

April 15, 2026

Mike Centinario
Planning Supervisor
City of Bloomington
1800 W. Old Shakopee Road
Bloomington, MN 55431-3027

Via Portal

Re: Rosa Development Reguiding, Rezoning, and CUP – 3700 and 3750 American Blvd. E.

Dear Mr. Centinario,

We represent Rosa Development Company, LLP (the “Applicant”) the owner of the properties located at 3700 and 3750 American Boulevard East in Bloomington (the “Site”). The Applicant respectfully requests approval of the following land use actions:

1. A Comprehensive Plan Amendment to reguide the Site from South Loop Mixed Use to High-Intensity Mixed Use;
2. Rezoning of the Site from HX-R (High Intensity Mixed Use – Residential) to CX-2 (Commercial Service); and
3. A Conditional Use Permit to allow the continued operation of an existing remote airport parking facility.

I. Site Description

The Site consists of two adjacent parcels totaling approximately 12.2 acres located along American Boulevard East, an established east-west corridor serving employment, hospitality, and transportation-related uses within Bloomington’s South Loop District. The Site is currently improved with an existing remote airport parking facility known as “The Parking Spot by Park N Fly,” which has operated at this location since 1988 and includes both surface parking (approximately 1,063 stalls) and structured parking (approximately 996 stalls within a parking structure constructed in 1994). The surrounding area includes a mix of commercial, office, lodging, and airport-oriented uses that reflect the Site’s role within a regional transportation and employment center.

The Site is situated immediately adjacent to the 34th Avenue Blue Line Light Rail Transit (LRT) station, providing direct transit access to Minneapolis-St. Paul International Airport (MSP) and downtown Minneapolis. The Site’s proximity to MSP, located less than one mile to the east, has historically made it well-suited for airport-related uses, including the current remote airport parking operation.

The purpose of this application is to provide permanent land use rights for this existing, well-established remote airport parking operation while committing to future commercial development that will enhance the Site’s contribution to the South Loop District.

II. Comprehensive Plan Amendment

The Applicant requests that the Site be redesignated from South Loop Mixed Use to High-Intensity Mixed Use. The High-Intensity Mixed Use (HIMX) designation works together with the CX-2 Mixed Use Zoning District to allow master-planned, high intensity uses that are physically integrated with one another, attract visitors from within and beyond the region, and achieve a magnitude of economic activity sufficient to generate significant additional development on surrounding properties. The requested amendment preserves the Site's ability to continue supporting airport-oriented activity in the near term while creating a long-range framework that allows future high-density, mixed-use redevelopment that responds to market conditions, transit access, and proximity to MSP. It is consistent with the goals and strategies of the Forward 2040 Comprehensive Plan (the "Plan"), including the Land Use, Airport, and Transportation Elements, as demonstrated below.

The requested Comprehensive Plan Amendment advances multiple goals and strategies identified in the Plan. The Plan promotes an efficient, desirable arrangement and distribution of land uses by encouraging a balance of uses that support a diverse employment base and diversified local economy and by channeling non-residential development to defined nodes and corridors with appropriate access, sufficient road capacity, and regular transit service (Land Use Goal 1, Strategies 1.1 and 1.2). The Plan also encourages additional density in locations where infrastructure capacity is in place to support growth (Land Use Goal 2, Strategy 2.1). The Site is located in the South Loop District where significant infrastructure investments have been made, including the Blue Line LRT, the I-494/34th Avenue interchange reconstruction, and the South Loop ITS/Wayfinding system. These existing investments not only support the current use of the Site, but also position it for more intensive, transit-supportive development. Additionally, the Plan emphasizes continued economic development by working closely with the Metropolitan Airports Commission to coordinate development around MSP International Airport and by being responsive to changing markets and needs (Land Use Goal 4, Strategies 4.3 and 4.7).

The Plan recognizes that "MSP is instrumental in the success of many Bloomington businesses including hotels, remote airport parking facilities, offices, some residential projects and the Mall of America." It supports capitalizing on the unique benefits of adjacency to the airport and encourages tourism, business, and hospitality uses by capitalizing on proximity to an international airport (Airport Goal 3, Strategy 3.3). The requested change allows the Site to continue accommodating airport-supportive uses while preserving flexibility for future mixed-use development that can integrate parking, commercial, and other employment-generating uses in a coordinated and efficient manner.

The Plan promotes enhanced mobility by locating regionally oriented land uses near regional transportation facilities (Transportation Goal 1, Strategy 1.4). It also addresses the specific transportation needs and opportunities of the South Loop District through continued implementation of Transportation Demand Management strategies (Transportation Goal 5, Strategy 5.2). The Site's location adjacent to the Blue Line LRT, I-494, and TH 77 exemplifies these coordination principles, and supports long-term opportunities for development patterns that reduce vehicle dependence, consolidate parking more efficiently, and take advantage of existing transit service.

Finally, The Site is well-served by existing public infrastructure. The Site has direct access to American Boulevard East and is immediately accessible from I-494 via the recently reconstructed 34th Avenue interchange. Sanitary sewer, water, and stormwater infrastructure

are in place and adequate. This infrastructure capacity is also sufficient to support more intensive development in the future, should market conditions warrant redevelopment consistent with the High-Intensity Mixed Use designation.

III. Rezoning

The Applicant requests rezoning of the Site from High Intensity Mixed Use – Residential (HX-R) to Commercial Service (CX-2). The CX-2 zoning district is more flexible regarding permitted uses than HX-R, does not have as stringent floor area ratio (FAR) or density requirements, and allows but does not require a residential component. These characteristics make the CX-2 zoning district appropriate for the Site given its established airport parking use and the Applicant’s commitment to future commercial development.

