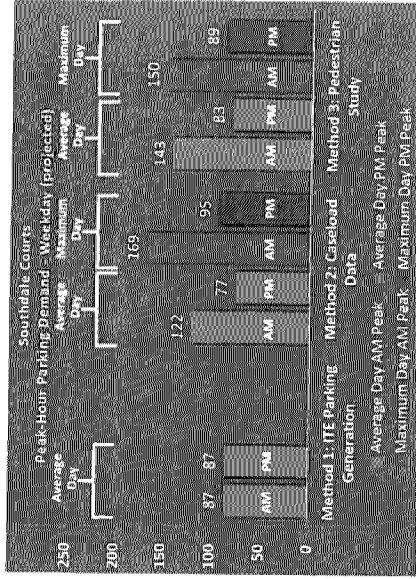
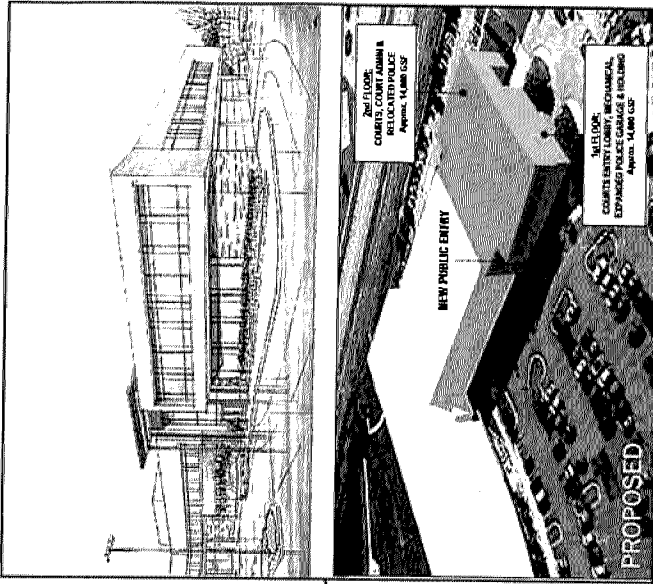


FIGURE 4
PROPOSED COURT EXPANSION AND
PARKING DEMAND



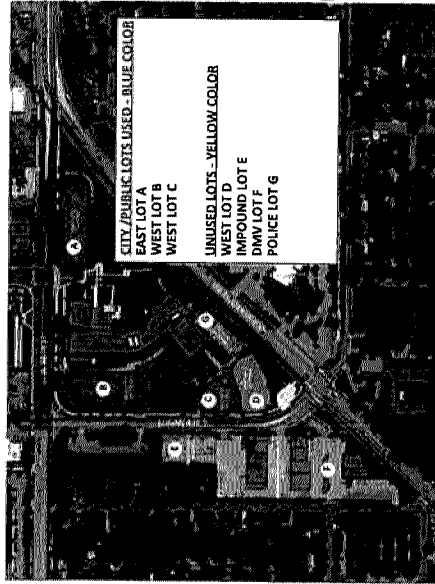
HENNEPIN COUNTY SOUTH DISTRICT COURT



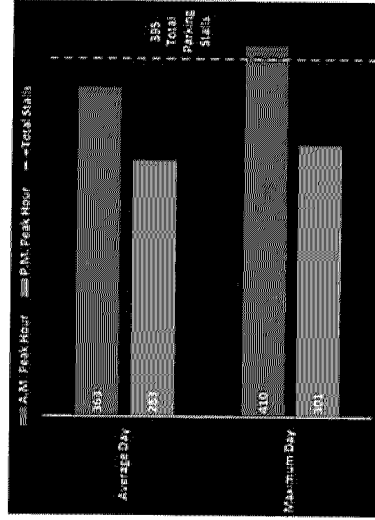
total of 6 scenarios were analyzed to help assess potential demands and frame the context for parking management strategies.

