



[Crystal \(Minn.\).](#)  
[City Council Minutes and Agenda Packets.](#)

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**SPECIAL WORK SESSION/COUNCIL AGENDA**

February 14, 1989

*a joint meeting of the Crystal City Council and the Crystal Charter Commission*  
Pursuant to due call and notice given in the manner prescribed by Section 3.01 of the City Charter, ~~the Special Meeting of the Crystal City Council~~ was held on February 14, 1989, at 7:00 P.M., at 4141 Douglas Drive, Crystal, Minnesota, *followed by a work session of the City Council.* The Secretary of the Council called the roll and the following were present:

Councilmembers

P Moravec  
A Grimes  
P Rygg  
P Carlson  
P Herbes  
P Smothers  
P Langsdorf

Staff

P Dulgar  
— Olson  
P Kennedy  
— Monk  
— Peterson  
P George

The Mayor led the Council and the audience in the Pledge of Allegiance to the Flag.

*Charter Commission members present were: Irving, Cook, Garber, Anderson, Hawk, Elsen, Magnuson.*

*The proposed Crystal Charter amendment was discussed.*

← *The Joint meeting of the Crystal City Council and the Crystal Charter Commission adjourned at 7:30 p.m.*

*The Mayor called the Work Session of the City Council to order at 7:35 p.m.*

*The City Council and staff reviewed*

1. ~~Review~~ methods of increasing resident awareness of City issues.

*Herkes - memo form of newsletter similar to Council Newsbrief (every other month?)*

*mgp - Suggested survey first by a professional*

*Smither - Suggested such things as parking rules be put on front page in bold type.*

2. *The <sup>City</sup> Council and staff discussed a goal setting session for the City Council. April 21-22, 1989 was tentatively set as the date for the session.*

*The City Council and staff*

2. Review<sup>ed</sup> on-street parking during summer months for 24-hour duration.

*- point out good parts of ordinance such as safety, street maintenance, general appearance, less theft, etc. (newsletter)*

*- staff check for a location in Crystal to park semi-trucks.*

*The City Council + staff discussed*

3. ~~Review~~ revisions/codification of City Code and Zoning Ordinance along with Comprehensive Plan Update.

*The City Council and staff*

4. Review<sup>ed</sup> status of Light Rail Transit.

5. *The City Council and staff discussed Commission appointments.*

*- Resolution regarding attendance, etc.*

6. *The City Council and staff discussed a joint HRA/City Council work session.*

*- Place on Feb. 21 Council Agenda to set date.*  
*- Staff compile report of all expenses (honoraria etc.)*

— Smothers requested to reconvene Feb. 21, 1989 meeting  
off-camera after adjournment of regular agenda items.

Moved by Councilmember Carlson and seconded by Councilmember Lange to  
adjourn the meeting.

Motion Carried.

Meeting adjourned at 9:00 p.m.

February 13, 1989

TO: Jerry Dulgar, City Manager  
FROM: John A. Olson, Assistant City Manager  
Re: Request by Mayor for Advisory Commissions  
Attendance Records

Mayor Herbes has requested that the Council be provided with the attendance records for the various advisory commissions. Attached are those attendance records for 1988.

JAO/js

# 1988 HRA MEETING ATTENDANCE

1.	1/14/88	Regular Meeting Began 7:32pm	Nemer absent. Meintsma arrived 7:43pm.
2.	2/18/88	Regular Meeting Began 7:32pm	Garber arrived 7:44pm. Moravec absent. Irving's 1st mtg.
3.	3/10/88	Regular Meeting Began 7:35pm	Moravec arrived 7:52pm.
4.	3/15/88	Special Meeting Began 6:30pm	Moravec & Schaaf absent.
5.	7/14/88	Regular Meeting Began 7:45pm	Garber & Meinstma absent. Moravec arrived 8:15pm.
6.	8/4/88	Regular Meeting Began 7:15pm	Meinstma absent.
7.	9/8/88	Regular Meeting Began 7:37pm	Garber & Meinstma absent.
8.	10/13/88	Regular Meeting Began 7:43pm	Moravec & Schaaf absent.
9.	11/10/88	Regular Meeting Began 7:35pm	All members present.
10.	12/16/88	Regular Meeting Began 8:38pm	Schaaf & Garber absent.

kg

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      * Appointed
    .** Resigned

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1988

	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	SPECIAL
Mark Hoffmann, Chair	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Elmer Carlson		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Burton Genis					✓		✓				✓	✓	
Garry Grimes	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	
Mary Moucha			✓	✓	✓	✓	✓		✓	✓	✓	✓	
Arlene Pitts		✓	✓	✓	✓	✓		✓	✓		✓	✓	
Elizabeth Reid		✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	
Janell Saunders	✓	✓	✓	✓	✓	✓	✓	✓		✓		✓	
Walter Sochacki	✓	✓		✓	✓	✓		✓	✓	✓			
Roberta Veech					✓		✓	✓	✓			✓	
Steven Leppa	✓	✓ Smo Fer	✓ Smo Fer	✓ Smo Fer	✓ Smo Fer	✓ Smo Fer	✓ Smo Fer	✓ Smo Fer	✓ Smo Fer				

PLANNING COMMISSION ATTENDANCE FOR 1988

[illegible]

1988  
ENVIRONMENTAL QUALITY COMMISSION  
MEETING ATTENDANCE

MEMBER	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
Diane Christopher					X		X		X		X	X
Philip Domek											X	
Jerome Farrell												X*
Gail Gove			X			X		X	X		X	
Pam Hanly	N O	N O	X	N O	X	X	X	X	**			
Mary Pat Hanauska								X*	X	X	X	X
John Hawk	M E E T I N G	M E E T I N G		Q U O R U M							**	
Beth Jarvis			X*		X	X	X	X	X	X	X	X
Pauline Langsdorf			X			X		X		X	X	X
Hugh Munns			X		X	X		X	X	X	X	X
Mary Lou Pyne			*				X			**		
Gerald Schoultz					X	X			X	X		X
Ryan Schroeder												*
Lerry Teslow			X		X	X	X			X		X
Steve Voss			X		**							

\* Appointed  
\*\* Resigned

MEMORANDUM

TO: JERRY DULGAR  
CITY MANAGER

FROM: JAMES F. MOSSEY  
CHIEF OF POLICE

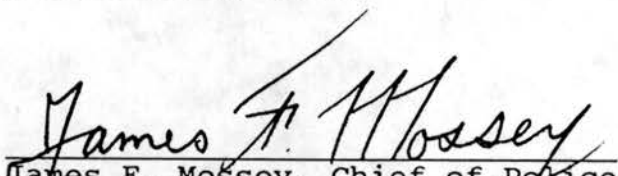
DATE: JANUARY 31, 1989

RE: NO PARKING 3:00 A.M. TO 6:00 A.M. ORDINANCE

In response to your inquiries I have asked Lt. Thomseth to set forth those items which he felt best explained how and why our present parking restriction on the street aids the Police Department. The reason I asked Lt. Thomseth to do this is because he is the officer who coordinates and grants the permits for on street parking when it is allowable.

I do not know specifically what changes have been proposed for this ordinance but I am requesting that any changes be submitted to me so that I may evaluate and advise you as to our ability and what resources we will need to enforce new regulations.

If you have any further questions or need more information, please let me know.

  
James F. Mossey, Chief of Police

JFM/ee

MEMORANDUM

TO: James F. Mossey, Chief of Police

FROM: Craig C. Thomseth, Police Manager

DATE: January 26, 1989

RE: Ordinance Prohibiting Parking 3 AM to 6 AM

For nearly five years, the Police Department has been enforcing the ordinance prohibiting on-street parking between 3 AM to 6 AM. It is my opinion and also of those officers working the evening shifts that the ordinance has been successful in keeping vehicles from parking on the streets during these hours and extended times for storage. Primarily, the number of vehicles blocking snow removal has been decreased dramatically. Prior to the ordinance being implemented, it was not unusual for the Police Department to take an entire eight hour shift (24 officer hrs.) to issue several hundred citations for vehicles blocking snow removal after a snowfall. Today after a snowfall, 15-20 citations are issued in the three hour period. As a result there is a considerable amount of time saved by the Police Department in clearing the streets for the Cities' snow removal equipment. Additionally, there is a substantial savings of time by the street department crews in snow removal since the streets are not blocked by parked vehicles.

Secondly, and less obvious, there are even benefits in prohibiting parking during the Spring-Summer-Fall months. First thefts from vehicles, vandalism to automobiles as well as incidents of vehicles being damaged by "Hit and Run" drivers have decreased during the past five years. Parking limitations have also been of great assistance to officers responding to in-progress crimes. Suspect vehicles either parked or leaving the area of the crime are easily spotted by the responding officers. Thirdly, during the past year, several stolen and abandoned vehicles have been recovered by officers as a result of the ordinance. Finally, resident complaints about abandoned or inoperable vehicles parked on the street are dealt with the following evening, rather than waiting the 72 Hrs. as required prior to the ordinance enactment.

The residents of the City have made great efforts in order to comply with the ordinance. The number of citations issued for violations of the ordinance have decreased from

2793 in 1984 to 1329 this past year. As the chart below indicates the number of requests for Parking Permits have also decreased considerably. Most of those requesting permits during 1984 have made costly improvements (driveway and/or garage additions) in order to comply with the ordinance. Of those permits issued in 1988, nearly all were to residents who own lots that have no space for a driveway or garage improvement. Of those permits denied, all were for residents who had adequate space for parking, but wanted to park on the street because it was more convenient.

	<u>1984</u>	<u>1985</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>
Permits Requested	196	117	36	36	29
Approved Permits	50	34	13	12	16
Denied Permits	146	83	23	24	13

During the Spring-Summer-Fall months the Police Department has made every effort to accommodate residents that request temporary parking permits for a variety of extenuating circumstances. The chart below indicates the number of requests from residents that were granted for temporary permits for such reasons as visiting guests, disabled vehicles, and driveway/garage repairs or remodeling.

	<u>1986</u>	<u>1987</u>	<u>1988</u>
# of Requests	682	689	707

Overall, the Police Department feels the existing ordinance has been highly successful in eliminating the number of vehicles needlessly parked on the Cities' streets and has no recommendations for changes in the ordinance. In addition, it is our Department's impression that the residents have made every effort to comply with the ordinance and generally want and accept the ordinance as it now is written.

TO: Jerry Dulgar, City Manager  
FROM: Bill Monk, City Engineer  
DATE: February 2, 1989  
RE: On-Street Parking

Attached to assist the City Council in review of the on-street parking issue are the following exhibits:

- A 1988 memorandum responding to a request from Douglas Court Apartments for 24-hour parking along Florida Ave.
- A copy of Crystal's current ordinance section (1310) which regulates parking
- A copy of the 1984 ordinance amendment whereby parking during early morning hours was prohibited.

It is fairly well documented that Crystal's current parking regulations significantly assist year-round municipal operations. Additionally, the memorandum from Craig Thomseth describes the benefits of the regulations from the police viewpoint.

In considering modification of the parking regulations to allow 24-hour parking on even a seasonal basis, it is important to remember such a change affects all properties no matter what the land use. There are a number of high density residential and commercial (with night shifts) properties where parking practices are sure to change if all-night parking is permitted on City streets and directly impact surrounding property. The Council will undoubtedly be asked to resolve these resulting parking conflicts which will prove difficult if not impossible.

A possible alternative to amending the parking regulations might involve changing City Code to make it easier for a resident to provide for on-site space. Staff has considered amendment to Section 515.09, Subd. 6 f) of the Zoning Code which would allow location of a space towards the principal structure in instances where a location away from a house is not possible.

I have taken numerous calls on this issue and realize the inconvenience and frustration the parking regulations can cause a property owner. At the very least, perhaps an article in the news letter outlining the benefits of the regulation is in order.

I will be prepared to review this issue in further detail at the upcoming work session.



WM:jrs

Encls 3

TO: Jerry Dulgar, City Manager  
FROM: Bill Monk, City Engineer  
DATE: March 29, 1988  
RE: On-Street Parking

As noted in the attached letters, the City has been requested to consider 24-hour on-street parking on Florida adjacent to the Douglas Court Apartments between 27th and 29th Avenues. Such parking is currently prohibited 3 to 6 a.m. by City ordinance.

In considering this request, I believe it is important to review the original justifications for establishing the early morning parking restrictions which are clearly outlined in a memo from Bill Sherburne written to the Council in December of 1983:

The prohibition of overnight parking on all City streets has many advantages. The hours of overnight prohibition are relatively immaterial be they from 2 a.m. to 6 a.m. or 3 a.m. to 6 a.m., or any combination; the main impact is to change parking habits by causing drivers to locate alternate acceptable parking spots.

