



## Request for City Council Committee Action From the Department of Public Works

**Date:** March 25, 2008

**To:** Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee

**Subject:** **Implementation of a critical traffic and parking area at:**

1. **5700 Block of Bossen Terrace**
2. **5700 Block of Sanders Drive**
3. **5700 Block of 33<sup>rd</sup> Avenue South**

**Recommendation:**

Adopt the Findings per the Ordinance 478.710, and approve a “Type B” critical traffic and parking area, which will include the following city streets:

1. 5700 Block of Bossen Terrace -- both sides
2. 5700 Block of Sanders Drive -- both sides
3. 5700 Block of 33<sup>rd</sup> Avenue South – both sides

To be signed “No Parking, Except by Permit, 5PM to 3AM”.

**Previous Directives:** None

**Prepared by:** Tim Drew, Traffic Engineer, 673-2152

**Approved by:**

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Steven A. Kotke, P. E., City Engineer, Director of Public Works

**Presenters:** Tim Drew, Traffic Parking Services

**Reviews**

Permanent Review Committee (PRC):	Approval	NA	Date
Civil Rights Affirmative Action Plan	Approval	NA	Date
Policy Review Group (PRG):	Approval	NA	Date

**Financial Impact** (Check those that apply)

- No financial impact - or - Action is within current department budget (If checked, go directly to Background/Supporting Information)
- Action requires an appropriation increase to the Capital Budget
- Action requires an appropriation increase to the Operating Budget
- Action provides increased revenue for appropriation increase
- Action requires use of contingency or reserves
- Business Plan:  Action is within the plan.  Action requires a change to plan.
- Other financial impact (Explain):
- Request provided to department’s Finance Dept. contact when provided to the Committee Coordinator

**Community Impact:**

Neighborhood Notification: A neighborhood meeting which included residents and apartment owners has taken place. In the meeting, the issues related with the installation of Critical Parking were discussed.

City Goals: To ensure a Healthy, vital and safe city.

Comprehensive Plan: Not Applicable

Zoning Code: Not Applicable

**Background/Supporting Information:**

The requested Critical Parking Area (CPA) is being implemented due to parking congestion from vehicles primarily identified by the neighborhood and MPD as unwanted visitors who take up much of the available on-street parking. As described by residents and the MPD, illegal activities often occur in and around the unwanted visitor's parked vehicles. The 5PM to 3AM timeframe was chosen by the residents/apartment owners because it is when the neighborhood is most active with vehicular traffic. This timeframe was also agreed upon by the MPD as the time most illegal activities are occurring in this neighborhood. The permit process will insure that parkers in the neighborhood are residents or "registered" guests thereof. The issuing of traceable critical parking permits will also hold residents and guest more accountable to any illegal activities which may occur. The Critical Parking Area above will be signed "No Parking, Except by Permit, 5PM to 3AM".

The above area meets the procedure for the establishment of a Critical Parking Area, which includes:

- a written petition signed by at least 75% of the dwelling units located within the proposed critical traffic and parking area,
- the number of non-resident parkers during the requested hours/days of enforcement exceeds thirty-three (33) percent of the number of on-street spaces in the area, and
- the minimum area exceeds one (1) block.

**Findings**

No critical traffic and parking area may be established unless the City Council shall have made the following findings:

- 1) The area is detrimentally impacted by parking of commuter, student, customer or visitor/guest vehicles generated by area businesses, institutions or recreational/entertainment facilities during the proposed hours of restriction.

*The area is detrimentally impacted by the on-going illegal activities of parked individuals in this neighborhood. It is preferred, by the police, building owners, and residents that people parking in this area are in fact residents or "registered" guests thereof.*

- 2) The area does not have sufficient off-street vehicular parking for the use and convenience of the residents thereof in the vicinity of their homes.

*The area does have off-street parking but it is not sufficient for the amount of dwelling units in this neighborhood. There are several "unwanted visitors" during the hours of enforcement. Without the implementation of this zone, the residents will find it difficult to locate on-street parking.*

- 3) Vehicle noise, pollution or congestion will work unacceptable hardships on residents of the area if present parking is allowed to continue unregulated.

*Vehicle noise and pollution will increase and create unacceptable hardships on the residents of the area.*

- 4) The health, safety and welfare of residents of the area and the city as a whole and the attractiveness and livability of specific neighborhoods will be promoted by a system of preferential parking enacted under this section.

*The reduction of unwanted visitors will better promote the health, safety and welfare of the area thus resulting in a more attractive and livable neighborhood. The preferential parking will discourage unwanted visitors by requiring City issued permits to park legally during the restricted time.*

The Findings for the establishment of a critical traffic and parking area, in accordance with section 478.710 of the Minneapolis Code of Ordinance, have been met.

Attachments: Map of Area

Cc: Council Member Benson  
Council Member Colvin Roy  
Mike Sachi