- **Scenario 1:** Existing baseline parking demand from the 2016 parking survey plus the addition of South Suburban District Court parking demand. (Assumes the following parking lots are available for general – public and staff – parking: East Civic Lot A, West Civic Lot B and West Civic Lot C).
- **Scenario 2:** Existing baseline parking demand from the 2016 parking survey plus the addition of South Suburban District Court parking demand. (East Civic Lot A, West Civic Lot B and West Civic Lot C). Includes the parking management strategy of consolidating assigned parking within West Lot D and allowing general public parking.
- **Scenario 3:** The addition of South Suburban District Court parking demand plus 100 person or less event. (East Civic Lot A, West Civic Lot B and West Civic Lot C). Includes the parking management strategy of consolidating assigned parking within West Lot D and allowing general public parking.
- **Scenario 4:** The addition of South Suburban District Court parking demand plus 100 person or less event. (East Civic Lot A, West Civic Lot B and West Civic Lot C). Includes the parking management strategies of consolidating assigned parking within West Lot D and allowing general public parking, and relocating the city fleet vehicles to other locations (e.g., Impound Lot E).
- **Scenario 5:** The addition of South Suburban District Court parking demand plus 100 person or less event. (East Civic Lot A, West Civic Lot B and West Civic Lot C). Includes the parking management strategies of consolidating assigned parking within West Lot D and allowing general public parking, relocating the city fleet vehicles to other locations (e.g., Impound Lot E), and providing general public parking within the DMV Lot F.
- **Scenario 6:** The addition of South Suburban District Court parking demand plus 250 person event. (East Civic Lot A, West Civic Lot B and West Civic Lot C). Include parking management strategies of consolidating assigned parking within West Lot D and allowing general public parking, relocating the city fleet vehicles to other locations (e.g., Impound Lot E), and providing general public parking within the DMV Lot F.

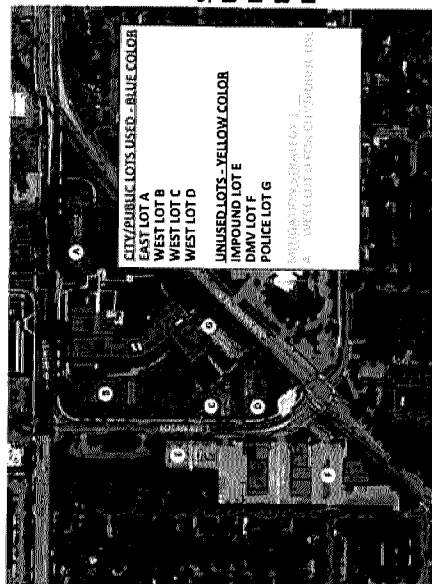
A graphical comparison of the parking demand versus supply analysis for each scenario is provided on Figure 5. An overall summary of the parking demand versus supply analysis is shown in Table 9.



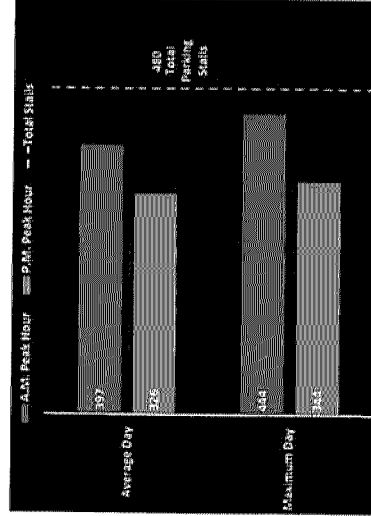
EXISTING PUBLIC PARKING DEMAND
AND COURT PARKING GENERATION
(OCCUPIED LOTS: EAST LOT A, WEST LOT B, WEST LOT C)