The elimination of overnight parking will leave the streets open for casual and visitor parking, while eliminating the cumulative problems of "permanent" parking.

A ban on overnight parking readily pinpoints abandoned and stolen vehicles; identifies and eliminates "junkers" on the street; reduces accidents (studies show 10% of all accidents involve a parked vehicle, usually hit & run); improve snowplowing efficiency by enabling a better job to be done in less time at reduced cost; improves street sweeping operations and general cleanliness; minimizes oil dripping on pavement, which is a bane to pavement strength and maintenance; provides a safer street environment by allowing more open traffic movement, fewer shadows, and better street light distribution.

An overnight parking ban will facilitate City operations while allowing daytime parking. Robbinsdale, New Hope, Golden Valley and Brooklyn Center currently prohibit overnight parking.

Re: On-Street Parking  
March 29, 1988  
Page 2

In approving and enforcing this parking ordinance the Council has been made aware of numerous instances whereby residents have experienced inconvenience or hardship. However, the Council has always upheld the ordinance citing the general City benefit and the problems with enforcement if a selected site approach is enacted. This office recommends the City continue its support of the on-street parking restrictions as currently in effect.



WM:jrs

Section 1310 - Parking Regulations

1310.01. General Rules. Subdivision 1. Parallel to Curb. Vehicles must be parked or stopped parallel with the edge of the roadway, headed in the direction of traffic, with the curb-side wheels of the vehicle within 12 inches of the edge of the roadway, and not closer than 4 feet to another vehicle parked at the curb.

Subd. 2. Where No Curb. Upon streets and highways not having a curb a vehicle stopped or parked must be stopped or parked parallel with and to the right of the paved or improved or main traveled part of the street or highway.

Subd. 3. One-Way Roadway. On a one-way roadway a vehicle must be parked with the front of the vehicle facing in the same direction on the one-way street as the traffic thereof is permitted to pass.

Subd. 4. Angle Parking. Upon those streets which have been marked or signed for angle parking, vehicles must be parked at the angle to the curb indicated by such marks or signs.

Subd. 5. For the purposes of this Code, the term "boulevard" means the area between the adjacent property line and the portion of a roadway improved for public traffic. (Ord. No. 76.11)

1310.03. Parking Prohibited. Subdivision 1. Specified Places. A vehicle may not be parked, whether attended or unattended, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or traffic control device in any of the places specified in this subsection.

Subd. 2. On a sidewalk or boulevard. (As amended, Ord. No. 76.11)

Subd. 3. In front of a public or private driveway or alley or within five feet of the intersection of any public or private driveway or alley with any street or highway.

Subd. 4. Within an intersection.

Subd. 5. Within ten feet of a fire hydrant.

Subd. 6. On a crosswalk.

Subd. 7. Within 20 feet of a crosswalk at an intersection.

Subd. 8. Within 30 feet upon the approach of any flashing school signal, stop sign, traffic control signal, or school sign at the side of a roadway.

Subd. 9. Within a designated or marked Bus Stop.

Subd. 10. Within a 50 foot distance of the nearest rail of a railroad crossing.

Subd. 11. Within 20 feet of the driveway entrance to any fire station and on the side of a street opposite to the entrance to any fire station within 75 feet of said entrance when properly sign-posted.

Subd. 12. Along side or opposite any street excavation or obstruction when such stopping, standing or parking would obstruct traffic.

Subd. 13. Upon any bridge or approach or other elevated structure upon a street or highway or within a street or highway tunnel, except as otherwise provided by ordinance.

Subd. 14. At any place where temporary signs prohibit parking as long as such signs are in place.

Subd. 15. Parking Prohibited; Methods. It is unlawful to park a vehicle:

a) So as to block a fire escape or the exit from any building;

b) Contrary to an order to proceed by a peace officer directing, controlling, or regulating traffic.

Subd. 16. Other Acts Prohibited. It is unlawful for any person to move a vehicle not owned by him into any prohibited parking area or away from the curb to an unlawful distance.

1310.05. Other Parking Restrictions. Subdivision 1. Cars for Sale. It is unlawful to place any vehicle on a highway to display the same for sale or exchange. A vehicle shall be deemed to be displayed in violation of this subsection when found standing upon a street or highway, and bearing a sign indicating that it is for sale or exchange.

Subd. 2. Disabled Vehicles. The provisions of this Section relating to stopping, standing and parking shall not apply to the driver of any vehicle which is disabled for a reasonable time while on the paved or improved or main traveled portion of a street or highway in such manner and to such extent that it is impossible to avoid stopping and temporarily leaving such disabled vehicle in such position.

Subd. 3. No Parking Zones. It is unlawful to stop, stand or park a vehicle, except as otherwise provided or unless directed to do so by a police officer, on any street or highway where the City Council has established a No Parking Zone and such zone is marked by sign or yellow curb.

Subd. 4. Off Street Parking. It is unlawful to park a vehicle in any industrial, commercial or multiple or single dwelling area where off-street parking area or truck standing spaces are provided. Vehicles shall use designated area for parking, loading or unloading.

Subd. 5. City Parks. It is unlawful to park a vehicle in a City park unless such park shall have an area so designated.

Subd. 6. Angle Parking. Angle parking is prohibited on all public streets or alleys within the City except on Bass Lake Road between Elmhurst Avenue and Hampshire Avenue on the north, and between Douglas Drive and 150 feet east of West Broadway on the south.

Subd. 7. After a snowfall of at least 1 1/2 inches in the City parking is prohibited on any public street or alley until and after that particular street or alley has been plowed and the snow removed to the curb line.

Subd. 8. City Parking Lot. No person shall park a truck in the City Parking Lot adjoining Becker Park.

1310.07. Parking Times. Subdivision 1. General Rule. A vehicle may not be parked within the City on any public street or alley between the hours of 3:00 a.m. and 6:00 a.m. on any day. A truck may not be parked on any public street, avenue, alley, or other public way for a continuous period of more than two hours unless actually engaged in loading or unloading in the due course of business. For purposes of this Section, the term "truck" means a self-propelled motor vehicle not operated on rails, having capacity of one and one-half tons or more, or any tractor or trailer or combination thereof.

Subd. 2. Parking: Temporary Permits. During the period from April 1 to November 30 the City Manager is authorized to issue temporary permits for the parking of a vehicle on a street between the hours of 3:00 a.m. to 6:00 a.m. when in his judgment special circumstances exist justifying the issuance of the temporary permit and the purposes of this section will not be impaired thereby. The permit shall be issued for a specific motor vehicle at a specific residential dwelling unit and shall be prominently displayed in the interior of the vehicle. A temporary permit issued under this subsection is not transferable to another vehicle. One temporary permit may be issued under this subsection without a fee. The fee for the issuance of additional temporary permits under this section is \$10.00 for each permit. (Amended, Ord. No. 84-6, Sec. 1)

1310.09. Towaway of Vehicles. A vehicle parked in violation of this Section may be ordered removed from any public street or alley by any police officer or City official. The owner or driver of the vehicle shall be notified, if present or readily available, to remove his vehicle, otherwise the vehicle shall be towed away to any garage, service station or other place of safe-keeping as soon as possible to facilitate snow removal, street maintenance, the orderly flow of traffic, fire fighting or other lawful purpose. The owner shall pay the costs of such towing and storage. Except in an emergency, the removal of a vehicle by or under the direction of the police officer or other City official shall not prevent the prosecution of a violation of this Section.

1310.11. Parking Defined. For purposes of this Section, the term "Park" includes the term "Stand" or "Standing" and "Stop" or "Stopping".

1310.13. Parking; Handicapped; Prohibition. No person shall park, obstruct, or occupy with a motor vehicle any parking space, on public or private property, designated and posted as parking space for handicapped persons pursuant to the State Building Code unless the vehicle has prominently displayed upon it an insignia or certificate issued by the Division of Motor Vehicles in the State Department of Public Safety pursuant to Minnesota Statutes, Section 169.345(3). (Ord. 77-3, Sec. 1)

ORDINANCE NO. 84-6

AN ORDINANCE RELATING TO PARKING OF MOTOR VEHICLES:  
AMENDING CRYSTAL CITY CODE, SUBSECTION 1310.07.

THE CITY OF CRYSTAL DOES ORDAIN:

Section 1. Crystal City Code, Subsection 1310.07, is amended to read:


1310.07. Parking Times. Subdivision 1. General Rule. A vehicle may not be parked within the City on any public street or alley [for a continuous period of time in excess of six hours] between the hours of 3:00 A.M. and 6:00 A.M. on any day [nor on the north side of Bass Lake Road between Elmhurst Avenue and Hampshire Avenue for a continuous period of time in excess of two hours between the hours of 8:00 A.M. and 7:00 P.M. on any day except Sunday]. A truck may not be parked on any public street, avenue, alley, or other public way for a continuous period of more than two hours unless actually engaged in loading or unloading in the due course of business. For purposes of this Section, the term "truck" means a self-propelled motor vehicle not operated on rails, having capacity of one and one-half tons or more, or any tractor or trailer or combination thereof.

Subd. 2 Parking: Temporary Permits. During the period from April 1 to November 30 the City Manager is authorized to issue temporary permits for the parking of a vehicle on a street between the hours of 3:00 A.M. to 6:00 A.M. when in his judgment special circumstances exist justifying the issuance of the temporary permit and the purposes of this section will not be impaired thereby. The permit shall be issued for a specific motor vehicle at a specific residential dwelling unit and shall be prominently displayed in the interior of the vehicle. A temporary permit issued under this subsection is not transferable to another vehicle. One temporary permit may be issued under this subsection without a fee. The fee for the issuance of additional temporary permits under this section is \$10.00 for each permit.

Sec. 2. This ordinance is effective in accordance with Crystal City Code, Subsection 110.11.

First Reading: March 27, 1984.

Passed by the City Council: April 17, 1984.

  
Mayor

ATTEST:

  
City Clerk

(Published in The North Hennepin Post  
May 10, 1984)

James Kelly  
January 24, 1989  
Page Two

Overnight Parking

The City of Eagan basically allows overnight parking on residential streets. There are, of course, certain streets within the City where parking is not allowed either on one side of the street or both sides, depending upon the traffic. The City does have a seasonal parking ban to help make for easier and more efficient snow removal. The City Council has established parking regulations which are in effect from November 15 to April 15 of each year. These regulations are based on an odd/even system; the restriction is in effect from 6:00 a.m. to 6:00 p.m. each day. Parking is allowed only on the odd numbered side of the street on odd numbered calendar days and only on the even numbered side of the street on even numbered calendar days. Parking is allowed on both sides of the street from 6:00 p.m. to 6:00 a.m.

If you have any further questions regarding either of these subjects, please feel free to contact me at any time. I hope this gives you the information you need.

Sincerely,

*Holly N. Duffy*

Holly N. Duffy  
Assistant to the City Administrator

HND/jeh

AN ORDINANCE CONTROLLING PARKING AND USE OF STREETS BY VEHICLES

The City of Robbinsdale ordains:

Section 1. Present Ordinance Section 27-301 is repealed in its entirety.

Section 2. Section 27-301, Robbinsdale Code of Ordinances, shall hereafter be as follows:

REGULATING THE PARKING OF VEHICLES AND OTHER USES OF  
PUBLIC STREETS AND HIGHWAYS AND PARKS

Section 27-301

Subd. 1. Definitions. (1) Terms. For the purpose of this Section, the terms defined in this subdivision shall have the meanings subscribed to them:

(2) The terms vehicle, motor vehicle, motorcycle, school bus, truck-tractor, farm tractor, road tractor, trailer, semi-trailer, person, driver, owner, police officer, street or highway, private road or driveway, roadway, sidewalk, through highway and intersection, shall have the meanings as stated in Minnesota Statutes 169.01 Definitions. Said section being incorporated herein in its entirety by reference.

(3) Resident is a person who owns or resides in a house or apartment bearing a street address included in Subdivision 8 of this section.

Subd. 2. Scope. The provisions of this Section 27-301 shall be applicable to drivers and/or owners of vehicles operated and/or within the City of Robbinsdale.

