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MEMORANDUM

DATE: February 25, 2021

TO: Brian Hansen, City of Bloomington

FROM: Jordan Schwarze, PE, Alliant Engineering

SUBJECT: **Aire Apartments Parking Study**

Introduction

Alliant Engineering, Inc. has completed a parking study for the proposed Aire Apartments residential and commercial development located at 3 Appletree Square in Bloomington, MN. At the proposed development site, two studies were previously completed by Alliant: the Crowne Plaza Hotel Parking Study (dated February 22, 2019) and the American Square Parking Study Addendum (dated March 27, 2020). This memorandum will draw upon the prior completed studies to estimate the anticipated parking demand of the current development proposal.

Study Purpose

The purpose of this study is to show that the proposed parking supply is sufficient to meet the parking demand of the current development proposal. The following goals have been established for this parking study:

- Establish the parking requirement for the current development proposal based on the City of Bloomington Zoning Code.
- Utilize the *Institute of Transportation Engineers Parking Generation Manual, 5th Edition* (*ITE PGM*) to estimate the maximum parking demand of the current development proposal on a typical weekday and Saturday.
    - Estimate the hourly parking demand of the current development proposal over the course of a typical weekday and Saturday.

Existing Conditions

Based on information presented in the Crowne Plaza Hotel Parking Study, the proposed development site exhibited the characteristics documented in **Table 1** as of February 2019.

Table 1. Existing Site Characteristics

Land Use	Capacity	Occupancy	Vacancy
Crowne Plaza Hotel	430 Rooms	Variable	Variable
Riverview Office Tower[1]	240,539 SF GLA	170,054 SF GLA	70,485 SF GLA
Two Appletree Square[2]	100,681 SF GLA	74,903 SF GLA	25,778 SF GLA

SF GLA = Square Feet of Gross Leasable Area
1: Office building located at 8009 34th Avenue
2: Office building located at 8011 34th Avenue

As shown in **Figure 1**, the proposed development site currently has several distinct parking facilities combining to offer 1,525 stalls. These parking facilities consist of the following:

- East Lot – 140-stall surface parking lot near the eastern limits of the proposed development site currently used by employees of the Crowne Plaza Hotel.
- South Lot – 190-stall surface parking lot near the southern limits of the proposed development site currently used by tenants of Two Appletree Square.
- Parking Ramp – Six-level parking ramp comprised of 1,195 parking stalls currently used by guests of the adjacent Crowne Plaza Hotel and tenants of the Riverview Office Tower and Two Appletree Square.
- Shuttle/Short-Term Parking – Several parking stalls dedicated for hotel shuttle vans, hotel check-in/check-out, and office building visitors. Analysis of this limited, high-turnover parking supply was not included under existing or proposed conditions.