The CX-2 zoning district is intended to: (1) allow a broad range of uses; (2) ensure that new development is of significant size and intensity; and (3) provide a mix of uses that balance the demand on traffic and parking. The Site’s use is consistent with these purposes. The remote airport parking facility accommodates a broad transportation-related use, and the minimum 2.75-acre future development requirement ensures that significant, high-intensity commercial development will occur on the Site by December 31, 2036, consistent with the district’s intent.

IV. Conditional Use Permit

The Applicant requests a Conditional Use Permit (CUP) to allow the continued operation of the existing remote airport parking facility. The proposed remote airport parking facility provides off-site parking for air travelers with shuttle service to MSP airport terminals. According to City Code Section 21.302.41, existing remote airport parking facilities in active operation as of September 29, 2025, may be established as a conditional use in the CX-2 Zoning District, subject to applicable performance standards.

The proposed use meets the required findings under City Code Section 21.501.04(e) for the issuance of a Conditional Use Permit, as follows:

(1) The proposed use is not in conflict with the Comprehensive Plan.

As demonstrated above, the proposed use is consistent with the goals and strategies of the Forward 2040 Comprehensive Plan (the “Plan”). The Plan specifically recognizes MSP as a key economic driver and directs the City to capitalize on the unique benefits of adjacency to the airport (Airport Goal 3). The use directly advances this goal by providing parking services that support MSP operations and air travelers. Additionally, the High-Intensity Mixed Use designation and CX-2 zoning requested herein are consistent with the Plan’s vision for the South Loop District as a high-intensity, mixed-use employment center with excellent transit access.

(2) The proposed use is not in conflict with any adopted district plan for the area.

The Site is located within the South Loop District, which is governed by the South Loop District Plan. While the South Loop District Plan envisions long-term transit-oriented, mixed-use development, the ordinance adopted on March 23, 2026 allows continued remote airport parking while requiring redevelopment of the Site. The proposed CUP includes a minimum 2.75-acre future development site along American Boulevard East, with a minimum 120,000 square

foot building to be constructed by December 31, 2036. This future development requirement ensures that the Site will contribute to the urban character and transit-supportive development contemplated by the South Loop District Plan.

(3) The proposed use is not in conflict with city code provisions or state law.

The use complies with all applicable city code provisions and state law. Existing remote airport parking facilities in active operation as of September 29, 2025, are permitted as a conditional use in the CX-2 Zoning District, subject to specific performance standards. The Applicant's facility has been in operation since 1988 and was actively operating as of September 29, 2025. The Applicant will comply with all applicable performance standards, including the minimum development site requirements, development standards for the future commercial development, and perimeter landscaping and screening requirements, as demonstrated by the submitted landscape plan. The facility will continue to operate in compliance with all other applicable city codes, state regulations, and licensing requirements.

(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.

The use will not create an excessive burden on public facilities and utilities. As a commercial use serving transient travelers, remote airport parking does not generate demand for parks, schools, or similar public amenities that serve permanent residents. The Site's parking infrastructure is already constructed and operational, and no new construction or infrastructure improvements are required to accommodate the use. The Site has direct access to American Boulevard East and excellent access to regional highway infrastructure via the I-494/34th Avenue interchange, which was recently reconstructed to accommodate increased traffic volumes. Sanitary sewer, water, and stormwater infrastructure are in place and adequate to serve the existing use.

(5) The proposed use will not be injurious to the surrounding neighborhood or otherwise harm the public health, safety and welfare.

The use will not be injurious to the surrounding neighborhood or harm the public health, safety, and welfare. The remote airport parking facility has operated at this location since 1988 without any adverse impact on surrounding properties. The surrounding area includes a mix of commercial, office, lodging, and airport-oriented uses that are compatible with remote airport parking. The Site is not adjacent to residential neighborhoods; rather, it is surrounded by commercial and hospitality uses that similarly serve travelers and the business community. The shuttle service provided by the facility reduces individual vehicle trips to the airport, thereby reducing traffic congestion and vehicle emissions compared to a scenario where each traveler drives to the airport.

V. Future Commercial Development

A minimum 2.75-acre portion of the Site will be set aside for future commercial development along American Boulevard East, to be completed by December 31, 2036. The Code requires that this future development includes a minimum building floor area of 120,000 square feet and be a use other than remote airport parking. The development must also be oriented along and in

proximity to American Boulevard East to create an urban character along the public right-of-way and ensure proximity to the Blue Line LRT station.

Future development will be consistent with the South Loop District Plan and uses permitted within the CX-2 Zoning District. Remote airport parking spaces may be increased over the existing supply and integrated within the development site, provided the development otherwise meets the applicable parking requirements. Remote airport parking spaces outside of the development site may remain as surface parking.

Furthermore, as required by the newly adopted standards for remote airport parking, perimeter landscaping will be upgraded and installed in compliance with City Code, and the Applicant is submitting a code-complying landscape plan for review and approval. The Code requires remote airport parking areas be screened at ground level from the minimum development site. Such improvements will be completed within a timeframe established by the City following issuance of the Conditional Use Permit. The Applicant is committed to enhancing the Site's appearance in a manner consistent with the South Loop District's urban character.

VI. Conclusion

The proposed use is consistent with the Forward 2040 Comprehensive Plan, the South Loop District Plan, and all applicable city code provisions. The use meets all required findings for the issuance of a Conditional Use Permit under Section 21.501.04(e). The Applicant's commitment to future commercial development ensures that the Site will contribute to the South Loop District's long-term vision as a vibrant, transit-oriented employment center while continuing to provide valuable parking services to air travelers.

For the reasons set forth herein, we respectfully request approval of the Comprehensive Plan Amendment, Rezoning, and Conditional Use Permit for the Site.

Sincerely,



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