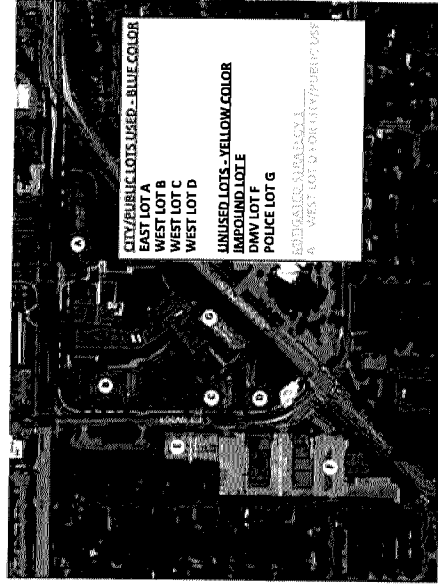
SCENARIO 1
PARKING
DEMAND
INCLUDES
FLEET VEHICLES



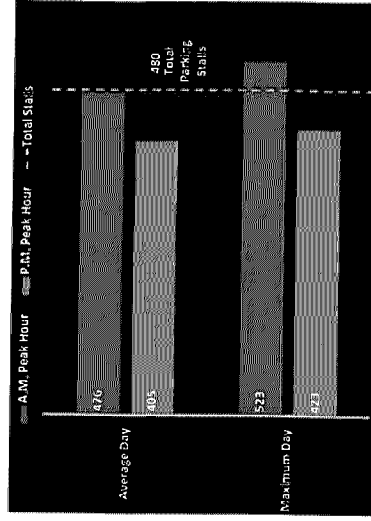
EXISTING PUBLIC PARKING DEMAND
AND COURT PARKING GENERATION
WITH WEST LOT D FOR CITY/PUBLIC USE
(OCCUPIED LOTS: EAST LOT A, WEST LOT B, C, D)



SCENARIO 2
PARKING
DEMAND
INCLUDES
FLEET VEHICLES



EXISTING PUBLIC PARKING DEMAND
AND COURT PARKING GENERATION
WITH WEST LOT D FOR CITY/PUBLIC USE
(EVENT < 100 PEOPLE)
(OCCUPIED LOTS: EAST LOT A, WEST LOT B, C, D)



SCENARIO 3
PARKING
DEMAND
WITH EVENT
LESS THAN
100 PEOPLE
INCLUDES
FLEET VEHICLES

3.0 Traffic Impact Analysis

The following sections document the expected impacts to the transportation system resulting from the addition of the South Suburban District Courts. The purpose of the traffic analysis is to evaluate the impact of traffic generated by the proposed project on the operations and safety of the adjacent roadway network and immediate site/parking access. The following two traffic signal controlled intersections were considered for the study:

- Logan Avenue and 98th Street
- Logan Avenue and Old Shakopee Road

3.1 Existing Traffic Volumes

The weekday AM and PM peak hours represent the critical peak hours for traffic analysis. AM and PM peak hour turning movement counts were collected by Alliant Engineering in January of 2016 for both intersections mentioned above. Inbound and outbound volumes were also gathered at the three main site driveways along Logan Avenue. The 2016 existing weekday AM and PM peak hour traffic volumes for the study area are illustrated on Figure 6.

3.2 Site-Generated Traffic

The motor vehicle traffic volume estimated to be generated by the expansion was developed for the weekday AM and PM peak hours and is based on the parking demand. Using the existing parking demand, an assumption is made that each parked vehicle represents one inbound and one outbound vehicle trip. During the AM time period, most parked vehicles will occur concurrently, similar to an office building. In other words very little turn-over is expected. During the PM time period, a 50/50 distribution between inbound and outbound trips was assumed. The estimated site-generated trips for the proposed South Suburban District Courts is summarized in Table 10.

Table 10. Trip Generation Estimates

Land Use	AM Peak Hour Trips			PM Peak Hour Trips		
	Trips In	Trips Out	Total Trips	Trips In	Trips Out	Total Trips
District Courts	159	31	190	97	97	194

1. Based off estimated parking demand

3.3 Forecast Traffic Volumes

The regional distribution of the site-generated traffic was estimated based on review of existing traffic volumes at the two study locations. The site generated trips were then assigned to the street network and added to the existing traffic volumes. The forecast intersection turning movement volumes are shown on Figure 6.


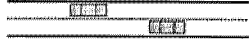



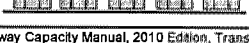
3.4 Traffic Operations Analysis

The quality of traffic flow and mobility was measured using Level of Service (LOS) methodology. LOS calculations were performed for the study area for the 2016 existing and proposed South Suburban District Courts conditions. A discussion of the capacity including LOS and queuing is included in the following sections.