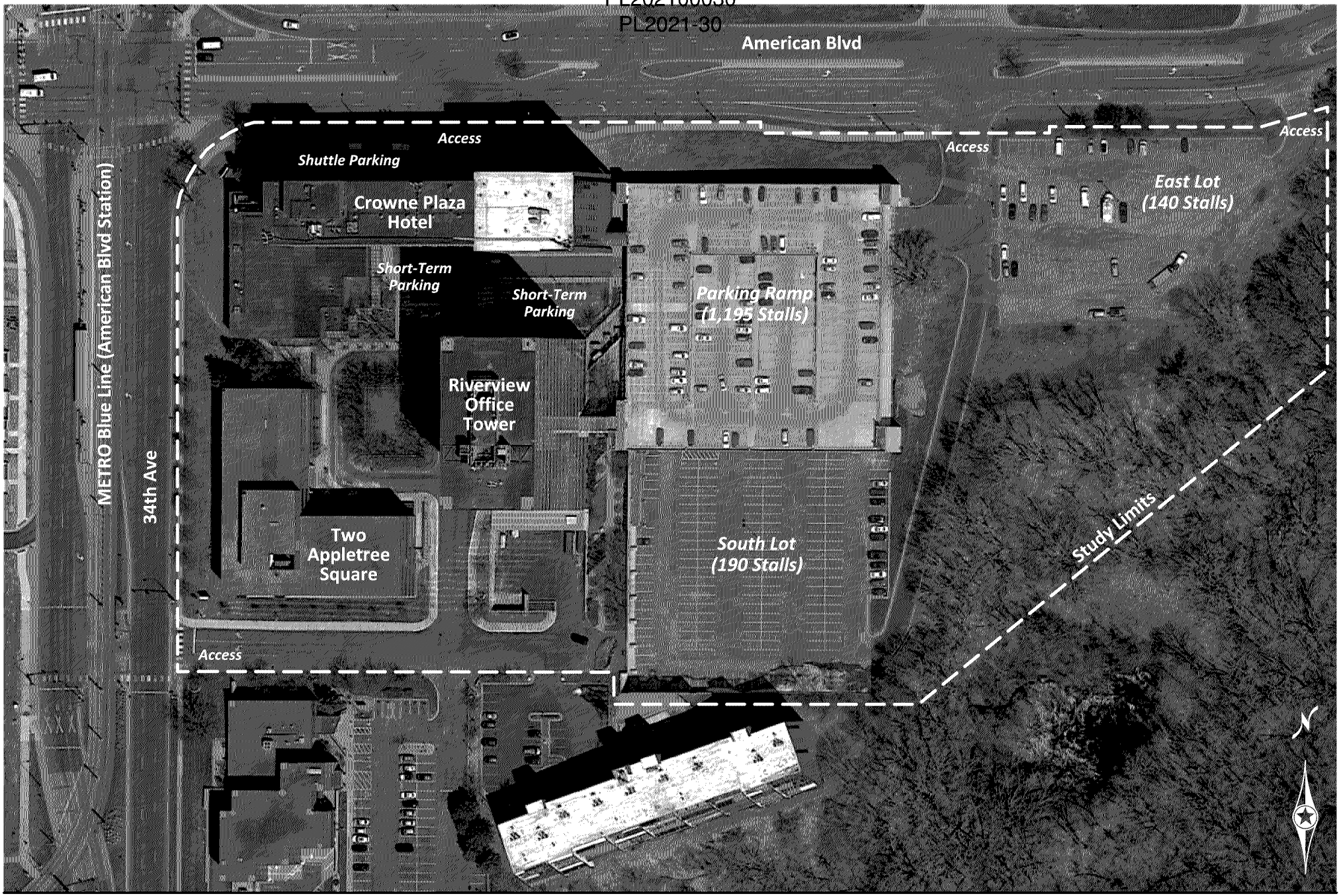
Crowne Plaza Hotel Parking Study Conclusions

The Crowne Plaza Hotel Parking Study concluded that the existing 1,195-stall Parking Ramp alone could provide enough parking capacity to accommodate the hypothetical parking demand of the existing land uses under a full occupancy scenario. This conclusion indicated that existing surface parking lots onsite could be repurposed for construction of alternative land uses. The key existing parking parameters are summarized in **Table 2**.

Table 2. Existing Parking Summary

Land Use	Hypothetical Maximum Parking Demand[1] (vehicles)	Existing Parking Supply (stalls)	Parking Surplus (stalls)
Crowne Plaza Hotel	284	440	156
Riverview Office Tower & Two Appletree Square	721	1,085	364

Source: Crowne Plaza Hotel Parking Study
1. Hypothetical Maximum Parking Demand based on existing observed maximum parking demand rates under a full occupancy scenario.



Aire Apartments Parking Study

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Figure 1
Existing Site Characteristics

Proposed Conditions

Though specific construction timeframes have yet to be determined, two projects are planned for the proposed development site: the previously proposed American Square and the currently proposed Aire Apartments:

American Square Development

The previously proposed American Square development consists of the following:

- Proposed 242-unit market rate apartment building
  - The proposed market rate apartment building will be served by a 261-stall parking lot/garage (MR Parking). 242 of 261 parking stalls are expected to be provided in an underground garage.

    Note: The proposed market rate apartment building and MR Parking will replace the existing 140-stall East Lot.
- Proposed 86-unit affordable housing apartment building
  - The proposed affordable housing apartment building will be served by a 141-stall underground parking garage (AH Parking).
- Existing Two Appletree Square office building
  - The existing Two Appletree Square office building will be served by a 362-stall external parking ramp (TAS Parking). Upon completion of the TAS Parking facility, leased stalls would no longer be provided to tenants of Two Appletree Square within the existing adjacent 1,195-stall Parking Ramp.

    Note: The proposed affordable housing apartment building and AH Parking/ TAS Parking facilities will replace the existing 190-stall South Lot.

American Square Parking Study Addendum Conclusions

The American Square Parking Study Addendum concluded that the proposed individual parking facilities (MR Parking/AH Parking/TAS Parking) are each expected to accommodate their associated parking generators and exhibit at least a 20 percent parking surplus over all time periods. The key parking parameters associated with the proposed American Square development are summarized in **Table 3**.