Subd. 3. Prohibitions: Stopping, Parking. No person or driver or owner shall stop, stand or park a vehicle, except when necessary to avoid conflict with other traffic or in compliance with the direction of a peace officer or traffic control device, or when on official business for the City of Robbinsdale in the line of maintenance or repair necessitating such action, in any of the following places:

- (1) On a sidewalk.
- (2) In front of a public or private driveway.
- (3) Within an intersection.
- (4) Within 10 feet of a fire hydrant.
- (5) In a public park, except upon designated roadways and in designated parking areas.
- (6) Upon a street, highway, or road boulevard or in an area between a sidewalk and a street, highway or road.
- (7) Upon a median or divider strip in a street, highway or road.
- (8) Within 15 feet of the driveway entrance to any fire station and on the side of the street opposite the entrance to any fire station with 75 feet of said entrance when properly sign posted.
- (9) Within 25 feet the intersection of curb lines or, if none, then within 15 feet of the intersection of property lines at an intersection of a highway or road or street.
- (10) Within 30 feet of any thru street stop sign or thru highway stop sign or at any other stop sign placed on the side or any roadway or street or highway on the approaching side.
- (11) Within 20 feet of a point opposite the nearest end of any safety zone.

- (12) Within 5 feet of the intersection of any public highway with any alley.
- (13) At any other place prohibited by Minnesota Section 169.34.

Subd. 4. Special Loading Zones. There is hereby reserved for loading and unloading of passengers or commodities, during the hours between 8:00 o'clock a.m. and 6:00 o'clock p.m. except on Sundays and legal holidays, spaces or proper and adequate length wherever the City Council directs the Police Department to establish and mark a loading zone, and when and to the extent so marked.

Subd. 5. Parking in Congested Zones.

- (1) No person shall park any vehicle or permit it to stand upon any street in a congested zone for a period of time longer than one hour during the hours between 8:00 o'clock a.m. and 6:00 o'clock p.m. and there shall be no double parking in the congested area.
- (2) The Council may from time to time designate certain streets as one hour parking zones, and the zones shall be so posted. No person shall park any vehicle or permit it to stand upon any street which has been designated a one hour zone for more than one hour. When a one hour zone is in an area in which parking by resident permit pursuant to Subdivision 8 of this Section, the one hour restriction shall not apply to vehicles bearing resident permits, but shall allow non-permitted vehicles to remain on the street for not more than one hour.

As amended by City Ordinance No. 83-05, adopted by the City Council on the 17th day of May, 1983.

Subd. 6. Restricted Parking.

- (1) No person in charge of any vehicle shall park or permit such vehicle to stand upon any highway, street or alley in the City or on any property owned or leased by the City of Robbinsdale, for more than four consecutive hours between the hours of 12 o'clock a.m. and 8 o'clock a.m. nor for more than six consecutive hours at any time.
- (2) In any industrial, commercial, or multiple dwelling area where off-street parking area or truck standing spaces are provided, such vehicles shall use said designated area for parking, loading or unloading.
- (3) After a snowfall of at least one and one-half (1 1/2) inches, parking is prohibited on any public street, highway, or alley in the City of Robbinsdale or on any property owned or leased by the City of Robbinsdale. Parking may not resume on any individual street, highway or alley until it has been plowed and the snow removed to the curb line and may not be resumed on any individual property owned or leased by the City until it has been plowed to the perimeters thereof.

Subd. 7. Taxicabs And Common Carriers Must Park Only At Stands. No taxicab or other vehicle having a capacity for and engaged in the business of carrying less than seven passengers for hire, or in carrying baggage, property or material for hire, shall be permitted to stand on any highway in the congested zone in this City except at stands plainly indicated by markings or signs placed and maintained by the Police Department, at locations designated and authorized by the Council, and only to the extent and for the period of time indicated by such markings and signs.

As amended by the City Ordinance No. 82-03, adopted by the City Council the fourth day of May, 1982.

Subd. 8. 'Parking by Permit Only' Parking. The Council finds that in certain areas of the City, and in particular in the vicinity of North Memorial Hospital, streets in residential areas are congested because of heavy residential and non-residential traffic and parking. It is the purpose of this subdivision to stem the flow of commuter traffic from institutional, commercial and industrial districts into an adjoining residential neighborhood; to reduce air pollution and other environmental effects of automobile commuting and to enhance the quality of life in

the residential area by reducing noise, traffic hazards and litter; to protect the residents from unreasonable burdens in gaining access to their residences; to preserve the character of the residential district as such; to promote efficiency in the maintenance of these streets in a clean and safe condition; to preserve the value of property; to preserve the safety of children and other pedestrians and traffic safety, and to promote the peace, good order, comfort, convenience and welfare of the inhabitants of the city. The provisions of this subdivision, providing the parking by permit only, are deemed to be in furtherance of such objectives.

- (1) The Council shall from time to time by resolution designate certain streets as 'Parking by Permit Only' parking zones, and cause them to be so posted. Thereafter, no person in charge of any vehicle shall park or permit the vehicle to be parked on posted streets unless the vehicle bears a permit as provided in this subdivision.

- (2) The City shall cause the following types of permits to be available at the City police department offices:

- (a) Resident Permits. Residents living on streets designated by resolution pursuant to the foregoing paragraph (1), for each car owned or leased, currently licensed and in operating condition and current use.

- (b) Visitor Permits. Each resident household may obtain a visitor permit or permits. The number of visitor permits which residents may obtain shall be determined from time to time by resolution of the Council.

- (3) Both resident and visitor permits shall bear an identifying serial number for the resident obtaining the permit. A record of residents who have permits shall be kept by the City.

Resident permits shall be displayed in the lower rear corner of the left side window closest to the rear of the vehicle. Visitor permits shall be placed on the dashboard or other conspicuous place where they may be easily seen by law enforcement personnel through the windshield.

- (4) To cover the costs of administering the permit system, a fee may be charged for each permit. The amount of such fees, if any, shall be established from time to time by resolution of the Council.
- (5) No resident parking permit may be used by or sold or transferred to a person not living at the address for which the permit was issued in the household of the person to whom the permit was issued. No visitor permit may be given or sold for any purpose other than to permit parking by a visitor while actually visiting a resident.

- (6) The subdivision shall not apply to individuals who perform, or vehicles used in the performance of, commercial services, repairs, or emergency assistance for any resident, provided that such persons are then performing, or the vehicles are in fact being used, in such services or assistance. The exemption shall terminate immediately upon completion of the service or assistance.
- (7) Except to the extent otherwise specifically provided in this subdivision, the general parking regulations of the City shall be applicable within the areas designated 'Parking by Permit Only', such as regulations governing parking after snowfalls, in front of driveways and fire hydrants, truck parking, etc.
- (8) A violation of this subdivision is a misdemeanor.

As amended by Ordinance No. 82-16, adopted by the City Council on the 4th day of January, 1983.

Subd. 9. Additional Restrictions. In addition to the other provisions of this section, parking vehicles on the public streets, highways, alleys, and property owned or leased by the City of Robbinsdale shall be in accordance with any signs established by the Public Works Department at the direction of the City Council and in accordance with any verbal directions given by any police officer or member of the City Fire Department.

Sub. 10. Parked Vehicles Impounded. Any vehicle in violation of the traffic and parking regulations of the City of Robbinsdale may be ordered removed from any public street, highway, alley, or property owned or leased by the City of Robbinsdale by any police officer. Any said vehicle shall be towed away to any garage, service station or other place of safekeeping as authorized by the City Council as soon as possible to facilitate snow removal, street maintenance, the orderly flow of traffic, fire fighting or other lawful purpose. Any said vehicle shall be surrendered to the duly identified owner thereof upon payment of the authorized fees for such towing and storage. Removal of any said vehicle as provided in this ordinance of shall not be a bar to any prosecution for a violation of traffic or parking regulations.

Subd. 11. Parking Monitors.

(1) Under the direction of the Police Department of the City of Robbinsdale, Parking Monitors and Animal Control Officers

are empowered, authorized and directed to issue traffic tags for parking violations. Such tags shall have the same force and effect as though issued by a duly appointed, qualified and acting police officer or other peace officer.

(2) No person shall resist, delay or obstruct a Parking Monitor or Animal Control Officer engaged in the discharge of official duties. No person shall interfere with or obstruct the issuance of traffic tags by Parking Monitors or Animal Control Officers. No person shall intentionally obliterate, remove or destroy identification marks or signals placed upon tires or motor vehicles by Parking Monitors or Animal Control Officers in connection with the enforcement of parking regulations of the City of Robbinsdale, Minnesota.

As amended by Ordinance No. 77-32, adopted by the City Council the 8th day of November, 1977.

As amended by Ordinance 81-6, adopted by the City Council the 7th day of July, 1981.

Section 27-301, Subd. 12. Parking of trucks and semi-tractors and trailers not allowed. No commercial vehicles, semi-tractors, trailers or trucks exceeding a gross vehicle capacity of nine thousand (9,000) pounds or an overall length of 25 feet shall be parked or stored on streets or highways within the city.

As amended by Ordinance No. 84-21, adopted by the City Council the 18th day of September, 1984.

Section 27-302. Truck Routes. There are established within the corporate limits of the City "Truck Traffic Routes" to be identified by signs and markings erected and maintained by the Police Department as directed by the Council. When any such "Truck Traffic Route" has been established and identified, any person driving a truck having a capacity of two tons or more shall drive such truck on such route or routes and none other, except when it is impracticable to do so or where necessary to traverse another street or streets to a destination for the purpose of loading or unloading commodities and then only by such deviation from the nearest "Truck Traffic Route" as is reasonably necessary.

Section 27-303. Materials on Streets or Alleys. No person shall throw or place in any street or alley any glass, nails or other materials likely to puncture or injure rubber tires or any vehicle, and any person involved in any accident in which any injurious materials are caused to be thrown or placed in any street or alley shall immediately remove such injurious materials or cause the same to be removed.

No person shall be pushing, shoveling or by any mechanical means cause snow or ice to be placed in or on any street or alley.

Any individual or firm hauling debris or construction materials and dropping same on City streets shall remove such materials or debris immediately. Individuals or firms causing damage to streets by trucks shall repair same to the satisfaction of the City. In the event either of the above provisions are not complied with the individual or firm will be charged by the City for time and materials required to clean or repair said street.

As amended by City Ordinance No. 62-5, adopted by the City Council the 2nd day of April, 1962.

As amended by City Ordinance No. 73-9, adopted by the City Council the 11th day of June, 1973.

Section 27-304. Keys in Parked Vehicles. It shall be unlawful to allow keys to any vehicle to remain in the ignition lock while the vehicle is parked and unattended on any street, alley or public property within the City of Robbinsdale.

Section 27-305. Penalties. Any person convicted of a violation of this ordinance shall be guilty of a misdemeanor and shall be punished by a fine of not to exceed Three Hundred Dollars (\$300.00) or imprisonment for not more than ninety (90) days, or both.

As amended by City Ordinance No. 69-10, adopted by the City Council on the 11th day of August, 1969.

## SUB-ANALYSIS

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JEANNE ANDRE

Administrative Assistant

(612) 593-8014

City of Golden Valley  
7800 Golden Valley Road  
Golden Valley, MN 55427

## CHAPTER 9

### PARKING REGULATIONS

(SEE CHAPTER 7 FOR DEFINITIONS, SCOPE AND APPLICATION RELATING TO THIS CHAPTER)

#### SECTION 9.01. PRESUMPTION.

**Subd. 1.** As to any vehicle parking in violation of Chapters 7, 8 and 9 when the driver thereof is not present, it shall be presumed that the owner or lessee of such vehicle parked the same, or that the driver was acting as the agent of the owner or lessee.

**Subd. 2.** For the purpose of this Chapter, the term "street" means the traveled portion of the right-of-way.

**SEC. 9.02. GENERAL PARKING PROHIBITIONS.** It is unlawful for any person to stop, stand or park a vehicle except when necessary to avoid conflict with other traffic or in compliance with the specific directions of a police officer or traffic control device in any of the following places:

1. On a sidewalk;
2. In front of a public or private driveway;
3. Within an intersection;
4. Within ten feet of the point of the curb nearest the fire hydrant;
5. On a crosswalk;
6. Within twenty feet of a crosswalk at any intersection;
7. In a sign-posted fire lane on public or private property;
8. Within thirty feet upon the approach to any flashing beacon, stop sign or traffic control signal located at the side of a roadway;
9. Within fifty feet of the nearest rail of a railroad crossing;
10. Within twenty feet of the driveway entrance to any fire station and on the side of a street opposite the entrance to any fire station within seventy-five feet of said entrance when properly sign-posted;
11. Alongside or opposite any street excavation or obstruction when such stopping, standing or parking would obstruct traffic;
12. On the roadway side of any vehicle stopped or parked at the edge or curb of a street;
13. Upon any bridge or other elevated structure upon a street;
14. At any place where official signs prohibit or restrict stopping, parking or both;

15. In any alley, except for loading or unloading and then only so long as reasonably necessary for such loading and unloading to or from adjacent premises;

16. On any boulevard;

17. In front of any fire escape;

18. In a space sign-posted for handicapped parking on public or private property; or,

19. In public parks between the hours of 10:00 P.M. and 6:00 A.M. except at Brookview Community Center where parking is prohibited between 2:00 A.M. and 5:00 A.M.

