

ORDINANCE NO. 2025-19

AN ORDINANCE MODIFYING USE ALLOWANCES AND PERFORMANCE STANDARDS FOR REMOTE AIRPORT PARKING AND HOTEL AIRPORT PARKING USES AND REMOVING A MORATORIUM ON AIRPORT PARKING FACILITIES, THEREBY AMENDING CHAPTER 21 OF THE CITY CODE

The City Council of the City of Bloomington, Minnesota ordains:

Section 1. That Chapter 21 of the City Code is hereby amended by deleting those words that are contained in brackets [] with strikethrough text and adding those words that are underlined, to read as follows:

CHAPTER 21: ZONING AND LAND DEVELOPMENT

ARTICLE II: DISTRICTS AND USES

DIVISION F: SPECIALIZED ZONING DISTRICTS

§ 21.207.03 HIGH INTENSITY MIXED USE WITH RESIDENTIAL (HX-R) DISTRICT.

(c) *Permitted limited and accessory uses.*

(2) *Accessory uses.* The following uses are permitted as accessory uses:

- (C) Transient merchant sales in hotel interiors only;~~[and]~~
- (D) Other uses customarily incidental and clearly subordinate to a permitted principal or conditional use. Drive through uses are prohibited~~[-];~~ and
- (E) Hotel airport parking.

(d) *Conditional uses.*

(3) Expansion of hotel facilities in existence prior to January 1, 2005, subject to the provisions of subsection (p) below;~~[-and]~~

(4) Manufactured home parks pursuant to standards as set forth in § 21.302.10~~[-];~~ and

(5) Remote airport parking established after September 29, 2025, pursuant to the standards set forth in § 21.302.41.

(e) *Interim uses.*

(1) Remote airport parking facilities in active operation as of September 29, 2025, pursuant to the standards set forth in § 21.302.41; [~~subject to the provisions of subsection (p) below;~~] and

(f) *Residential uses required.*

(1) *Minimum density.* Development within the HX-R Zoning District must include at least 30 residential dwelling units per acre of gross site area, with the following exceptions.

(E) The residential use requirement of this subdivision (f) does not apply to remote airport parking facilities.

(g) *Floor area ratio.*

(1) The minimum floor area ratio required for development within the HX-R Zoning District is 1.5.

(2) The floor area ratio requirement of this subdivision (g) does not apply to remote airport parking facilities.

~~(2)3~~ Floor area ratio calculations include all residential and nonresidential development on a site but exclude structured or underground parking.

~~(3)4~~ In cases where development on a site occurs in phases, each individual development phase must comply with the floor area ratio requirements of this subsection (g) on its own or in conjunction with previous phases if previous phases exceeded floor area ratio requirements. The overall development must also comply with the floor area ratio requirements of this subsection (g).

~~(4)5~~ The maximum floor area ratio for development within the HX-R Zoning District is 2.0, but may be increased through the following bonus provisions:

DIVISION H: USES

§ 21.209 USE TABLES.

(d) *Neighborhood and Freeway Commercial Zoning Districts.*

Use Type	Zoning District								References; See Listed Section
	B-1	B-2	B-4	C-1	C-2	C-3	C-4	C-5	

Motor Vehicle Services									

Remote airport parking									<u>21.302.41</u>

Accessory									

Hotel airport parking		[€]A		[€]A	[€]A	[€]A	[€]A	[€]A	<u>21.302.41</u>

(e) *Industrial Zoning districts.*

Use Type	Zoning District							References; See Listed Section
	IT	I-1	I-2	I-3	IP	TI	FD-2	

Motor Vehicle Services								

Remote airport parking								<u>21.302.41</u>

Accessory								

Hotel airport parking	[€]A		[€]A				[€]A	<u>21.302.41</u>

(f) *Specialized zoning districts.*

Use Type	Zoning District		References See Listed Section
	CX-2	LX	

Motor Vehicle Services			

Remote airport parking	<u>C</u>		<u>21.302.41</u>

Accessory			

Hotel airport parking	[€]A	[€]A	<u>21.302.41</u>

ARTICLE III: DEVELOPMENT STANDARDS

DIVISION A: GENERAL STANDARDS

§ 21.301.06 PARKING AND LOADING.