Table 3. American Square Parking Summary

Land Use	Estimated Maximum Parking Demand[1] (vehicles)	Proposed Parking Supply (stalls)	Parking Surplus (stalls)
Market Rate Apartment	207	261	54
Affordable Housing	56	141	85
Two Appletree Square	292	362	70

Source: American Square Parking Study Addendum

1. Estimated Maximum Parking Demand based on applicable rates from the ITE Parking Generation Manual, 5th Edition.

Aire Apartments Development

The currently proposed Aire Apartments development is expected to consist of the following:

- 229 market rate apartment units and up to 1,000 square feet of party room space repurposing a portion of the existing Crowne Plaza Hotel structure. It should be noted that 135 hotel rooms and an existing onsite 120-seat restaurant are expected to be retained.
  - Parking for the proposed 229 market rate apartment units and 135 hotel rooms would be accommodated through an existing 300-stall lease (i.e., for the Crowne Plaza Hotel) over the upper two levels of the adjacent 1,195-stall Parking Ramp.

A second phase of the proposed Aire Apartments development may consist of the following:

- 9,457 square feet of retail space repurposing a portion of the existing hotel structure.

  Note: A pharmacy has been discussed by project staff as a potential tenant of the proposed retail space. Therefore, this parking study assumes a pharmacy with drive-through window will occupy the proposed retail space for the purpose of estimating parking demand.
  - Parking for the 9,457 square feet of retail space would be accommodated through construction of a new 18-stall surface parking lot (Retail Parking) along the north and west frontages of the existing Crowne Plaza Hotel structure. The Retail Parking lot would be served by a one-way internal road utilizing an existing access along American Boulevard as an entrance and a new right-out only access along northbound 34th Avenue as an exit. The Retail Parking lot could potentially incorporate a short drive-through lane for tenant use with a capacity of 4-5 typical passenger vehicles.

The combined proposed American Square and Aire Apartments site plan is shown in **Figure 2**.

Bloomington Zoning Code Parking Requirement

The Bloomington Zoning Code regulates the minimum off-street parking supply for various land uses. Relevant land uses for the proposed Aire Apartments development include Multi-Family Residence, Party Room, Hotel, Restaurant, and Retail. The Code required parking documented in **Table 4** indicates the proposed full development would need to have 672 off-street parking stalls without consideration of a multi-use reduction. This requirement far exceeds the proposed total parking supply of 318 stalls. Therefore, a parking data-driven approach is necessary to more accurately estimate the adequacy of the proposed parking supply.

Table 4. Bloomington Zoning Code Parking Requirement – Aire Apartments

Land Use	Rate[1]	Development Size	Required Parking Stalls
Multi-Family Residence	1.8 Stalls / Unit (1 Bedroom)	208 Units	374.4
	2.2 Stalls / Unit (2 Bedrooms)	21 Units	46.2
Party Room	1 Stall / 100 SF	1,000 SF	10.0
Hotel	1.1 Stalls / Room	135 Rooms	148.5
Restaurant	1 Stall / 3 Seats	120 Seats	40.0
Retail	1 Stall / 180 SF GFA	9,457 SF GFA	52.5
		Total Parking Requirement	**672**