#### **SEC. 9.03. RECREATIONAL CAMPING VEHICLE PARKING.**

**Subd. 1. Definition.** The term "recreational camping vehicle" means any of the following:

A. "Travel Trailer" - A vehicular, portable structure built on a chassis, designed to be used as a temporary dwelling for travel, recreational, and vacation uses, permanently identified "Travel Trailer" by the manufacturer of the trailer.

B. "Pick-up Coach" - A structure designed to be mounted on a truck chassis for use as a temporary dwelling for travel, recreation and vacation.

C. "Motor Home" - A portable, temporary building to be used for travel, recreation and vacation, constructed as an integral part of a self-propelled vehicle.

D. "Camping Trailer" - A folding structure, mounted on wheels and designed for travel, recreation and vacation uses.

**Subd. 2. Unlawful Act.** It is unlawful for any person to leave or park a recreational camping vehicle on or within the limits of any street or right-of-way for a continuous period in excess of twelve (12) hours. At no time shall such vehicle be occupied as living quarters.

**SEC. 9.04. DIRECTION TO PROCEED.** It is unlawful for any person to stop or park a vehicle on a street when directed or ordered to proceed by any police officer invested by law with authority to direct, control or regulate traffic.

**SEC. 9.05. PARALLEL PARKING.** Each vehicle stopped or parked upon a two-way road shall be stopped or parked with the right-hand wheels of the vehicle parallel with, and within twelve inches of the edge of the roadway surface, and, where painted markings appear on the curb or the street, such vehicle shall be within such markings, front and rear; provided that upon a one-way roadway all vehicles shall be so parked, except that the left-hand wheels of

the vehicle may be parallel with and within twelve inches from the left-hand edge of the roadway surface, but the front of the vehicle in any event and with respect to the remainder of the vehicle, shall be in the direction of the flow of traffic upon such one-way street; and it is unlawful to park in violation of this Section.

**SEC. 9.06. PARKING HOURS.** Parking on streets shall be limited as follows:

**Subd. 1.** It is unlawful for any person to stop, park or leave standing any vehicle upon any street for a continuous period in excess of seventy-two (72) hours.

**Subd. 2.** The City Engineer or Director of Public Safety may, when authorized by resolution of the Council, designate certain streets, blocks or portions of streets or blocks as prohibited or limited parking zones and shall mark by appropriate signs any zones so established. Such zones shall be established whenever necessary for the convenience of the public or to minimize traffic hazards and preserve a free flow of traffic. It is unlawful for any person to stop, park or leave standing any vehicle in a prohibited parking zone. The Director of Public Safety or Public Works Director may temporarily suspend parking prohibitions or limitations.

**Subd. 3.** It is unlawful for any person to remove, erase or otherwise obliterate any mark or sign placed upon a tire or other part of a vehicle by a police officer for the purpose of measuring the length of time such vehicle has been parked.

**SEC. 9.07. PARKING DURING SNOW PLOWING AND REMOVAL.**

**Subd. 1. Snow Plowing.** After a snowfall of at least two (2) inches, parking is prohibited on any public street or alley, and parking may not resume on any such street or alley until the same has been plowed and the snow removed to the curb line.

**Subd. 2. Snow Removal and Hauling.** The City Engineer or Public Works Director is hereby authorized to post "No Parking" signs for snow removal along streets where snow removal operations will require the use of the entire width of the street by snow plowing and removing equipment. Such signs shall be posted at frequent intervals at least four (4) hours prior to the time when snow removal commences on the street so posted, and such signs shall be removed promptly after completion of the snow removal operation. Snow removal shall be done on any street so posted as soon as possible following a lapse of four (4) hours after posting the signs. It is unlawful for any person to park any vehicle, or leave any vehicle which was parked at the time of posting for a period of more than two (2) hours thereafter, in any block on any street so posted during the time the said signs are posted thereon, and it is also unlawful for any person other than an authorized representative of the City to remove said signs.

**SEC. 9.08. TRUCK, BUS AND EQUIPMENT PARKING.**

**Subd. 1.** It is unlawful to park a detached semi-trailer or trailer upon any street, City-owned parking lot, or other public property except as authorized by the Public Works Director.

**Subd. 2.** It is unlawful to park or leave standing a truck having a capacity to haul more than one (1) ton or a gross vehicle weight of 7,000 pounds (except a recreational pickup camper or a pickup truck), a bus having a seating capacity of more than fourteen (14) passengers, commercial equipment (whether mounted, dismounted or towed), truck-tractor, truck-trailer, or tractor-trailer on any street in a district zoned for residential uses, for a continuous period in excess of twelve (12) hours, except while such vehicle is being actively loaded or unloaded to or from the premises immediately adjacent to the place where it is parked.

**SEC. 9.09. VEHICLE REPAIR ON STREET.** It is unlawful for any person to service, repair, assemble or dismantle any vehicle parked upon a street, or attempt to do so, except to service such vehicle with gasoline or to provide emergency repairs thereon, but in no event for more than twenty-four (24) hours.

**SEC. 9.10. PARKING FOR THE PURPOSE OF ADVERTISING OR SELLING MERCHANDISE.** It is unlawful for any person to park a vehicle on any street for the purpose of advertising such vehicle for sale, for the purpose of advertising for sale or selling merchandise thereon or therein, or advertising any merchandise for sale or a forthcoming event.

**SEC. 9.11. RESIDENT-ONLY PARKING.**

**Subd. 1. Declaration of Public Policy and Purpose.** The Council finds that there are residential areas within the City which are adjacent to or very near intense non-residential uses which do not provide adequate off-street parking. The Council further finds that persons employed by or using those non-residential facilities frequently park their vehicles on nearby residential streets, resulting in serious residential problems. This Section regulating parking in designated residential areas is hereby established in order to protect children and other pedestrians from bodily injury and to protect real and personal property from damage, by reducing hazardous traffic conditions resulting from the heavy usage of these residential streets by non-residents or transients; to protect those residential areas from polluted air, excessive noise, and trash and refuse caused by the entry of such vehicles; to promote efficiency in the maintenance of those streets in a clean and safe condition; to preserve the character of those districts as residential districts; to protect the residents of those areas from unreasonable burdens in gaining access to their residences; and to preserve the general health, safety, welfare and integrity of those residents and residential areas.

**Subd. 2. Establishment Authorized.** The Council may, after a public hearing thereon and after receiving a written application as hereinafter provided, designate resident-only parking zones on certain streets. The Council shall also specify special parking restrictions within each designated zone thus established.

**Subd. 3. Procedure For Establishment.**

**A. Consideration of Resident-Only Parking Zone.** The Council may consider the designation of a resident-only parking zone upon the written request of a person residing in the zone or a member of the Council. Said request shall:

1. State, with particularity, the residential area to be included;
2. Identify the factors which make the designation of a resident-only parking zone a necessity; and,
3. State how the desired parking restrictions will serve to alleviate the conditions making the zone a necessity.

**B. Hearing.** Upon receipt of a written request which meets the requirements of the preceding Subparagraph, the Council shall set a time and place for a public hearing on the proposal to designate a resident-only parking zone. Notice of such hearing shall be given at least ten days prior to the hearing to properties in the proposed zone and within 500 feet of the proposed zone. At the hearing, the Council shall hear all interested persons and shall receive and consider all materials relevant to the merits of the proposal.

**C. Findings.** If the Council thereafter deems such a resident-only parking zone necessary, the resolution adopting the same shall fully state the basis of the creation of the resident-only parking zone, which basis supports the existence of one or more of the following, or other, serious problems caused by non-resident parking:

1. The area is detrimentally impacted by parking of non-resident vehicles during the proposed hours of restriction and that such impact creates an unreasonable increase in hazardous traffic conditions threatening the safety of children, pedestrians and pets.
2. The area does not have sufficient parking to accommodate the convenient parking of vehicles by residents thereof in the vicinity of their homes.
3. Street cleaning, snow removal and other clean-up and maintenance operations are greatly hampered by the present unregulated parking conditions.

4. The restriction of on-street parking available to non-residents will reduce vehicle noise, pollution, congestion, accumulation of litter and other adverse environmental effects of automobile traffic and will thus encourage reliance on car pools and mass transit.

5. The health, safety, welfare, and integrity of the residents, the residential area and the City as a whole, and the attractiveness and livability of the neighborhood will be better protected by a system of resident-only parking.

**Subd. 4. Residential Parking Permit Authority.** The establishment of a resident-only parking zone shall provide for the issuance of parking permits subject to the following requirements:

A. The Council shall identify the location, hours, and days to be regulated by the parking permit procedure.

B. An application for a permit shall be on a form prepared by the City Council and shall contain the name and address of the registered owner, make, model, and license number of each vehicle for which a permit is requested, and any other information deemed reasonably necessary by the Council to enforce the provisions of this Section. No persons shall furnish false information in an application for a resident-only parking permit.

C. The number of parking permits per residence or per multi-dwelling unit shall be limited to the number of vehicles owned and registered to persons residing therein.

D. Permits shall be made available on a continuous basis within those areas authorized by the Council action and issued to the residents of dwelling units located in the designated zone. Permits are non-transferable and shall be used only on the motor vehicle for which the permit was originally requested.

E. Transferable permits for bona fide visitors shall be made available upon written application, to residents of dwelling units located in the designated zone. The number of transferable visitor parking permits shall be limited to three per dwelling unit.

F. No fees shall be charged for the first two resident and/or visitor permits issued for a particular dwelling unit. Thereafter a fee, as adopted by a resolution of the Council, shall be charged for each resident and/or visitor permit issued or transferred as respects said dwelling unit.

G. The permit decal shall be placed on the lower rear corner of the left window closest to the rear of the vehicle.

H. Such permits shall permit parking in the designated zones during the time specified by the Council action, and the resident-only parking restrictions shall be posted on signs in the resident-only parking zone. A parking permit shall not guarantee or reserve to the holder a parking space within a designated resident-only parking zone.

I. Residents within the designated zone, at a cost of \$1.00 for each permit, may apply to the Director of Public Safety for non-transferable and dated special event permits upon a showing by the resident that, during the date and hours for which the permits are to be issued, the use of the permits shall be for special events consistent with the residential character of the neighborhood and other provisions of law. Application for such special event permits shall be made no later than ten (10) business days prior to the date of such event. The Director of Public Safety shall determine the number of special event permits to be issued and the hours in effect upon determination that issuance of the same would neither unduly impair traffic safety, nor create serious problems during the effective period of the permits.

**Subd. 5. Termination or Modification.** The Council may terminate a resident-only parking zone after conducting a public hearing and finding that the circumstances which originally prompted the establishment of the zone no longer exist. The Council may modify the resident-only parking restrictions in a resident-only parking zone if it determines that a change of circumstances warrants such modifications.

**Subd. 6. Handicapped Parking Not Restricted.** Provisions of this Section shall not abrogate the scope of parking privileges granted handicapped persons by statutes of the State of Minnesota or by other law.

**Subd. 7. Penalties.** It is unlawful for any person to violate any established and sign-posted resident-only parking restriction and any person guilty thereof shall be subject to a fine not to exceed \$25.00. Any person who intentionally falsifies information on an application for a parking permit or displays a fraudulently obtained or counterfeit permit shall be guilty of a misdemeanor.

## **SEC. 9.12. FIRE LANES.**

**Subd. 1. Creation of Fire Lanes.** The Fire Division of the Public Safety Department is hereby authorized to order the establishment of fire lanes on public or private property as may be necessary in order that the travel of fire equipment may not be interfered with and that access to fire hydrants or buildings may not be obstructed.