(d) *Number of off-street parking spaces required.*

(1) The minimum number of off-street parking spaces provided within a development must meet the provisions of this subsection (d), varying by land use as provided in the following table. If more than one land use is present on a site, the required parking is determined by adding together the required number of parking spaces for each use.

If the number of off-street parking spaces results in a fraction, each fraction of one-half or more will constitute another space required. A lesser number of constructed off-street parking spaces may be allowed through flexibility measures (see subsection (e) below). The requirements for off-street surface parking space dimensions are set forth in subsection (c) above.

<i>Minimum Off-Street Parking Requirements</i>		

Hotel	Hotel	1.1 spaces per room plus spaces equal in number to 1/3 capacity in persons for meeting/banquet area; <u>maximum hotel parking supply is equal to 120 percent of the parking requirement.</u>
	Hotel airport parking	Hotel airport parking[or storage] is an[conditional] accessory use and must be in excess of spaces designated for the above hotel related uses; it must not be shared with adjacent uses; the maximum number of off-street vehicle parking spaces provided for hotel airport parking purposes within a development must not exceed 1 space per 10 hotel rooms.

DIVISION B: USE STANDARDS

§ 21.302.41 REMOTE AIRPORT PARKING AND HOTEL AIRPORT PARKING.

(a) Purpose. The following standards are intended to regulate remote airport parking facilities and hotel airport parking in the interest of the public health, safety, and general welfare of the community.

(b) Existing remote airport parking facilities. No interim use permit for existing remote airport parking facilities may be extended beyond August 8, 2027.

(c) New remote airport parking facility standards. The following standards are applicable to remote airport parking facilities established after September 29, 2025:

(1) Remote airport parking must be located entirely within a parking structure in existence as of September 29, 2025, that is determined to have excess off-street parking supply.

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

(2) All parking, access gates, and shuttle storage must be located within the parking structure.

(d) Hotel airport parking standards. The following standards are applicable to hotel airport parking:

(1) To be considered an accessory use, hotel airport parking must include at least one overnight stay at the hotel where the vehicle is parked.

(2) Hotel airport parking must take place within designated parking areas not required for other hotel uses. Parking cannot take place within fire lanes, drive lanes, or in tandem, and must be on a code-compliant parking surface.

(3) Hotel airport parking must take place on the same property as the hotel use and must not be on a separate property or site adjacent to the hotel or shared with adjacent uses.

(e) Compliance with other sections. Remote airport parking facilities established after September 29, 2025, and hotel airport parking must meet all applicable standards within city code, including but not limited to:

(1) Mixed Use (CX-2) District Standards (§21.207.01);

(2) High Intensity Mixed Use with Residential (HX-R) District Standards (§21.207.03);

(3) Parking (§21.301.06);

(4) Lighting (§ 21.301.07); and

(5) Landscaping (§ 21.301.15).

ARTICLE V: ADMINISTRATION AND NONCONFORMITY

DIVISION E: MORATORIA

§ 21.505 MORATORIA.

(b) **RESERVED.** ~~[Airport parking facilities moratorium. A moratorium is hereby adopted city-wide as follows:~~

~~(1) *Findings and purpose.* The City of Bloomington regulates airport parking facilities in order to protect the health, safety, and general welfare of its residents. A need exists to conduct a study to better understand the existing conditions and future interest for this type of use in the community; where it is currently occurring, desired, and allowed; and the appropriateness and compatibility of those locations; how other communities regulate this land use; whether there is a need for additional or more prescriptive development standards; and whether there are additional design criteria for these types of uses to incorporate into the zoning code. An interim ordinance may regulate, restrict, or prohibit any use, development or subdivision within the municipality or a portion thereof not to exceed one year from the effective date. This ordinance is necessary to protect the planning process and health, safety and general welfare of the citizens of the city and there is a need to enact new or amend existing regulations and official controls of airport parking facilities until the study has been completed and modifications, if any, are made to the officials controls or the moratorium is repealed.~~