SF GFA = Square Feet of Gross Floor Area

1: Section 21.301.06 of the Bloomington City Code

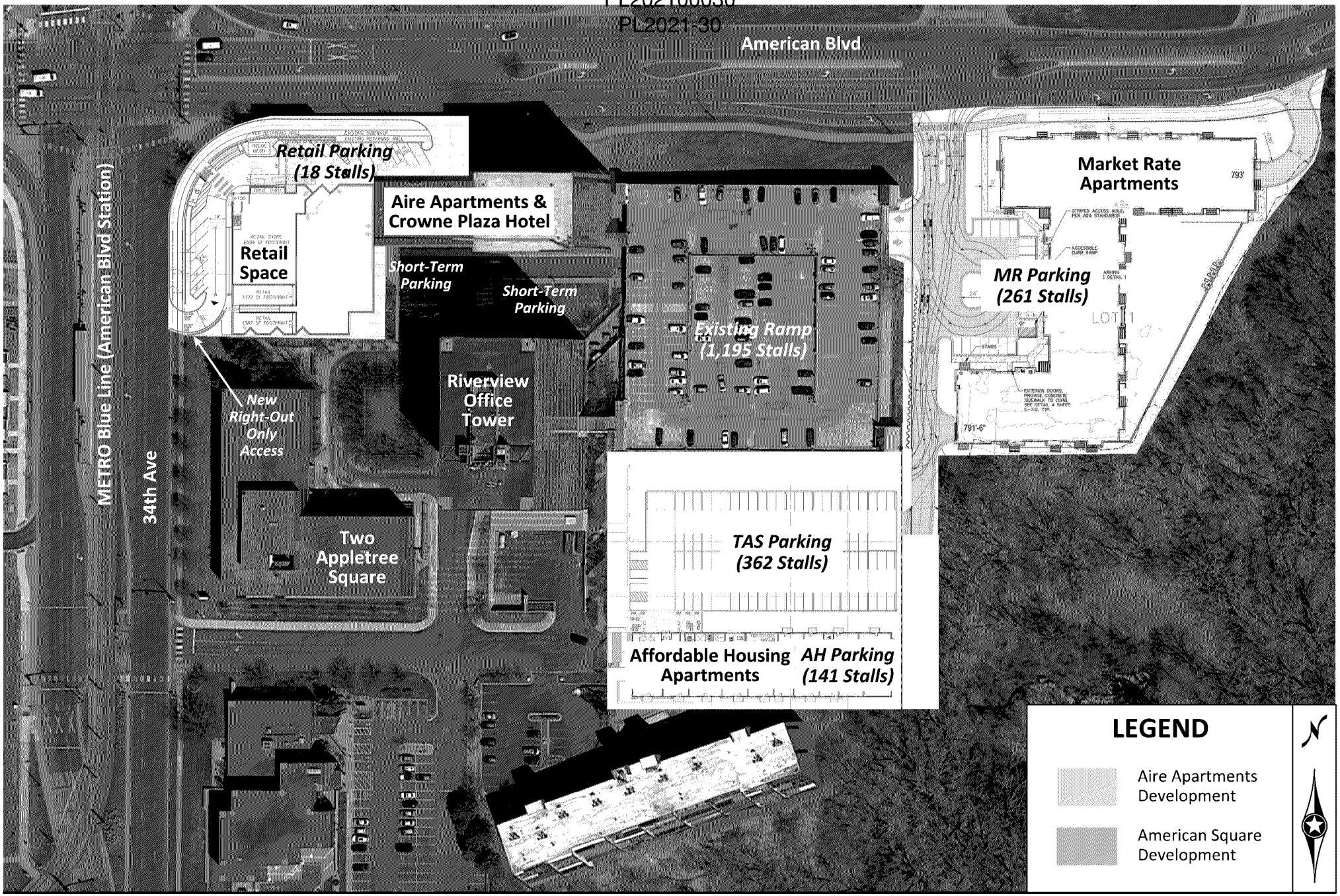

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Figure 2
Proposed Site Plan

ITE Maximum Parking Demand – Aire Apartments

The *ITE PGM* was used to estimate the peak parking demand for each proposed land use of the Aire Apartments development. At this time, the proposed development is expected to be constructed in two phases:

- Phase 1 – Conversion of an existing portion of the Crowne Plaza Hotel to 229 market rate apartment units and retention of 135 hotel rooms.

  Note: The onsite restaurant and party room spaces are not expected to be independent trip generators. Therefore, trip generation estimates were not projected for these spaces.
- Phase 2 – Conversion of an existing portion of the Crowne Plaza Hotel to 9,457 square feet of retail space.

Table 5 documents the *ITE PGM* based estimated weekday and Saturday peak parking demand for each phase of the proposed development. Results of the *ITE PGM* based parking demand estimates indicate that Phase 1 of the proposed development could be expected to generate a peak parking demand of 270 vehicles on a weekday. At this parking demand, a 30-stall parking surplus would be expected.

Table 5. ITE Maximum Parking Demand Estimates – Aire Apartments

Land Use (ITE Code)	Units	Size	Peak Parking Demand[1] (vehicles)		Parking Supply (stalls)	Parking Surplus/Deficit (stalls)	
			Weekday	Saturday		Weekday	Saturday
Aire Apartments - Phase 1							
Market Rate Apartments (221) [2,3]	Dwellings	229	163	196	300	30	-24
Hotel (310) [3,4]	Rooms	135	107	128			
Totals upon completion of Phase 1			**270**	**324**	**300**	**30**	**-24**
Aire Apartments - Phase 2							
Market Rate Apartments (221) [2,3]	Dwellings	229	163	196	300	30	-24
Hotel (310) [3,4]	Rooms	135	107	128			
Retail (881) [5]	SF GFA	9,457	21	20	18	-3	-2
Totals upon completion of Phase 2			**291**	**344**	**318**	**27**	**-26**

SF GFA = Square Feet of Gross Floor Area

1. Estimated peak parking demand based on applicable rates from the ITE Parking Generation Manual, 5th Edition.
2. Multifamily Housing Mid-Rise parking rates utilized due to limited data availability in the High-Rise category.
Setting assumption: Dense multi-use urban less than 1/2-mile from rail transit.
3. Due to limited available Saturday parking data, a multiplier of 1.2 was applied to the weekday peak demand to conservatively estimate the Saturday peak demand.
4. Hotel parking rates utilized.
Setting assumption: General urban/suburban setting utilized due to limited data availability in the dense multi-use urban setting.
5. Pharmacy With Drive-Through Window parking rates utilized due to a pharmacy being a potential tenant of the proposed retail space.
Setting assumption: General urban/suburban setting utilized due to limited data availability in the dense multi-use urban setting.