**Subd. 2. Size of Fire Lanes.** The minimum width of any fire lane shall be no less than twenty (20) feet.

**Subd. 3. Signs for Fire Lanes.** When a fire lane has been established, it shall be marked by a sign bearing the words "No Parking - Fire Lane". When a fire lane is on public right-of-way or property, the sign shall be erected by the City. When the fire lane is on private property, the sign shall be erected by the owner, at such owner's own expense, within thirty (30) days after such owner has been notified of the order. All signs shall be of at least eighteen (18) gauge steel, a minimum size of twelve inches by eighteen inches (12" by 18"), and colored with a white background and red lettering reading: NO PARKING. FIRE LANE. Signs shall not be more than fifty (50) feet apart and the adjacent curb or roadway shall be striped yellow to clearly define the limits of the fire lane. Any deviations shall be approved by the Fire Marshal.

**Subd. 4. Parking Regulations Respecting Fire Lanes.** It is unlawful to park any vehicle of any description or place any material or obstruction within fifty (50) feet of the entrance to any fire station or within a designated fire lane. In the event that a member of the Fire Division or Police Division of the Public Safety Department finds a vehicle or other material unattended and/or obstructing a designated fire lane, such member is hereby authorized to provide for removal of such vehicle or material to the nearest convenient garage or other place of safety outside the limits of the fire lane, at the expense of the owner.

**Subd. 5. Enforcement.** In addition to the officers specified in City Code, Section 9.13, the Fire Marshal and deputies, employed by the Department of Public Safety are authorized to issue citations for violations of this Section.

**SEC. 9.13. ENFORCEMENT.** Licensed peace officers, reserve officers, and community service officers employed by the Department of Public Safety are authorized to issue citations for violations of this Chapter including Minnesota Statutes, Sections 169.34, 169.346 and 169.79 which are incorporated into this Chapter by reference.

(CODIFIER'S NOTE: The subject of impounding and removing vehicles is covered in City Code, Section 10.71.)

Source: City Code  
Effective Date: 6-30-88

(Sections 9.14 through 9.98, inclusive, reserved for future expansion.)

**SEC. 9.99. VIOLATION A MISDEMEANOR OR PETTY MISDEMEANOR.**  
Every person violates a section, subdivision, paragraph or provision of this Chapter when such person performs an act thereby prohibited or declared unlawful, or fails to act when such failure is thereby prohibited or declared unlawful, and upon conviction thereof, shall be punished as follows:

**Subd. 1.** Where the specific section, subdivision, paragraph or provision specifically makes violation a misdemeanor, such person shall be punished as for a misdemeanor; where a violation is committed in a manner or under circumstances so as to endanger or be likely to endanger any person or property, such person shall be punished as for a misdemeanor; where such person stands convicted of violation of any provision of this Chapter, exclusive of violations relating to the standing or parking of an unattended vehicle, within the immediate preceding 12-month period for the third or subsequent time, such person shall be punished as for a misdemeanor.

**Subd. 2.** As to any violation not constituting a misdemeanor under the provisions of Subdivision 1 hereof, such person shall be punished as for a petty misdemeanor.

Source: City Code  
Effective Date: 6-30-88

Section 27-113. ALLEY SPEED LIMIT. No person shall operate a motor vehicle or other conveyance in excess of 15 miles per hour on any alley within the City of Brooklyn Center.

Section 27-114. UNREASONABLE ACCELERATION. No person shall accelerate a motor vehicle so rapidly and abruptly that a tire or tires break traction with the street surface causing a squealing sound or the dislodging of sand, gravel, or other objects by the tires when the peace or safety of any pedestrian, driver, or other person is disturbed or threatened thereby.

Section 27-120. PARKING RESTRICTED AND PROHIBITED.

1. No person in charge of any vehicle shall park or permit such vehicle to stand upon the roadway of any highway or street in the City of Brooklyn Center for more than four consecutive hours between the hours of 12 midnight and 8 a.m., nor for more than six consecutive hours at any other time. No person in charge of any vehicle shall park or permit such vehicle to stand upon an alley in the City of Brooklyn Center at any time.
2. No person in charge of any vehicle shall park or permit such vehicle to stand upon any street, highway, parking lot or other area within the City of Brooklyn Center in violation of posted traffic control devices.
3. No person in charge of any vehicle shall park or permit such vehicles or any part thereof, to stand upon a public sidewalk or upon the nonroadway area of any public street right of way.

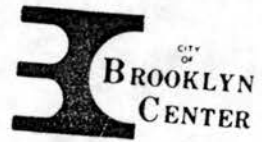
Section 27-121. REMOVAL OF ILLEGALLY PARKED VEHICLES. Any vehicle parked in violation of the ordinance of the City or in violation of any State law may be removed by towing at the direction of the City police to a suitable place for storage until claimed by the owner or his agent, and the owner or other person responsible for such parking of the vehicle shall be liable for the reasonable cost of such towing and storage.

Section 27-122. UNATTENDED MOTOR VEHICLE. No person driving or being in charge of a motor vehicle shall permit it to stand unattended without first stopping the engine, locking the ignition, removing the key therefrom, and removing the key from the motor vehicle.

Section 27-130. THROWING OF MISSILES PROHIBITED. No person shall drop or throw any missile or object at, on, or against any motor vehicle while such motor vehicle is in motion.

Section 27-131. UNAUTHORIZED USE OF LEASED MOTOR VEHICLES.

1. A person having executed an agreement in writing for the hire or use of a motor vehicle who with intent to defraud or deprive the owner of the use or benefit thereof, fails or refuses to return to the place agreed upon such vehicle within 72 hours after written demand for the return thereof is made in the manner provided by subdivision 2 of this section is guilty of a misdemeanor at the place the agreement for rental was made.



DARLENE K. WEEKS  
CITY CLERK

6301 Shingle Creek Parkway-Brooklyn Center, Minnesota 55430  
561-5440 (Area Code 612)

Re: Commissions/overnight parking

Maple Grove

In the city of Maple Grove no overnight parking on city streets is allowed between 2-6 AM.

Golden Valley

unwritten policy

no automatic reappointments → strong tendency favoring incumbents

Length of service - no maximum number  
3 year terms.

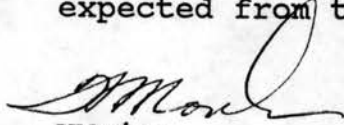
Residency - general would be residents/

However, people who are not residents but are business people with businesses in the city qualify.

A person can park overnight on residential street but not more than 72 hours. / For snow plowing car must be moved off street.

TO: Jerry Dulgar, City Manager  
FROM: Bill Monk, City Engineer  
DATE: February 2, 1989  
RE: Current Status of Light Rail Transit

Attached is a status report on LRT as proposed by Hennepin County that was recently presented to several City Commissions. The work session should prove to be an opportunity to make Council members aware of this upcoming project. More detail materials that will require Council review are expected from the County in the very near future.



WM:jrs

Encl: LRT Status Rept

TO: Planning Commission  
Long Range Planning Commission  
Housing Redevelopment Authority

FROM: Bill Monk, City Engineer

DATE: November 4, 1988

RE: Light Rail Transit

Although a significant degree of transit planning has occurred in the metropolitan area in the last twenty years, it was only as the MN Legislature lifted its prohibition on fixed guideway planning in 1987 that development of light rail began in earnest. It was at that time that Hennepin County formed a Regional Railroad Authority (HCRRA) along with a diverse group of advisory committees to determine the viability of a light rail system.

The HCRRA has now completed a comprehensive system plan outlining many of the issues associated with light rail. Due to the potential impacts on the service areas, it is important local officials be aware of the system plan. Attached are sections of the comprehensive plan which outline some highlights of the document as follows:

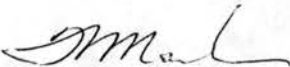
- The benefits of LRT are listed and represent the basic justifications for implementation of a mass transit system.
- The 20-Year Comprehensive LRT System Plan maps the layout as envisioned in the year 2010, and the areas where extensions or system connections are likely
- The Stage I Plan denotes the system Hennepin County is presently considering for construction. Recently the south corridor was deleted from this plan given the uncertainty of MnDOT's plans for 35W. Construction on portions of this system could be initiated as soon as 1991 with operations commencing in latter 1993 at the earliest.
- The layout of the Downtown System Plan is also undergoing revision at this time. It is likely that the Environmental Impact Statement presently being prepared will include three alternate layouts which I hope to have for display at Monday's meeting.
- The layout of the Northwest Corridor shows an alignment that follows TH 55 from downtown to the Burlington Northern Railroad right-of-way. As the route follows the railroad tracks through Golden Valley, Robbinsdale, Crystal and Brooklyn Park, a number of potential station locations are noted. These station locations are more clearly shown on a City map.

Re: Light Rail Transit  
November 4, 1988  
Page 2

- Table 1 describes the characteristics of the LRT System Plans in terms of length, capital cost and ridership projections.
- Table 6 notes a Recommended Financing Package that would provide the revenue needed for Stage I construction.
- The Section of the Comprehensive Plan entitled "LRT System Standards and Philosophy" covers many of the operational issues including facilities, equipment, service and access.
- Land Use Guidelines are also listed as Hennepin County hopes cooperative efforts will be undertaken in terms of station construction and development adjacent to the system.

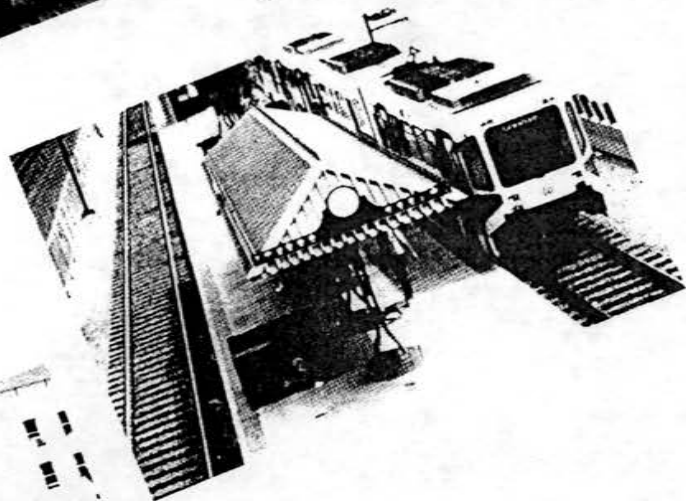
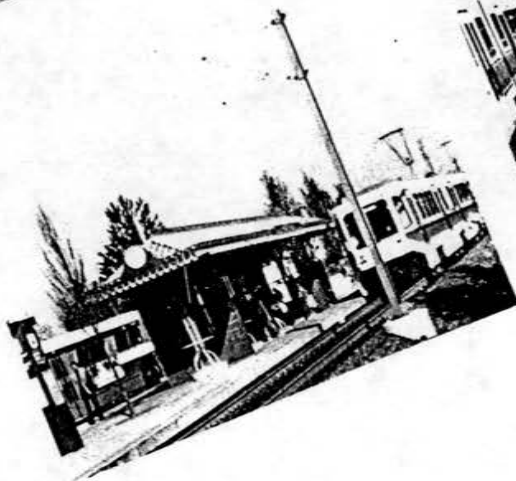
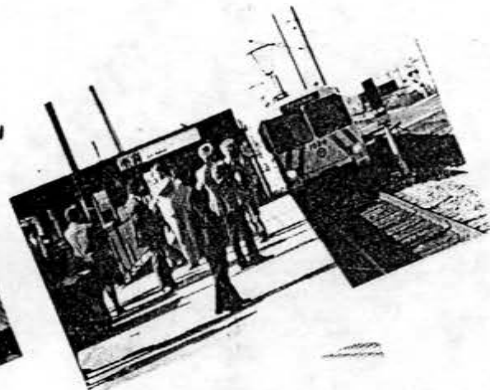
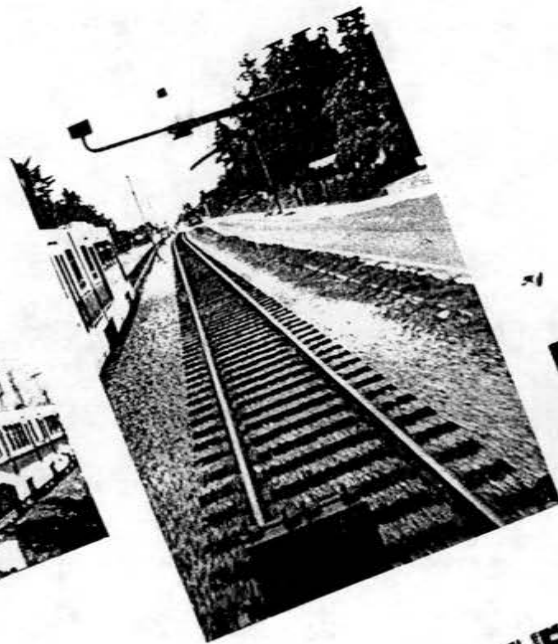
Again, at this point it is important that Crystal become familiar with the basics of the proposed LRT System. As the City is asked to approve the preliminary LRT design plans early next year, Crystal must be prepared with its questions and concerns in terms of the system's impact on existing as well as potential land uses. An administrative process will also have to be established to address the following issues:

- 1) Location and construction of an LRT station in Crystal and what level and type of service should it provide.
- 2) Mitigation of the system's noise and sight impacts in relation to existing development.
- 3) Mitigation of impacts on existing traffic patterns given significant increase in use of rail lines.
- 4) Review of Crystal's comprehensive land use plan and current zoning districts in areas likely to be influenced by the LRT system.
- 5) Review of redevelopment potential and creation and/or expansion of tax increment districts in areas accessible to the LRT system.