3.4.1 Definition of Level of Service

The term level of service (LOS), as taken from the Highway Capacity Manual (HCM)⁵, refers to the ability of an intersection to process traffic volumes. It is defined as the delay to vehicles caused by the traffic control at the intersection. The results of the analysis are typically presented in the form of a letter grade (A-F) that provides a qualitative indication of the operational efficiency or effectiveness. By definition, LOS A conditions represent high-quality operations (i.e., motorists experience very little delay or interference) and LOS F conditions represent very poor operations (i.e., extreme delay or severe congestion). The intersection LOS is affected by the magnitudes of the traffic volumes at the intersection, their movement desires and the geometric design and traffic control at the intersection. The LOS thresholds are presented in Table 11. The LOS D/E boundary for overall operations is typically used as the indicator of congestion in an urban area. For stop-controlled intersections, a key measure of operational effectiveness is the side-street or site access LOS. Long delays and poor LOS can sometimes result on the side-street, even if the overall intersection is functioning well, making it a valuable design criterion.

Table 11. Level of Service Description

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

Source: Highway Capacity Manual, 2010 Edition, Transportation Research Board, Exhibit 18-4 for Signalized Intersections and Exhibit 19-1 for Unsignalized Intersections.

3.4.2 Analysis Results

The intersection and access traffic operations analysis was completed for the 2016 existing and proposed District Courts for both the AM and PM peak hours using the Synchro/SimTraffic software package.

⁵ Highway Capacity Manual, Transportation Research Board, 2010 Edition.

4.0 Conclusions

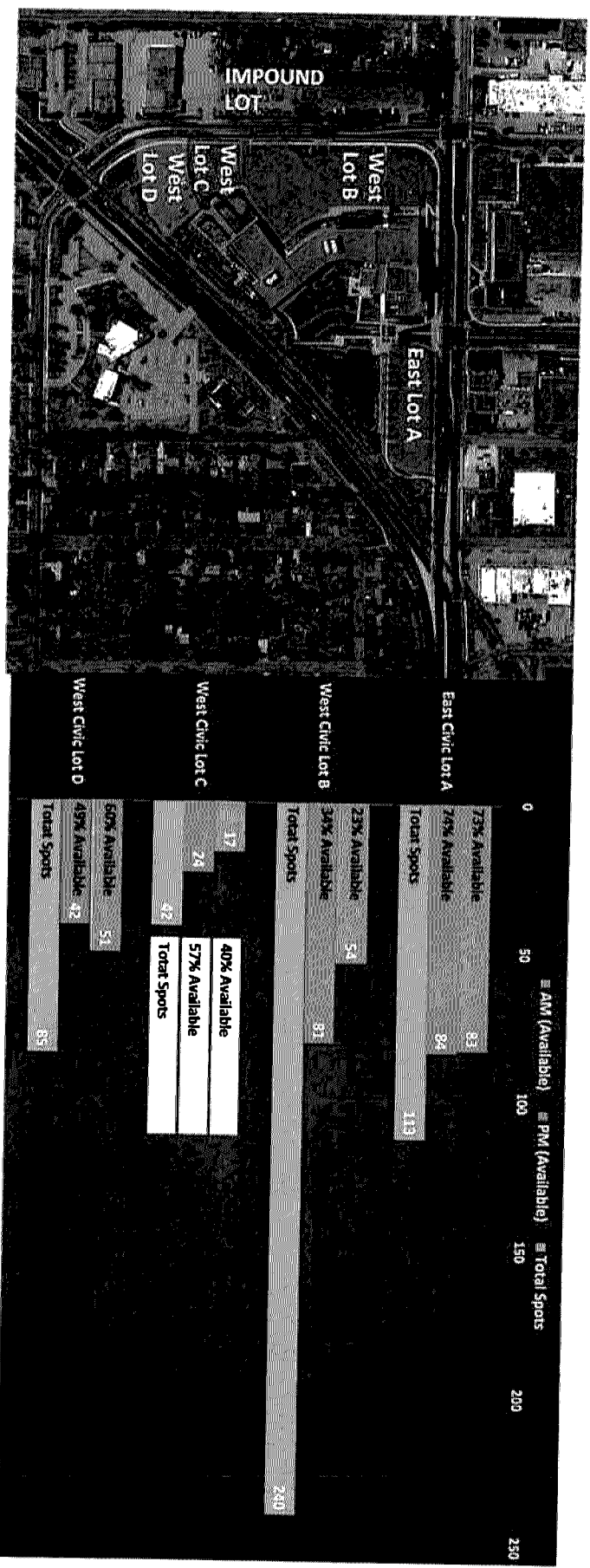
Based on the 2016 parking utilization study, parking demand generation methods evaluated, and the parking and traffic operation analysis, the following conclusions are made:

- It is noted that the East Civic Lot A is likely to continue to be underutilized due to its location. If this is the case, the available parking stalls within the West Civic Lot B and West Civic Lot D, are not expected to provide sufficient parking in any scenario during the AM time period. Strategies to increase the parking utilization in this lot need to be identified.
- The AM court parking demand is the peak condition. On a typical day and under the current Civic Plaza parking lot assignments, the amount of existing available public parking stalls within the Bloomington Civic Plaza is expected to be sufficient, though close to capacity (approximately 30 available parking stalls expected).
- On a typical meeting day of 100 people or less (occurred approximately 17 times in calendar year 2015), insufficient parking within the existing public parking lots (West Civic Lot B, East Civic Lot A and West Civic Lot C) is expected. If West Civic Lot D is utilized for public parking and the City fleet vehicles are relocated (e.g., use a portion of the Impound Lot E), then adequate parking supply is expected on a typical court case load day.
- The parking analysis was completed for average day conditions and average daily court case loads and defendants present. On days where a peak a peak number of defendants are present (upward near 111 defendants during the AM calendar, which is expected to occur less than 10 days per year), the available parking is still expected sufficient providing an event is not concurrently planned and West Civic Lot D is available for general public parking (or the fleet vehicles are relocated and East Civic Lot A, West Civic Lot B and West Civic Lot C are available for public parking). An event of any size overlapping with the morning 8:00 to 9:30 time period is expected to result in a parking supply deficiency. Utilization of the DMV/Animal Control/Public Health Lot F on the west side of Logan Avenue provides sufficient parking capacity for events of 100 people or less. Identification of the parking demand management strategies to best utilize these stalls is needed.
- On those few days a year where a large peak Civic Plaza event occurs along with either an average or peak case load day, insufficient parking is expected. Parking management strategies that utilize external parking facilities should be identified.
- The traffic operation analysis indicates that all intersections evaluated are expected to operate at an acceptable LOS B or better.

In general, the total number of existing stalls within the Bloomington Civic Plaza area appears to be sufficient (excluding major event days) for the majority of case load days. It is recommended the City of Bloomington and Hennepin County develop a parking

Existing Parking Supply

- Total Parking Supply – 395 Stalls
 - East Lot A (113), West Lot B (240), West Lot C (42), West Lot D and Impound Lot – Not Included
- 154 stalls available during the AM peak (Lots A, B, C)
- Typical Day: 41% Parking Availability
- 51 available stalls in West Lot D
- Potential for at least 63 stalls with repurposing of the impound lot
- Data collected in 2016 during typical day with no events