Due to limited available Saturday residential and hotel parking data, a multiplier of 1.2 was applied to the weekday peak parking demand estimate to conservatively estimate the Saturday peak parking demand. Consequently, the Saturday peak parking demand is estimated to be 324 vehicles. At this parking demand, a 24-stall parking deficit would be expected. The Saturday maximum parking demand estimate is likely conservative for several reasons. In addition to the noted conservative 1.2 multiplier applied to both the weekday apartment and hotel peak parking demand estimates, the rate used to estimate the weekday hotel peak parking demand was based on data collected in a general urban/suburban setting due to limited data availability in a dense multi-use urban setting. The setting of the proposed development site, located in the South Loop District of Bloomington near the Mall of America and Minneapolis/Saint Paul International Airport and adjacent to the Metro Blue Line Light Rail Transit American Boulevard Station, would be more accurately described as dense multi-use urban. This setting is likely to produce a lower parking demand among hotel guests than the parking demand estimated based on *ITE PGM* data collected in a general urban/suburban setting. Therefore, hotel parking demand rates observed in the Crowne Plaza Hotel Parking Study will be utilized to more accurately estimate the anticipated peak parking demand of the 135 hotel rooms to be retained within the proposed development.

Results of the *ITE PGM* based parking demand estimates indicate that the retail component of Phase 2 could be expected to generate a peak parking demand of 21 vehicles. At this parking demand, a 3-stall parking deficit would be expected in the 18-stall Retail Parking lot. Similar to the hotel land use, the setting of the proposed retail space means this maximum parking demand estimate is likely conservative. The pharmacy parking demand estimate does not account for a multi-use reduction (i.e., a parking reduction considering that some motorists would be expected to utilize more than one land use onsite). Given the existing and proposed adjacent land uses, a significant portion of the retail customer base is expected to be office workers, apartment residents, and hotel guests who may not have a need to utilize the Retail Parking lot. Therefore, the proposed 18-stall Retail Parking lot is expected to be adequate in all but the rarest of circumstances.

Hybrid Maximum Parking Demand – Aire Apartments

Maximum observed weekday and Saturday hotel parking demand rates collected for the Crowne Plaza Hotel Parking Study were utilized to more accurately estimate the anticipated peak parking demand of the 135 hotel rooms to be retained within the proposed development. The hotel peak parking demand estimates based on these observed rates were combined with the *ITE PGM* based peak parking demand estimates for the apartment and retail land uses in **Table 6**. Results of these hybrid parking demand estimates indicate that Phase 1 of the proposed development could be expected to generate a maximum parking demand of 286 vehicles on a Saturday. At this parking demand, a 14-stall parking surplus would be expected. Upon the completion Phase 2 of the proposed development, the maximum parking demand for the apartment, hotel, and retail land uses could be expected to increase to 306 vehicles on a Saturday. At this parking demand, a 12-stall parking surplus would be expected. It should be noted that the maximum parking demand estimates may still be conservative due to the 1.2 multiplier applied to the weekday apartment parking demand estimate to conservatively estimate the Saturday peak parking demand.

Table 6. Hybrid Maximum Parking Demand Estimates – Aire Apartments

Land Use (ITE Code)	Units	Size	Peak Parking Demand[1]		Parking Supply	Parking Surplus/Deficit	
			Weekday	Saturday		Weekday	Saturday
Aire Apartments - Phase 1							
Market Rate Apartments (221) [2,3]	Dwellings	229	163	196	300	70	14
Hotel [4]	Rooms	135	67	90			
Totals upon completion of Phase 1			**230**	**286**	**300**	**70**	**14**
Aire Apartments - Phase 2							
Market Rate Apartments (221) [2,3]	Dwellings	229	163	196	300	70	14
Hotel [4]	Rooms	135	67	90			
Retail (881) [5]	SF GFA	9,457	21	20	18	-3	-2
Totals upon completion of Phase 2			**251**	**306**	**318**	**67**	**12**

SF GFA = Square Feet of Gross Floor Area

1. Estimated peak parking demand based on applicable rates from the ITE Parking Generation Manual, 5th Edition, unless otherwise noted.

2. Multifamily Housing Mid-Rise parking rates utilized due to limited data availability in the High-Rise category.
Setting assumption: Dense multi-use urban less than 1/2-mile from rail transit.

3. Due to limited available Saturday parking data, a multiplier of 1.2 was applied to the weekday peak demand to conservatively estimate the Saturday peak demand.