WM:jrs

Encl

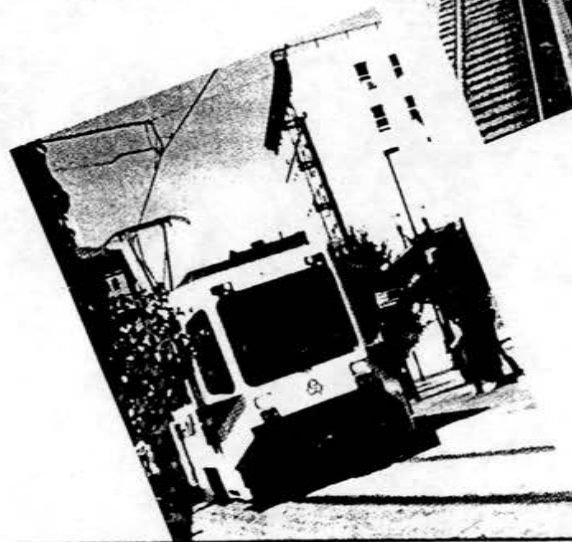


# COMPREHENSIVE LRT SYSTEM PLAN FOR HENNEPIN COUNTY

**HCRRA**  
Hennepin County Regional Rail Authority



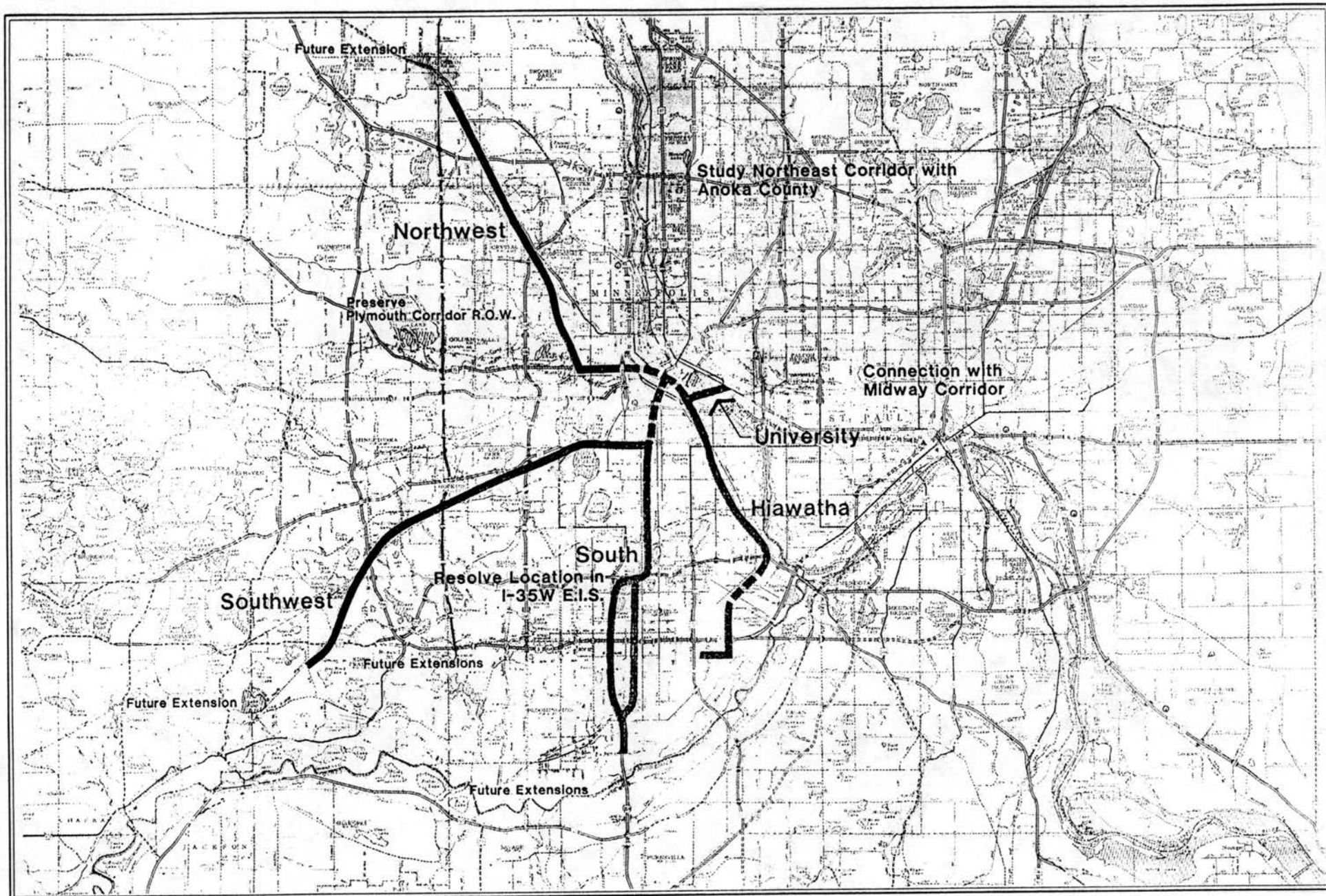
June 21, 1988



## **BENEFITS OF LRT**

Implementation of a light rail transit system in Hennepin County will have beneficial effects in several areas:

- Enhanced transit service in corridors where LRT is constructed
- Increased transit patronage
- More economical use of transit resources
- Reduced auto trips on regional highway system
- Improved air quality in the region
- Reduced bus traffic in downtown Minneapolis
- Reduced auto traffic in downtown Minneapolis
- Reduced need for parking in downtown Minneapolis
- Increased development potential near stations
- Increased development potential in downtown Minneapolis



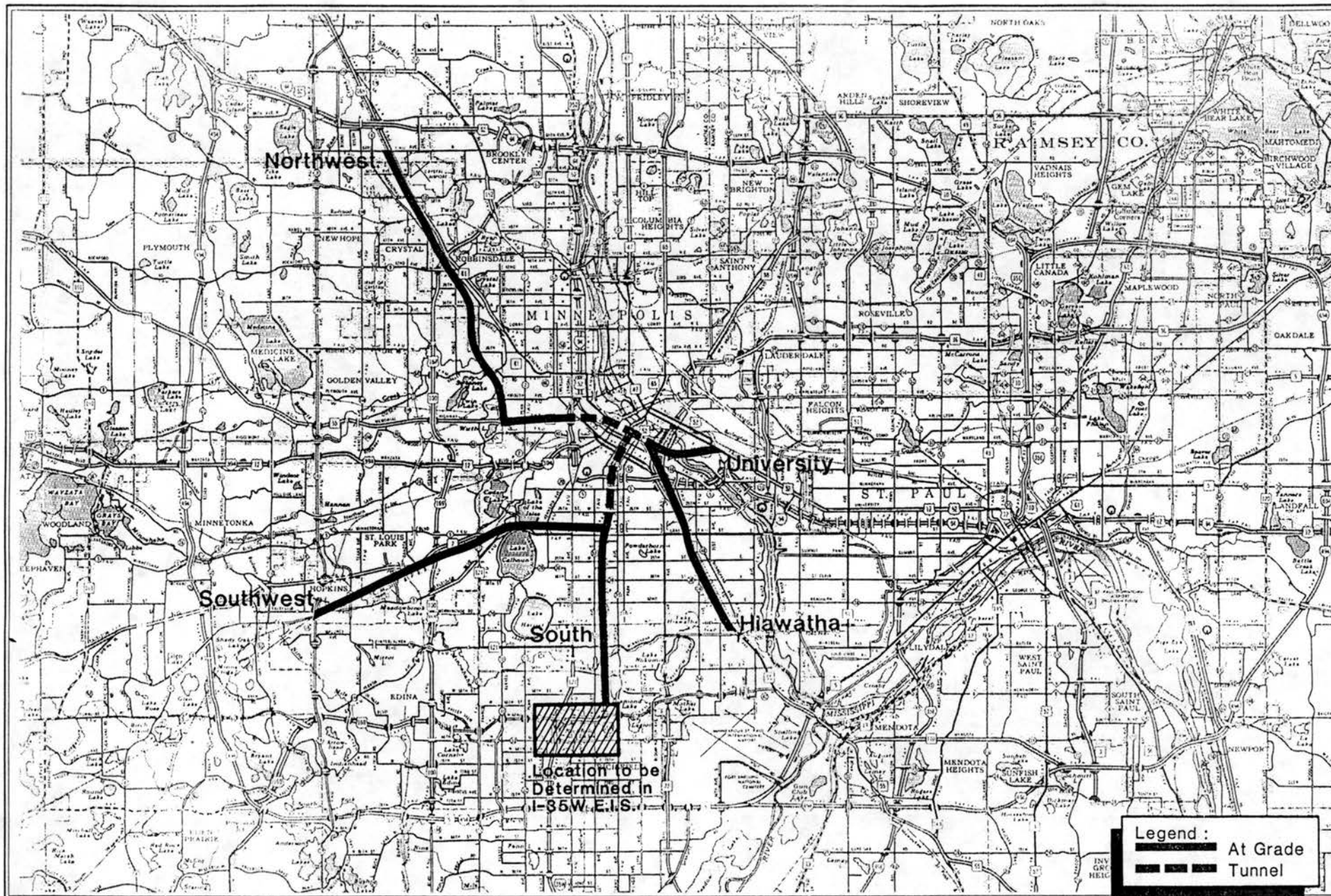
**HCRRA**  
Hennepin County Regional Railroad Authority

