

GENERAL INFORMATION

Applicant: MAOC Holdings, LLC (owner)

Location: 8100 24th Avenue South

Request: Conditional Use Permit for remote airport parking within the Mall of America existing east parking ramp

Existing Land Use and Zoning: Mall of America; zoned CX-2(PD)(AR-17) High Intensity Mixed Use (Planned Development)(Airport Runway)

Surrounding Land Use and Zoning: North – Hotel and vacant land; zoned CX-2
 South – Hotel, restaurants, offices; zoned C-4(PD)
 East – Hotels, offices, surface parking lot; zoned LX(PD)
 West – State Highway 77

Comprehensive Plan Designation: High Intensity Mixed Use

CHRONOLOGY

Planning Commission 01/22/2026 Public hearing scheduled

DEADLINE FOR AGENCY ACTION

Application Date: 12/16/2025
 60 Days: 02/14/2026
 120 Days: 04/15/2026
Applicable Deadline: 02/14/2026

STAFF CONTACT

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PROPOSAL

The Mall of America (MOA) is seeking Conditional Use Permit approval to operate a remote airport parking facility within the existing east parking ramp. The remote airport parking use, named “Park, Shop, Fly” is proposed to be located on the P7 level and equates to approximately 900 parking stalls. The airport parking facility would be operated at times when parking demand does not necessitate the use of P7 level of the east parking ramp.

According to the project description, the remote airport parking use would not provide a shuttle service to MSP International Airport (MSP) like is typically provided at other nearby airport parking facilities. Transportation would be provided by Metro Transit at the Mall of America Transit Center and privately arranged ride share services. If MOA wishes to add any airport shuttle service, the project description confirms those shuttles would utilize existing procedures for shuttles and be parked in designated areas not available to general MOA patrons.

ANALYSIS

Land Use

City Planning staff conducted an Airport Parking Study to better understand airport parking-related uses throughout the city and to make recommendations on changes to City Code based on the study’s findings. That study concluded in September 2025, and one change to City Code was the addition of remote airport parking as a conditional use in the CX-2 and HX-R zoning districts (see [Case #PL202500089](#) for additional background information).

A caveat is that new remote airport parking facilities are to be limited to *existing* parking structures. New remote airport parking facilities are to be limited to existing parking structures so to avoid a proliferation of remote airport parking uses within the city. Further, a parking study must be conducted by an independent third-party traffic engineering firm to demonstrate there is excess parking capacity in said structure. MOA’s parking consultant provided their own analysis based on parking data collected over years. Both reports have been included in the packet and are discussed in more detail below under the Parking and Traffic Analysis heading.

Access, Circulation, and Parking

Except for payment terminals and access gates to the P7 level and wayfinding signage, there would be no changes to access, circulation, and parking areas within the east parking ramp. All proposed remote airport parking would be limited to the P7 level. Reservations would provide users with access to P7, and those customers would utilize the existing nearby elevators to access P1 for ride share options or down to the MOA transit station for Blue Line Light Rail Transit (LRT) trips to MSP.

Landscaping, Screening and Lighting

No changes to landscaping and lighting improvements are anticipated with the addition of remote airport parking at the east parking ramp. MOA parking structures have implemented approved lighting plans. Any modifications must be reviewed by City staff. Light pole height on top of the parking structure is particularly important given airport structure height limits.

Signage

MOA submitted an extensive sign package that would be implemented to support wayfinding for the remote airport parking use. Most of the signs, such as directional signage on the private MOA ring road and signs within parking structures, are exempt from sign permit requirements. Several signs are depicted on the P7 level, although it appears only three of these signs would be visible from public right-of-way. The signs are substantial in area and require sign permits. Given their size, building permits are also required to ensure the signs are attached to walls in a structurally sound manner.

The application materials also depict changes to dynamic messaging signs (DMS) within the South Loop District. DMS that are located within public right-of-way are monitored and operated by the City of Bloomington in coordination with MOA operations. These signs are also subject to the Minnesota Manual on Uniform Traffic Control Devices (MnMUTCD), which prohibits advertising messages on traffic control signage, including DMS within the right-of-way. Traffic Engineering will review any proposed changes to the messages displayed on the City managed DMS system and determine if they are consistent with MnMUTCD guidance and an appropriate use of the DMS system.

Parking and Traffic Analysis

Both MOA's consultant and SRF, the City's independent engineering consultant, extensively analyzed parking data from 2019 through the 2025 holiday season. Ultimately, the SRF report concluded that, except for Black Friday, existing parking supply within the MOA campus is sufficient to accommodate 907 parking stalls being utilized for remote airport parking.