4. Maximum weekday and Saturday parking rates observed during data collection for the Crowne Plaza Hotel Parking Study utilized:
Weekday = 0.49 parked vehicles per occupied room
Saturday = 0.66 parked vehicles per occupied room

5. Pharmacy With Drive-Through Window parking rates utilized due to a pharmacy being a potential tenant of the proposed retail space.
Setting assumption: General urban/suburban setting utilized due to limited data availability in the dense multi-use urban setting.

Hourly Parking Demand – Aire Apartments

Since the period of peak parking demand for the proposed apartment and hotel land uses would not be expected to coincide with the period of peak parking demand for the retail land use, a potential parking shortfall in the Retail Parking lot could likely be mitigated by retail employees utilizing reserve parking capacity within the 300-stall Aire Apartments leased allotment. To understand how the total proposed development site parking demand changes throughout the day, hourly distributions of parking demand presented in the *ITE PGM* specific to each land can be utilized. The combined hourly parking demand estimates for a weekday and Saturday are presented in **Table 7**, while the combined hourly parking demand profile with respect to the proposed total parking supply is illustrated in **Figure 3**.

As the hourly parking demand estimates indicate, the projected peak parking demand for the total proposed development site is expected to be driven primarily by the apartment and hotel land uses. The highest estimated total hourly parking demand is 286 vehicles, which is expected to occur in the overnight hours and is equivalent to the conservative maximum parking demand estimated for the apartment and hotel land uses alone. This projection is below the proposed total parking supply of 318 stalls, resulting in a minimum combined surplus of 32 parking stalls. It should also be noted that a significant surplus of parking is anticipated within the 300-stall allotment for the proposed apartment and hotel land uses during typical retail business hours. This finding further reinforces the possibility that the 300-stall Aire Apartments leased allotment within the adjacent existing Parking Ramp could be utilized by employees of the proposed retail space to reduce parking demand within the Retail Parking lot.