~~(2) *Study.* Staff is hereby directed to study the impact of existing and potential airport parking facilities and determine whether there should be amendments to the city's official controls, district plans, or its comprehensive plan regarding airport parking facilities in the city, including but not limited to those land uses defined as "remote airport parking" and "hotel airport parking" in the City Code.~~

~~(3) *Duration.* In accordance with the findings set forth in § 21.505(b)(1) and from the effective date of this ordinance a one-year moratorium is hereby enacted on land use and enforcement actions related to airport parking facilities. The moratorium shall expire, without further action from the City Council, one year from its effective date. In the alternative, it may be repealed earlier if the City Council determines that the requisite study has been completed and that appropriate evaluation and action, including any necessary revisions to the City Code, official controls, District Plan(s), or Comprehensive Plan have been finalized, adopted by the City Council and made effective. During the term of this ordinance, no business, person, or entity may establish a new airport parking facility, including those defined in City Code as "remote airport parking" or "hotel airport parking" within the jurisdictional boundaries of the city. The city shall not accept, process, or act on any application, site plan, building permit, zoning request, or other approval or take enforcement action against existing airport parking facility land uses, including any requested confirmation, certification, approval, or other request from another governmental entity submitted to the city related to an airport parking facility. This~~

~~ordinance shall not be construed to prohibit enforcement of fire code, building code, or criminal code.~~

~~(4) *Applicability.* The moratorium shall not apply to the repair or maintenance of any airport parking facility existing at the time of the adoption of this ordinance. The moratorium shall not apply to the construction of any airport parking facility with city approval at the time of the adoption of this ordinance.~~

~~(5) *Effect of moratorium.* The moratorium is applicable throughout all zoning districts in the city. No land use related applications or applications for City Code amendments related to airport parking facilities will be accepted or approved by the City Council regardless of location during this moratorium. The city will not take enforcement action against existing airport parking facility land uses during this moratorium or otherwise terminate land use related approvals in existence at the adoption of this ordinance.~~

~~(6) *Violation.* During the term of the moratorium, it is a violation of this ordinance for any business, person, or entity to establish a new airport parking facility within the city.~~

~~(7) *Enforcement.* Violation of this ordinance is a misdemeanor. The city may also enforce this ordinance by mandamus, injunction, or other appropriate civil remedy in any court of competent jurisdiction. The City Council hereby authorizes the City Manager, in consultation with the City Attorney, to initiate any legal action deemed necessary to secure compliance with this ordinance.~~

~~(8) *Severability.* Every section, provision, and part of this ordinance is declared severable from every other section, provision, and part thereof. If any section, provision, or part of this ordinance is held to be invalid by a court of competent jurisdiction, such judgment shall not invalidate any other section, provision, or part of this ordinance].~~

ARTICLE VI: DEFINITIONS

§ 21.601 DEFINITIONS.

HOTEL AIRPORT PARKING. Parking accessory to a hotel for the use of overnight hotel guests to park or store motor vehicles[~~for up to seven days~~] while out of town[~~provided such parking is in addition to the parking spaces required by this code for the hotel and its accessory uses and provided the parking does not exceed one space per ten hotel rooms~~].

Section 2. Effective Date. This Ordinance shall be in full force and effect from and after its passage and publication on October 9, 2025, except that the City (a) will not take enforcement action against existing airport parking facility land uses during the pendency of an application for

an interim use permit so long as application thereof has been made by October 15, 2025; or (b) otherwise terminate land use related approvals in existence at the adoption of this ordinance.

Passed and adopted this 29th day of September, 2025.

DocuSigned by:
Tim Bense

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Mayor

ATTEST: Signed by:

Priyanka Rai

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Secretary to the Council

APPROVED: DocuSigned by:

Melissa J. Manderschied

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City Attorney