



STAFF REPORT

DATE: June 11, 2019

DISCUSSION

AGENDA ITEM: Parking on 32nd Street

SUBMITTED BY: Jack Griffin, City Engineer

REVIEWED BY: Kristina Handt, City Administrator

ISSUE BEFORE COUNCIL:

Should the Council approve parking along one side of 32 Street North?

BACKGROUND:

In 2018, 32nd Street North was reconstructed as part of the Old Village Phase 4 Street and Utility Improvements. The project included the extension of sanitary sewer service to each property, the replacement of aged watermain and the reconstruction of the existing street. Prior to the project the width of 32nd Street varied somewhat with an average width of about 18 feet. The street was reconstructed with new concrete curb and gutter to a width of 19 feet from back of curb to back of curb.

The intent of the design was to reconstruct the street to its approximate current width, with efforts to widen the street about 1-foot if possible. Concrete curb and gutter was installed to improve drainage and provide edge control to protect and extend the service life of the new bituminous surface. The concrete edging transitions back and forth between high back curb and ribbon curbing to facilitate existing drainage patterns to the extent feasible. An expanded cul-de-sac was constructed at the east end of the street to provide for improved vehicle turnaround. Storm sewer was installed in areas to improve and provide positive drainage to the extent practical.

A permanent easement was needed to accommodate the proposed cul-de-sac at the east end of 32nd Street North. The cul-de-sac configuration reflects a design that was agreeable to the impacted property owner as the easement was obtained at no cost to the City. The remaining length of the street was reconstructed within prescriptive easement as the City owns no right-of-way along the entire length of street.

PROPOSAL DETAILS/ANALYSIS:

The City standards for on-street parking are 28 feet wide for parking along both sides of the street and 24 feet wide for parking along one side. Any street narrower than 24 feet is proposed as no parking. Existing streets that have not been improved for some time are considered existing non-conforming streets. Therefore, staff has not proactively reviewed and evaluated all City streets to make recommendations for posting of no parking in accordance to the above standards. Instead, no parking is addressed as streets are improved through the street capital improvement program.

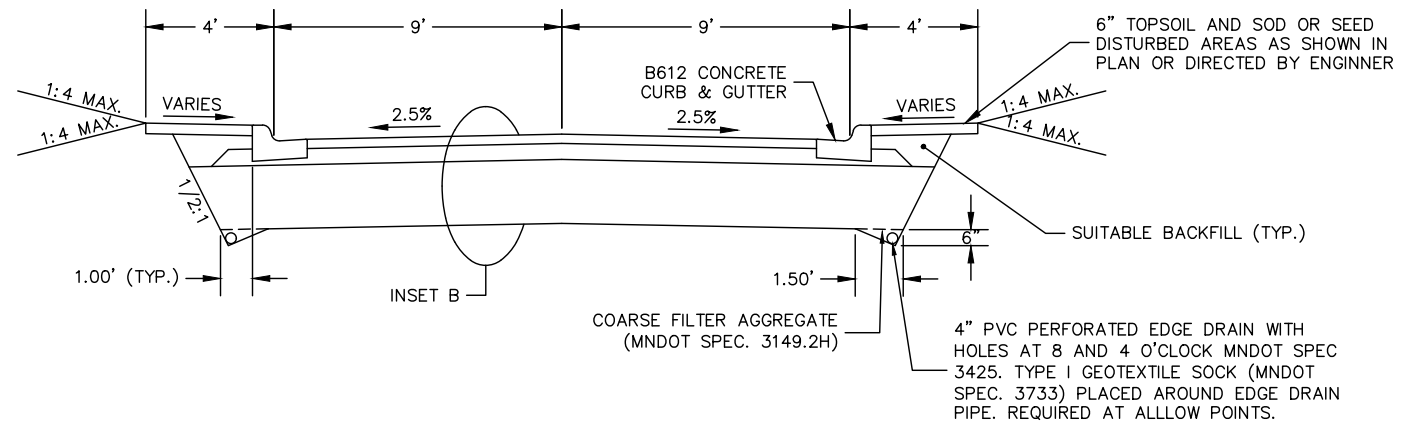
In regards to 32nd Street:

1. The pre-project width was < 19 feet from edge of pavement to edge of pavement (rural section).
2. Pre-project; no signage was installed indicating no parking.
3. Post project width is approximately 1 ft wider; installed at 19-ft from back of curb to back of curb. As a newly reconstructed street, no parking signs are installed in accordance with design standards.
4. Widening the street was deemed not feasible. Added costs would have been prohibitive.