It is in the best interest of MOA operations to manage available reservations for remote airport parking in advance of Black Friday so additional parking capacity on the P7 level is available to MOA guests. That said, staff has included a recommended condition that requires the reservation system to modify available remote airport parking to anticipate peaks in parking demand, as outlined in the SRF report.

The SRF report also recommends that the MOA review the calibration of the Park Assist system to determine if any adjustments are needed to increase the accuracy of the system, as this impacts the parking demand analysis and circulation. Lastly, the report recommends that the MOA continue to monitor the parking demand for the entire campus to identify any trends and determine if there are days, beyond Black Friday, when the remote airport parking should be

suspended or reduced. The MOA should consider completing a parking demand analysis annually to identify if changes to the operations on the P7 level remote airport parking are required.

Status of Enforcement Orders

There are no open enforcement orders related to this application.

OUTREACH

Outreach/Notification

- Mailed Notice (10-day notice – 500-foot buffer)
- Newspaper Notice (10-day notice – 01/08/2026 Sun Current)
- Public Hearing Notice Online
- E-Subscribe Group Notification

FINDINGS

Required Conditional Use Permit Findings - Section 21.501.04(e)(1-5)

Required Finding	Finding Outcome/Discussion
(1) The proposed use is not in conflict with the Comprehensive Plan.	Finding Made – Utilizing excess parking capacity within an existing parking structure for remote airport parking is not in conflict with the High Intensity Mixed Use land use designation. The Mall of America is a major draw for the travelling public, and the remote airport parking would be an extension of that draw.
(2) The proposed use is not in conflict with any adopted district plan for the area.	Finding Made – The property is located within the area subject to the South Loop District Plan, which acknowledges that demand for remote airport parking within the District is high and will continue to be so for the foreseeable future. The Plan calls for limiting the impacts and proliferation of the use in the District. The remote airport parking facility proposed within the existing east parking structure at the Mall of America allows for this use in a narrow and subordinate manner without compromising the core function of the destination retail facility, negatively impacting the District, or driving a proliferation of surface parking lots.
(3) The proposed use is not in conflict with city code provisions.	Finding Made – Subject to compliance with the attached conditions of approval, the remote airport parking facility would not conflict with City Code provisions.

Required Finding	Finding Outcome/Discussion
(4) The proposed use will not create an excessive burden on parks, schools, streets, and other public facilities and utilities which serve or are proposed to serve the planned development.	Finding Made – The remote airport parking use would utilize existing infrastructure and is not anticipated to create an excessive burden on public facilities. Roadways serving the Mall of American east ramp are arterial roads with adequate capacity and traffic control.
(5) The proposed use will not be injurious to the surrounding neighborhood or otherwise harm the public health, safety and welfare.	Finding Made – The remote airport parking facility expands the services available to MOA guests. Through effective access and traffic control, it is not anticipated to cause injury to the surrounding neighborhood or harm the public health, safety, or welfare.

RECOMMENDATION

Note the Planning Commission has final approval authority on this Conditional Use Permit application unless an appeal to the City Council is received by 4:30 p.m. on January 27, 2026.

Staff recommends approval through the following motion:

In Case #PL202500202, having been able to make the required findings, I move to adopt a resolution approving a Conditional Use Permit for remote airport parking within the Mall of American east parking ramp located at 8100 24th Avenue South, subject to the conditions and Code requirements listed in the resolution.

RECOMMENDED CONDITIONS OF APPROVAL

Case PL202500202

Project Description: Conditional Use Permit for remote airport parking within the Mall of America East Ramp located at 8100 24th Avenue S.

Address: 8100 24TH AVE S

The following conditions of approval are arranged according to when they must be satisfied. In addition to conditions of approval, the use and improvements must also comply with all applicable local, state, and federal codes. Codes to which the applicant should pay particular attention are included below.

1. Prior to C/O Gate control devices for emergency vehicles will be reviewed during the permit process and field tested for compliance.
2. Ongoing Remote airport parking reservation systems must reduce airport parking supply in accordance with demand trends outlined in the Walker Consultants and SRF reports attached to the development application.
3. Ongoing Remote airport parking is limited to the east parking ramp level P7. Remote airport parking may not be expanded beyond P7 without Conditional Use Permit approval.
4. Ongoing Signs must be in compliance with the requirements of Chapter 21, Division D of the City Code. Signs necessitating building permits must procure permits prior to installation.
5. Ongoing Parking lot and site security lighting must satisfy and maintain the minimum requirements. See §21.301.07.
6. Ongoing Minimum 11 foot clear width and 7 foot clear height to be maintained through the gate system.