Table 7. Hourly Parking Demand Estimates – Aire Apartments

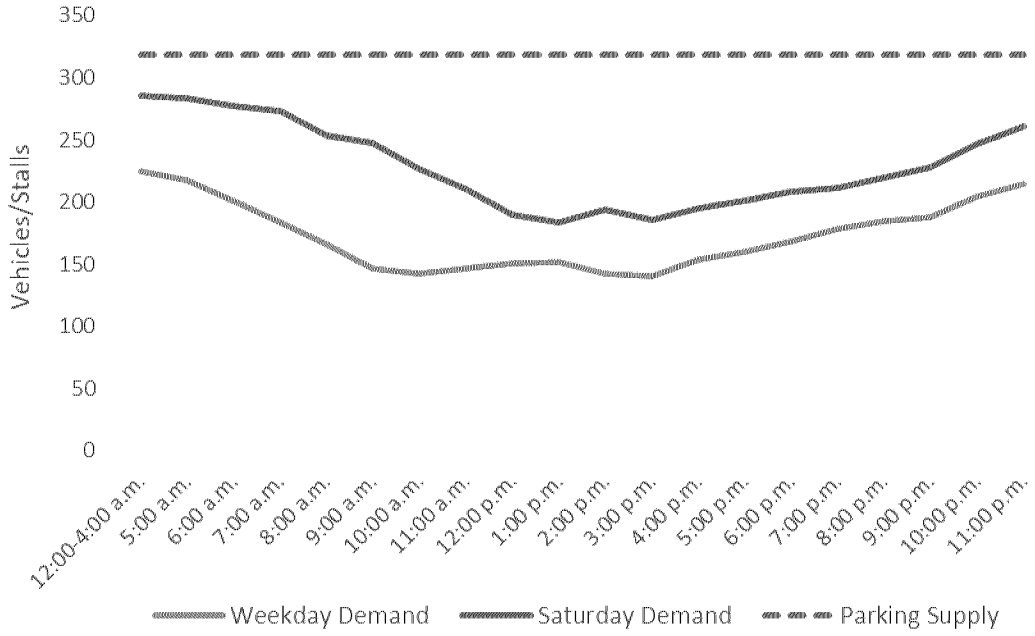
Hour Beginning	Percent of Peak Parking Demand[1]			Estimated Parking Demand by Land Use			Total Parking Demand	Parking Supply	Parking Surplus	Percent Parking Surplus
	Apartment	Hotel	Retail[2]	Apartment	Hotel	Retail				
Weekday										
12:00-4:00 a.m.	**100%**	93%	*0%*	**163**	62	0	**225**		93	41.3%
5:00 a.m.	94%	*95%*	*5%*	153	64	1	**218**		100	45.9%
6:00 a.m.	83%	97%	*5%*	135	65	1	**201**		117	58.2%
7:00 a.m.	71%	**100%**	7%	116	**67**	1	**184**		134	72.8%
8:00 a.m.	61%	93%	24%	99	62	5	**166**		152	91.6%
9:00 a.m.	55%	72%	41%	90	48	9	**147**		171	116.3%
10:00 a.m.	54%	69%	37%	88	46	8	**142**		176	123.9%
11:00 a.m.	53%	65%	79%	86	44	17	**147**		171	116.3%
12:00 p.m.	50%	78%	82%	82	52	17	**151**		167	110.6%
1:00 p.m.	49%	78%	93%	80	52	20	**152**		166	109.2%
2:00 p.m.	49%	63%	97%	80	42	20	**142**	318	176	123.9%
3:00 p.m.	50%	59%	88%	82	40	18	**140**		178	127.1%
4:00 p.m.	58%	58%	95%	95	39	20	**154**		164	106.5%
5:00 p.m.	64%	52%	**100%**	104	35	**21**	**160**		158	98.8%
6:00 p.m.	67%	63%	82%	109	42	17	**168**		150	89.3%
7:00 p.m.	70%	74%	65%	114	50	14	**178**		140	78.7%
8:00 p.m.	76%	78%	*45%*	124	52	9	**185**		133	71.9%
9:00 p.m.	83%	72%	*25%*	135	48	5	**188**		130	69.1%
10:00 p.m.	90%	84%	*5%*	147	56	1	**204**		114	55.9%
11:00 p.m.	93%	92%	*5%*	152	62	1	**215**		103	47.9%
Saturday										
12:00-4:00 a.m.	**100%**	**100%**	*0%*	**196**	**90**	0	**286**		32	11.2%
5:00 a.m.	99%	*98%*	*5%*	194	88	1	**283**		35	12.4%
6:00 a.m.	97%	95%	*5%*	190	86	1	**277**		41	14.8%
7:00 a.m.	95%	95%	*7%*	186	86	1	**273**		45	16.5%
8:00 a.m.	88%	89%	11%	172	80	2	**254**		64	25.2%
9:00 a.m.	83%	85%	37%	163	77	7	**247**		71	28.7%
10:00 a.m.	75%	74%	63%	147	67	13	**227**		91	40.1%
11:00 a.m.	71%	61%	79%	139	55	16	**210**		108	51.4%
12:00 p.m.	68%	47%	74%	133	42	15	**190**		128	67.4%
1:00 p.m.	66%	42%	84%	129	38	17	**184**		134	72.8%
2:00 p.m.	70%	41%	**100%**	137	37	**20**	**194**	318	124	63.9%
3:00 p.m.	69%	43%	58%	135	39	12	**186**		132	71.0%
4:00 p.m.	72%	48%	53%	141	43	11	**195**		123	63.1%
5:00 p.m.	74%	53%	42%	145	48	8	**201**		117	58.2%
6:00 p.m.	74%	64%	26%	145	58	5	**208**		110	52.9%
7:00 p.m.	73%	67%	42%	143	60	8	**211**		107	50.7%
8:00 p.m.	75%	78%	16%	147	70	3	**220**		98	44.5%
9:00 p.m.	78%	81%	*10%*	153	73	2	**228**		90	39.5%
10:00 p.m.	82%	93%	*5%*	161	84	1	**246**		72	29.3%
11:00 p.m.	88%	98%	*5%*	172	88	1	**261**		57	21.8%

Interpolated data

1: Source = ITE Parking Generation Manual, 5th Edition

2: Retail parking hourly distribution based on Pharmacy With Drive-Through Window (ITE Code 881) land use.

Figure 3. Combined Parking Demand vs. Proposed Total Parking Supply



If unexpected parking shortfalls occur in the proposed Retail Parking lot, the 300-stall Aire Apartments leased allotment within the existing adjacent Parking Ramp could be utilized by employees of the proposed retail space to reduce parking demand within the Retail Parking lot. It should be noted that the proposed retail space is expected to be occupied by businesses with a high rate of parking turnover (e.g., the analyzed pharmacy land use). Therefore, any unexpected parking shortfalls within the proposed Retail Parking lot would likely be of short duration.

While the parking supply for the proposed Aire Apartments development may not meet Bloomington Zoning Code requirements, the proposed total parking supply is expected to be adequate in accommodating parking demand generated by the proposed land uses. No impacts to surrounding properties or roadways are anticipated and no significant parking demand mitigation or alternative offsite parking supplies are expected to be necessary. It should also be noted that no significant seasonal variation in parking demand is anticipated from the proposed land uses. Finally, in the event of unforeseen consistent parking shortfalls within the 300-stall Aire Apartments leased allotment, reserve capacity is expected to be available for lease within the remainder of the existing Parking Ramp.