- City does not own right-of-way. Project reconstruction was completed using prescriptive easements. Street could not have been widened without acquisition of right-of-way from each property owner equal to the additional width of the street.
 - Widening the street would have resulted in reconstructing an all new neighborhood storm sewer and drainage system including a required storm water pond or infiltration basin. Leaving the street in place allowed storm water drainage along existing ditches/routing.
 - Widening the street would have resulted in significant property impacts and much higher restoration costs.
5. Allowing parking on one side would leave 10-foot clearance for emergency vehicle passing a parked vehicle. Design standards are based on 12-foot clearance for emergency vehicles and assumes parked vehicle encumbers 8 feet.

ATTACHMENTS:

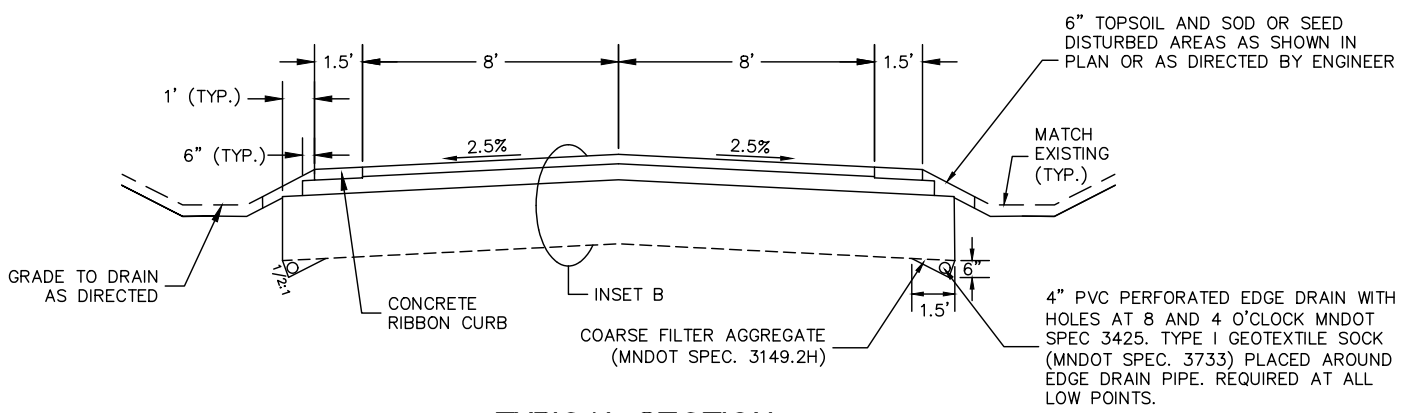
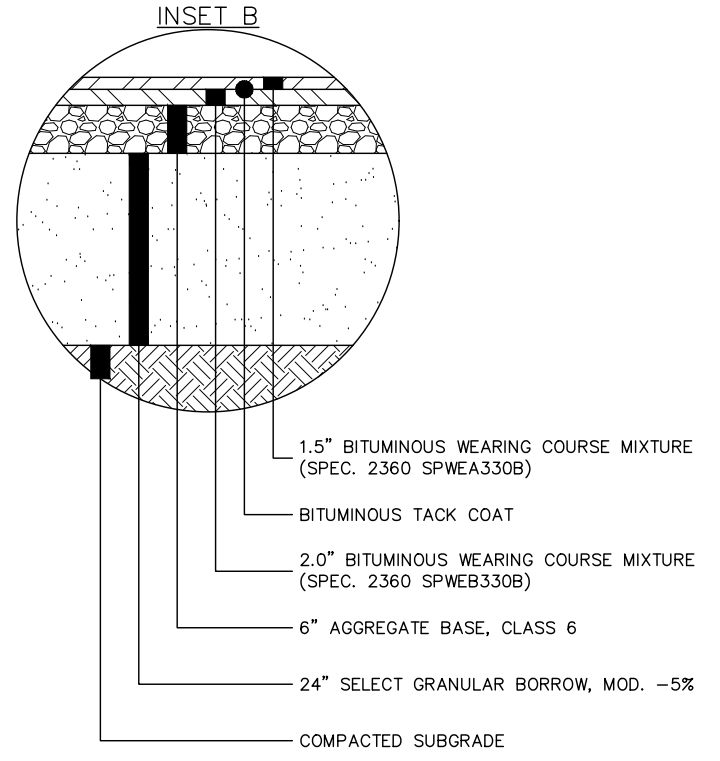
- 32nd Street – Typical Sections.
- 32nd Street – Pre and Post Project Street Location.