Comprehensive  
LRT System Plan



FIGURE 1

20 Year Comprehensive  
LRT System Plan



**HCRRA**  
Hennepin County Regional Rail Authority

**Comprehensive  
LRT System Plan**



0 3/4 1 1/2 Miles North

FIGURE 2

**Stage I Plan**

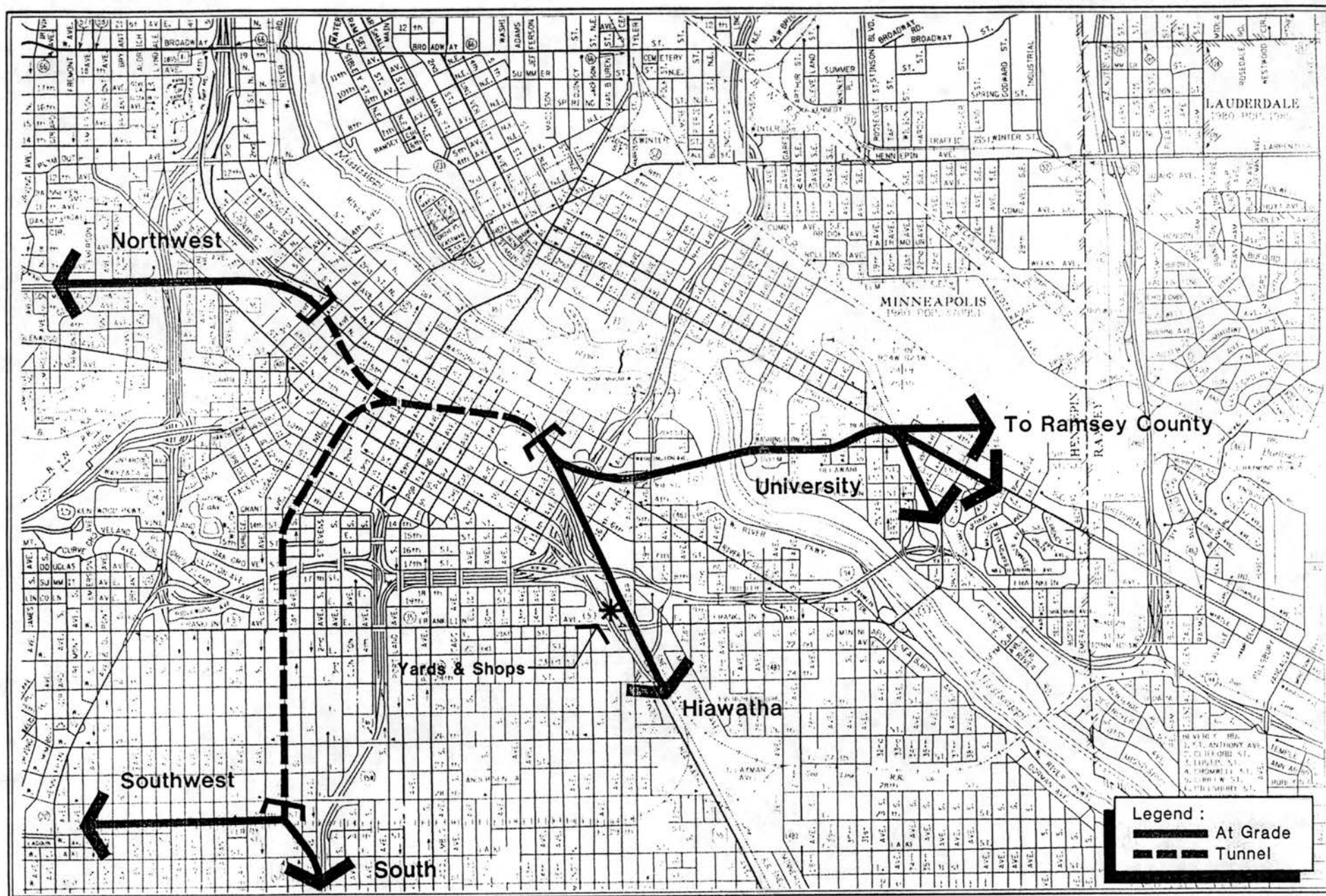


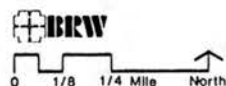
FIGURE 6

LRT Corridor Connections  
with Downtown Minneapolis  
in Tunnel



**HCRRA**  
Hennepin County Regional Railroad Authority

Comprehensive  
LRT System Plan



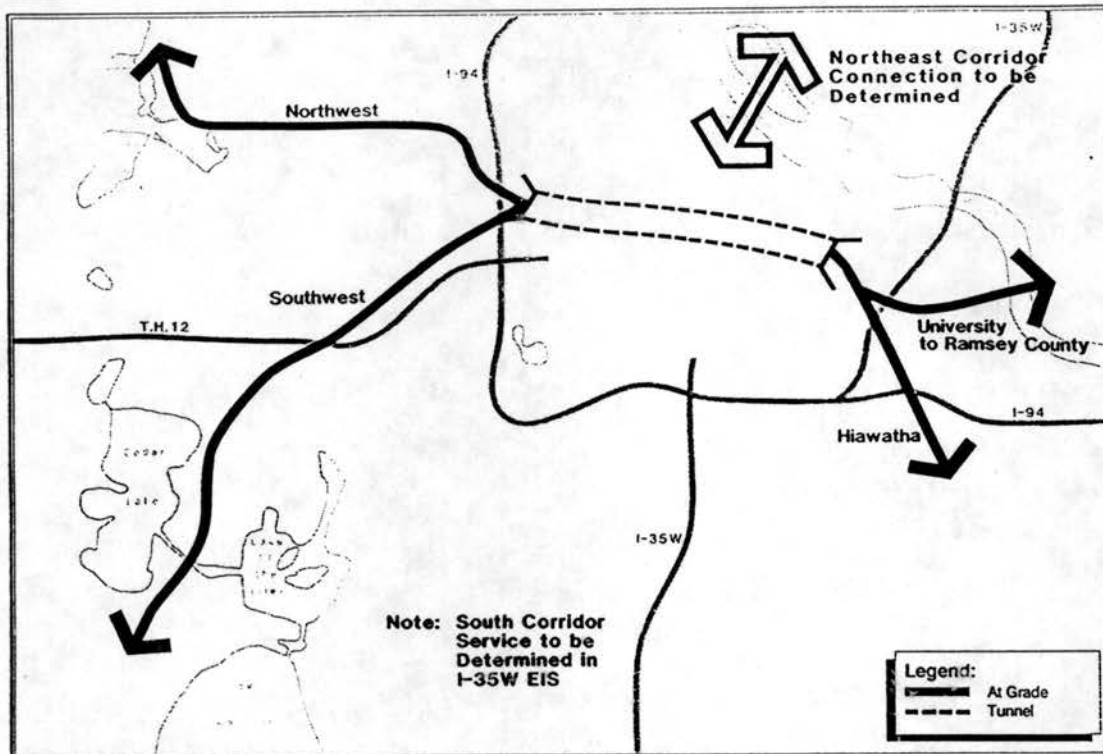


FIGURE 3  
Alternative 1  
Option B

**HCRRA**  
Stage 1  
LRT System

SEW  
October 25, 1988

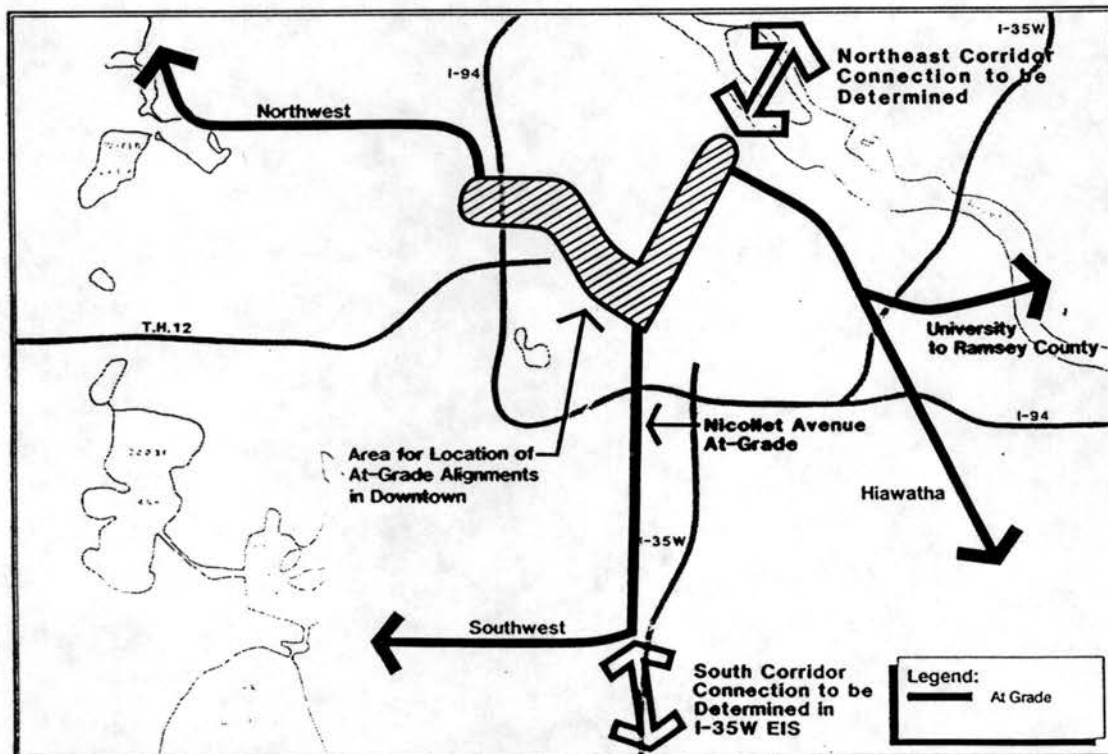
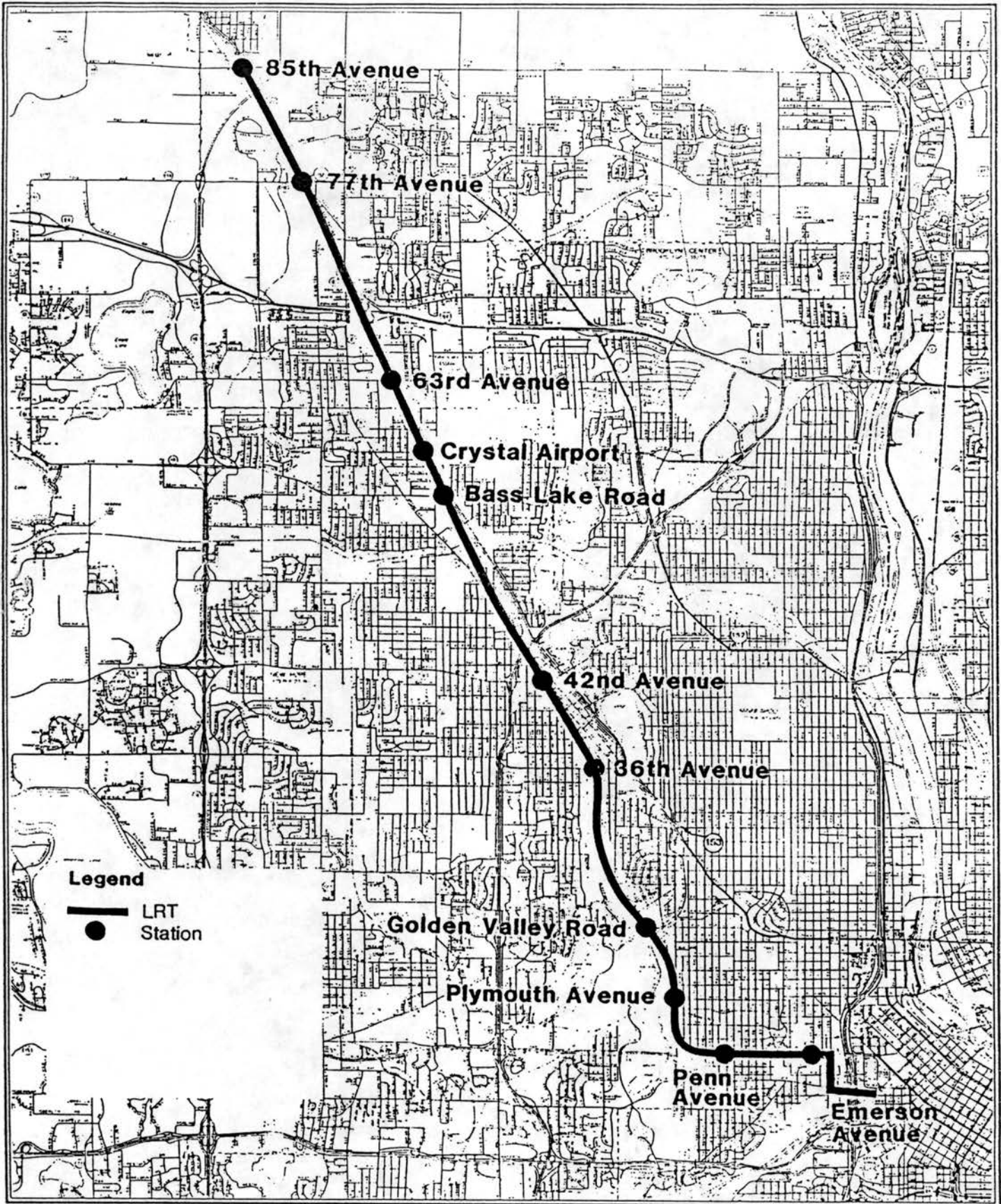