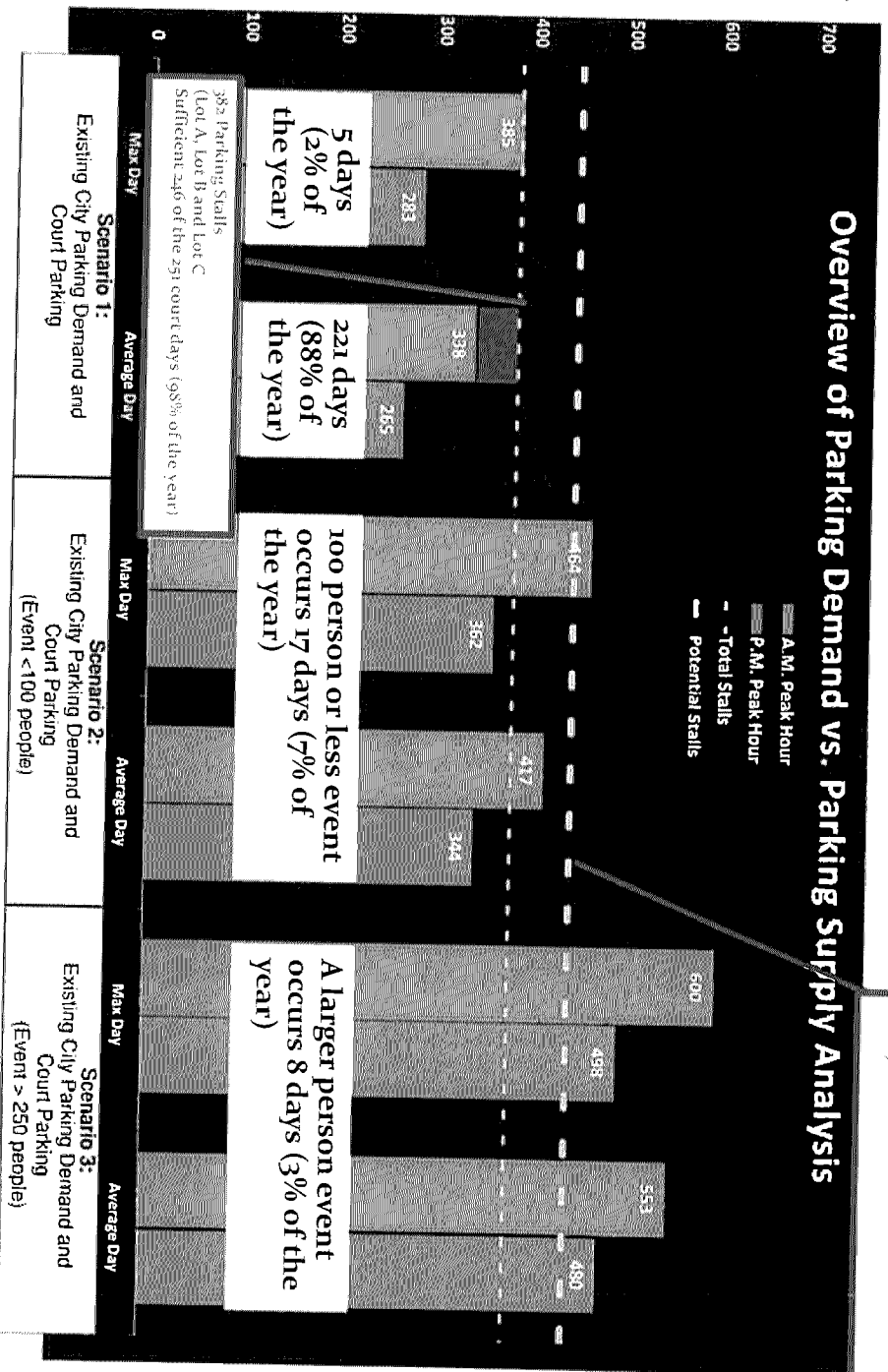
Parking Demand vs. Supply

445 Parking Stalls
(Lot A, Lot B, Lot C and Repurposed Impound Lot)

251 Court Calendar / Business Days Per Year

88% of the 251 Court Calendar Days Lot A, Lot B and Lot C provide sufficient parking supply.

97% of the 251 calendar days the parking is sufficient when also utilizing the repurposed impound lot



Parking Management Strategies

- Fully Utilize Lot A – Staff parking and/or implement wayfinding and other information strategies
- Repurpose the Impound Lot – Relocate impound operations and revitalize lot for Courts and Staff parking (approximately 63 stalls)
- Utilize Lot D - for relocation of City Fleet vehicles and additional staff assigned parking
- Reduce Parking Demand Peaks - Coordinate city plaza event schedule with District Court calendars to reduce peak parking demand
- Encourage Transit Ridership – Investigate
- Utilize Off-Site Parking Lots When Needed – Make agreements (e.g., St. Luke's Church) and provide appropriate wayfinding and directional signing
- Electronic e-Court Servicing – Reduce number of in-person case load