Summary and Conclusions

The following summary and conclusions are offered for consideration:

- At the proposed Aire Apartments development site, two studies were previously completed by Alliant: the Crowne Plaza Hotel Parking Study (dated February 22, 2019) and the American Square Parking Study Addendum (dated March 27, 2020).
  - The Crowne Plaza Hotel Parking Study concluded that the existing onsite 1,195-stall Parking Ramp alone could provide enough parking capacity to accommodate the hypothetical parking demand of the existing land uses under a full occupancy scenario. This conclusion indicated that existing surface parking lots onsite could be repurposed for construction of alternative land uses.
  - The American Square Parking Study Addendum concluded that proposed onsite individual parking facilities are each expected to accommodate their associated parking generators and exhibit at least a 20 percent parking surplus over all time periods.
- The proposed Aire Apartments development is expected to consist of 229 market rate apartments and up to 1,000 square feet of party room space within a repurposed portion of the existing Crowne Plaza Hotel structure. 135 hotel rooms and an existing onsite 120-seat restaurant are expected to be retained as part of the proposed development.
  - Parking for the proposed 229 market rate apartment units and 135 hotel rooms would be accommodated through an existing 300-stall lease (i.e., for the Crowne Plaza Hotel) over the upper two levels of the adjacent 1,195-stall Parking Ramp.
- A second phase of the proposed Aire Apartments development may include 9,457 square feet of retail space within a repurposed portion of the hotel structure. It should be noted that a pharmacy was assumed to occupy the proposed retail space for the purpose of estimating parking demand.
  - Parking for the 9,457 square feet of retail space would be accommodated through construction of a new 18-stall surface parking lot (Retail Parking) along the north and west frontages of the existing Crowne Plaza Hotel structure. The Retail Parking lot would be served by a one-way internal road utilizing an existing access along American Boulevard as an entrance and a new right-out only access along northbound 34th Avenue as an exit. The Retail Parking lot could potentially incorporate a short drive-through lane for tenant use with a capacity of 4-5 typical passenger vehicles.
- The Bloomington Zoning Code off-street parking requirement for the proposed full development is 672 stalls without consideration of a multi-use reduction. This requirement far exceeds the proposed total parking supply of 318 stalls. Therefore, a parking data-driven approach is necessary to more accurately estimate the adequacy of the proposed parking supply.

- The estimated maximum parking demand associated with the proposed apartment and hotel land uses, which is expected to occur in the overnight hours, is 286 vehicles. This peak parking demand estimate is below the proposed allotment of 300 parking stalls, resulting in a 14-stall surplus. It should be noted that the maximum parking demand estimate may be conservative due to the use of a 1.2 multiplier applied to the *ITE PGM* based weekday apartment peak parking demand estimate to conservatively estimate the Saturday apartment peak parking demand.
- The estimated maximum parking demand associated with the proposed retail land use is 21 vehicles. This peak parking demand estimate is above the proposed allotment of 18 parking stalls, resulting in a 3-stall deficit. However, the retail peak parking demand estimate does not account for a multi-use reduction. Given the existing and proposed adjacent land uses, a significant portion of the retail customer base is expected to be office workers, apartment residents, and hotel guests who may not have a need to utilize the Retail Parking lot. Therefore, the proposed 18-stall Retail Parking lot is expected to be adequate in all but the rarest of circumstances.
    - A significant surplus of parking is anticipated within the 300-stall allotment for the proposed apartment and hotel land uses during typical retail business hours. This finding indicates that the 300-stall Aire Apartments leased allotment within the adjacent existing Parking Ramp could be utilized by employees of the proposed retail space to reduce parking demand within the Retail Parking lot. It should be noted that the proposed retail space is expected to be occupied by businesses with a high rate of parking turnover (e.g., the analyzed pharmacy land use). Therefore, any unexpected parking shortfalls within the proposed Retail Parking lot would likely be of short duration.
- While the parking supply for the proposed Aire Apartments development may not meet Bloomington Zoning Code requirements, the proposed total parking supply is expected to be adequate in accommodating parking demand generated by the proposed land uses. No impacts to surrounding properties or roadways are anticipated and no significant parking demand mitigation or alternative offsite parking supplies are expected to be necessary. It should also be noted that no significant seasonal variation in parking demand is anticipated from the proposed land uses. Finally, in the event of unforeseen consistent parking shortfalls within the 300-stall Aire Apartments leased allotment, reserve capacity is expected to be available for lease within the remainder of the existing Parking Ramp.