FIGURE 4  
Alternative 1  
Option C

**HCRRA**  
Stage 1  
LRT System

SEW  
October 25, 1988

DOWNTOWN OPTIONS



**HCRRA**  
Hennepin County Regional Rail Authority

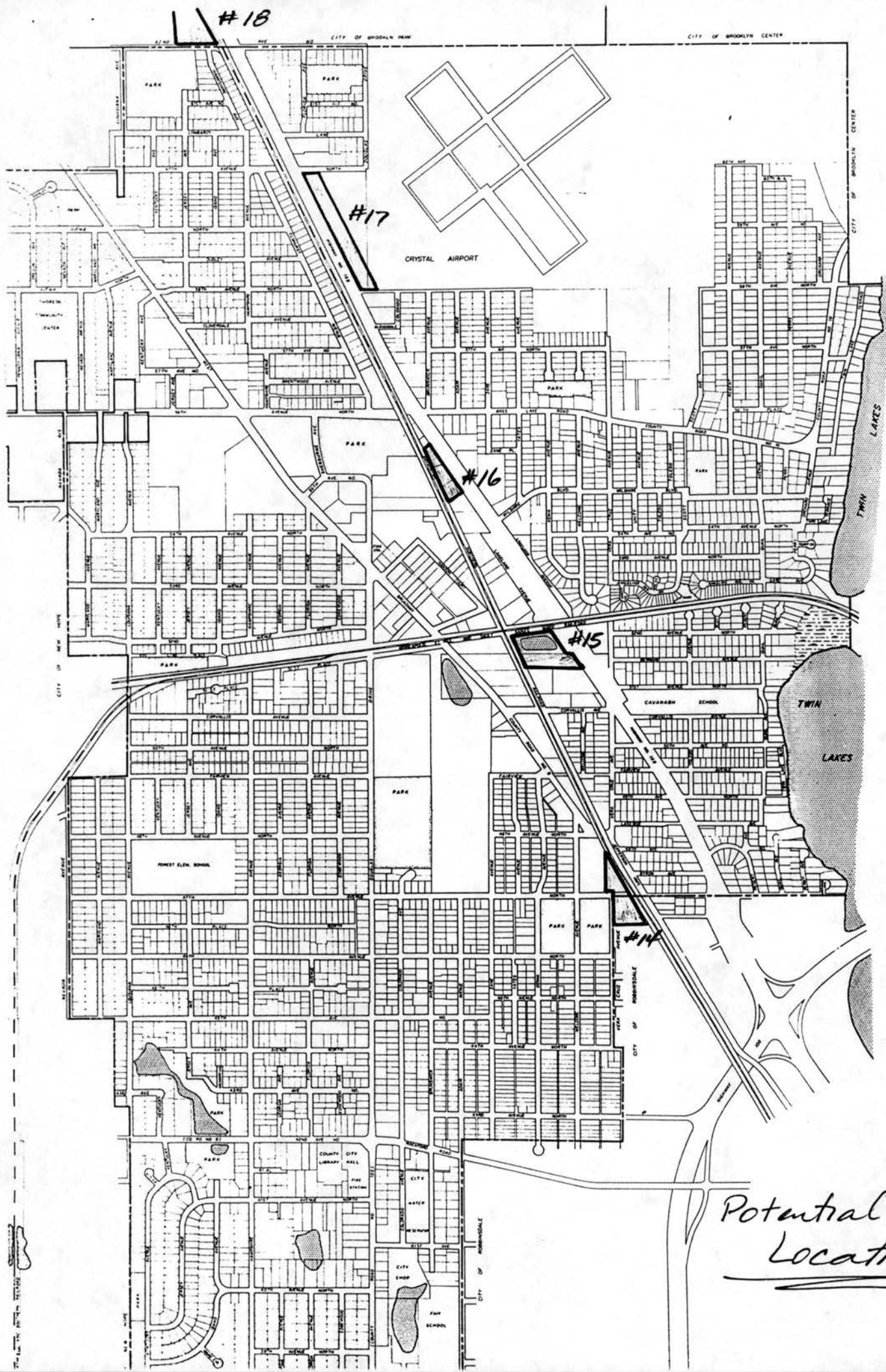
Comprehensive  
LRT System Plan



Northwest  
Corridor

Recommended LRT  
Route

Figure 1



Potential Station  
Locations

**TABLE 1**  
**CHARACTERISTICS OF RECOMMENDED TWENTY-YEAR AND STAGE I PLANS**

SEGMENT	TWENTY-YEAR PLAN			STAGE I PLAN		
	Length (Miles)	Capital Cost (1988 \$ Million)	Daily Ridership Range Year 2010	Length (Miles)	Capital Cost (1988 \$ Million)	Daily Ridership Range Year 2010
Downtown (Tunnel to 29th Street)	3.4	\$138	--	3.4	\$138	--
Northwest Corridor	12.0	139	19,600 - 25,500	9.0	114	18,000 - 23,500
Southwest Corridor	13.5	127	16,600 - 22,000	6.9	71	14,500 - 18,800
South Corridor	10.4	216	24,500 - 32,000	4.4	80	15,300 - 20,000
Hiawatha Corridor	10.0	145	17,300 - 22,500	3.9	34	13,000 - 17,000
University Connector	1.5	40	9,200 - 12,000	1.5	40	9,200 - 12,000
Yards and Shops	--	20	--	--	20	--
<b>TOTAL</b>	<b>50.8</b>	<b>\$825</b>	<b>87,200 - 114,000</b>	<b>29.1</b>	<b>\$497</b>	<b>70,000 - 91,300</b>

**NOTE:** The capital costs and patronage forecasts will be refined in Preliminary Engineering. The ridership forecasts are based on work reported in the Metropolitan Council report dated December 1986, "A Study of Potential Transit Capital Investments in Twin Cities Corridors" and the results of the Patronage Forecasting Peer Review Committee work.

**TABLE 6**  
**RECOMMENDED LRT FINANCING PACKAGE**

Revenue Source	Rate	Assumptions	Yield Between 1989 - 2016 in Inflated Dollars (millions)	Bond Issue(s) Supported by Revenue Source (millions)	Estimated Percent of Capital Cost Coverage
Property Tax	1 mill	4% inflation	\$480	\$218	44%
Motor Vehicle Excise Tax	6%	30% of MVET to MnDOT 30% of Metro Share 2% inflation	\$155	\$70	14%
Tax Increment Financing		Value of property covered grows from \$5-\$75 million	\$71	\$32	6%
Other Sources	NA	4% inflation	\$390	\$177	36%
<b>TOTAL</b>			<b>\$1,096</b>	<b>\$497</b>	<b>100%</b>

**NOTE:** The total yield is \$1,096 million which allows the payment of the principal and interest on \$497 million bonds issued over an eight-year period with an eight percent average coupon.

## **V. LRT SYSTEM STANDARDS AND PHILOSOPHY**

Preparation of the Comprehensive LRT System Plan required definition of the characteristics of the light rail system expected to be built. This was required for two reasons:

- To establish how the system will look and operate so that system planners and the public have common expectations regarding the system.
- To identify system characteristics in sufficient detail to allow reliable and consistent capital cost and operating cost estimates.

The system standards adopted for preparation of the Comprehensive System Plan focused on five areas:

- Facilities and Equipment
- Operating Standards
- Policies
- Accessibility
- Service Philosophy

## FACILITIES AND EQUIPMENT

The light rail system to be built by Hennepin County will utilize conventional LRT technology. A conventional LRT system is one which uses a steel-wheeled vehicle riding on a steel rail, electrical power drawn from an overhead wire, and predominantly exclusive (though not necessarily grade-separated) right-of-way. Reliance on this proven and readily available technology enhances the reliability and cost effectiveness of the system.

Key components include:

- Vehicles
  - Length: 80 to 90 feet, articulated
  - Width: 8'-9" to 9'-3"
  - Height: 12'-6"
  - Double-ended (bi-directional)
  - Four double doors on each side
  - Maximum service speed: 55 miles per hour
  - Seated capacity: 64 to 72
  - Seated and standing capacity: 144 to 162
  - Maximum vehicles/train: 3
- Traction power
  - 750 volts DC
  - Substations: 750 to 1,000 kw at one mile intervals

- Track
  - 115 lbs/yard rail
  - Turnouts: #20 mainline (high speed)  
#8 mainline (low speed)  
#4 yard
- Signals: As required
- Communications: Two-way radio
- Security
  - Emergency telephones at each platform
  - Observation by system employees
  - Security patrols if determined to be needed
  - T.V. monitors
- Stations
  - Platform length: 330 feet
  - Platform width: 10 feet (side); 16 feet (center)
  - Platform height: See section on accessibility
  - Equipment includes small radiantly-heated shelter, ticket vending machines, transit information area, benches
  - Construction: attractive, durable, graffiti-resistant, low maintenance
  - Bus transfer facilities as required
  - Park-and-ride facilities as required
- Yards and Shop

## OPERATING STANDARDS

Operating standards define the way in which the LRT system will be operated. Key issues include:

- Hours of Service
  - Weekday: 5:30 a.m. to 1:30 a.m.
  - Weekday peak periods: 6:30 a.m. to 9:00 a.m. 3:30 p.m. to 6:00 p.m.
  - Weekend: 7:00 a.m. to 12:00 midnight
- Headway
  - Weekday (daytime): 15-minute maximum
  - Weekday (nighttime), weekends, holidays: 30-minute maximum
  - Shorter headway if demand exceeds capacity of maximum length train operating at 15-minute headway
- Maximum Train Length: 320 feet
- Speed Limits
  - Private ROW: 55 miles per hour
  - Reserved median: Street speed limit
  - Reserved paved lane: up to 35 miles per hour
- Track Configuration
  - Double-tracked
  - Crossovers at 1 to 1.5-mile intervals
  - Pocket tracks at five-mile intervals
- Train Control: Manual

## POLICIES

The System Plan has been developed assuming that the following policies are adopted by the system operator:

- Fare Collection: Self-service, proof-of-payment
- LRT/Street Intersection
  - LRT on private ROW: Railroad-style flashers and gates
  - LRT on street ROW: Traffic signal controlled, with full or partial preemption or prioritization

## ACCESSIBILITY

One remaining issue which has been deferred to the preliminary engineering phase of project development is the means by which handicapped accessibility will be provided. The options include:

- High platform stations: Loading platforms are constructed at the same elevation as the floor in a standard LRT vehicle. The vehicle is accessible at all doors. Mobility-impaired people reach the platform via ramps or lifts.
- Low platform stations: Loading platforms are constructed at curb height. People with mobility impairments access the vehicle from a special short high platform section which serves one door of the vehicle. Mobility-impaired people reach the short high platform section via ramps or lifts.
- Low floor cars: Vehicle manufacturers are beginning to develop light rail vehicles with floor heights in the 14 to 16-inch range. If reliable and economical low floor vehicles

are available, they will be considered during the preliminary design process. Although raised platforms are still needed to provide level loading of vehicles, the lower height makes them less obtrusive.

## **SERVICE PHILOSOPHY**

The preparation of the System Plan was guided by two basic principles:

- The light rail transit service must be competitive with private automobiles.
- The light rail transit service must efficiently serve trips between corridors.

The primary market segment of interest is trips between a point located in one of the corridors and the downtown Minneapolis/University of Minnesota area. Secondary markets include trips with both ends in one or two corridors.

To be competitive with trips via private automobiles in the target market segment means that door-to-door travel times and travel cost must be competitive. This principle led to consideration of alignments which offered relatively fast travel speeds to the CBD/University area, good access from suburban areas to convenient and adequately sized park-and-ride or bus transfer facilities, and fewer stations and stops at longer spacing.

Provision of reasonably efficient service between corridors requires, in addition to the elements described above, relatively fast travel through the core area of Minneapolis. If the system focused solely on the downtown area, slowing the LRT to distribute passengers would be of less concern. To provide competitive service between corridors, the LRT must maintain higher travel speeds through downtown.

## LAND USE GUIDELINES

Recognizing that implementation of a light rail transit system has the potential to influence land use, the HCRRA solicited input from local and regional planning officials. As a result of that input, the following guidelines are recommended:

- Each planning jurisdiction should revise its comprehensive plan to reflect the adopted LRT system plan. Revisions should include identification of LRT alignments; adjustments, as desired, to land use plans; adjustments to transportation plans needed to support LRT; changes needed, if any, to zoning ordinances and official maps. Jurisdictions are encouraged to review other programs which may have the potential to support or encourage LRT implementation.
- County, regional and state agencies should recognize the future construction of LRT in carrying out their functions.
- Local government units are encouraged to request review and comment by the HCRRA on development proposals located within one-fourth mile of a proposed LRT alignment, or those which may affect implementation of the LRT System Plan.
- LRT station/stop area planning should be carried out jointly by the HCRRA and the local government unit.
- Local government units, through cooperative agreements with the HCRRA, should finance LRT station/stop area construction through tax increment financing, benefit assessment or other methods.

## DEFINITION OF PRELIMINARY DESIGN PLANS

(Due by 2/89)

### I. STATIONS (1" = 50')

- Platform Location
- Ancillary Station Facilities

Feeder Bus  
Park-and-Ride  
Kiss-and-Ride  
Access

### II. TRACK ALIGNMENT (1" = 100')

- Plan
- Profile
- Construction Limits
- Right-of-Way Requirements
- Street Relationships
- *Mitigation*

### III. SYSTEM MAP

- Corridor Service
- Yard and Shop Facility

### IV. CONCEPTUAL OPERATING PLAN

- Ridership
- Service Headways
- Service Hours