TYPICAL SECTION

32ND STREET N
 STA 0+98.5 TO 2+88
 STA 5+45 TO 8+70 (LEFT)
 STA 6+00 TO 8+70 (RIGHT)

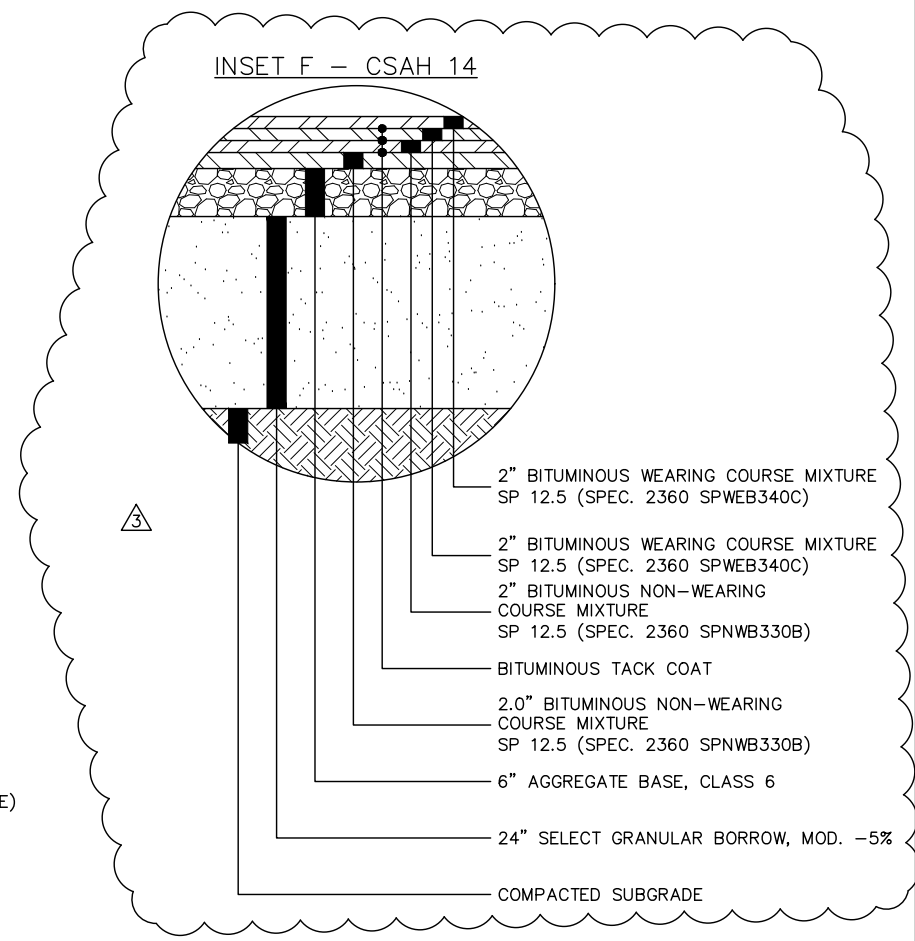
NOTE:
 MINIMUM 4" CLASS 6 AGGREGATE
 BASE BENEATH CURB (TYP.)



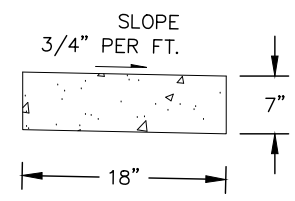
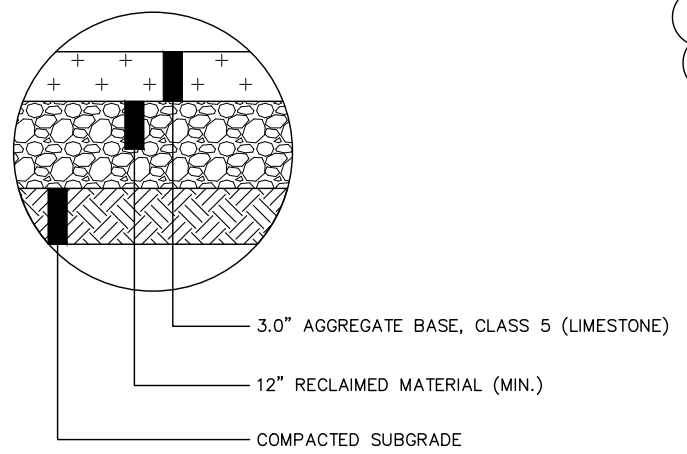
TYPICAL SECTION

32ND STREET N
 STA 2+88 TO 5+45 (LEFT)
 STA 2+88 TO 6+00 (RIGHT)

**NOTE: SAW AND SEAL JOINTS ON 32ND STREET ONLY



INSET E - BALLFIELD PARKING



CONCRETE RIBBON CURB (32ND ST. N)
 NTS

DRAWN BY: AJB/JRB	3	AJB	5/30/18	REVISIONS PER WASHINGTON COUNTY COMMENTS
DESIGNER: JRT				
CHECKED BY: SDH				
DESIGN TEAM	NO.	BY	DATE	REVISIONS

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
Scott D. Haupt
 Scott D. Haupt, PE
 Date: 04/26/18 Lic. No. 46603

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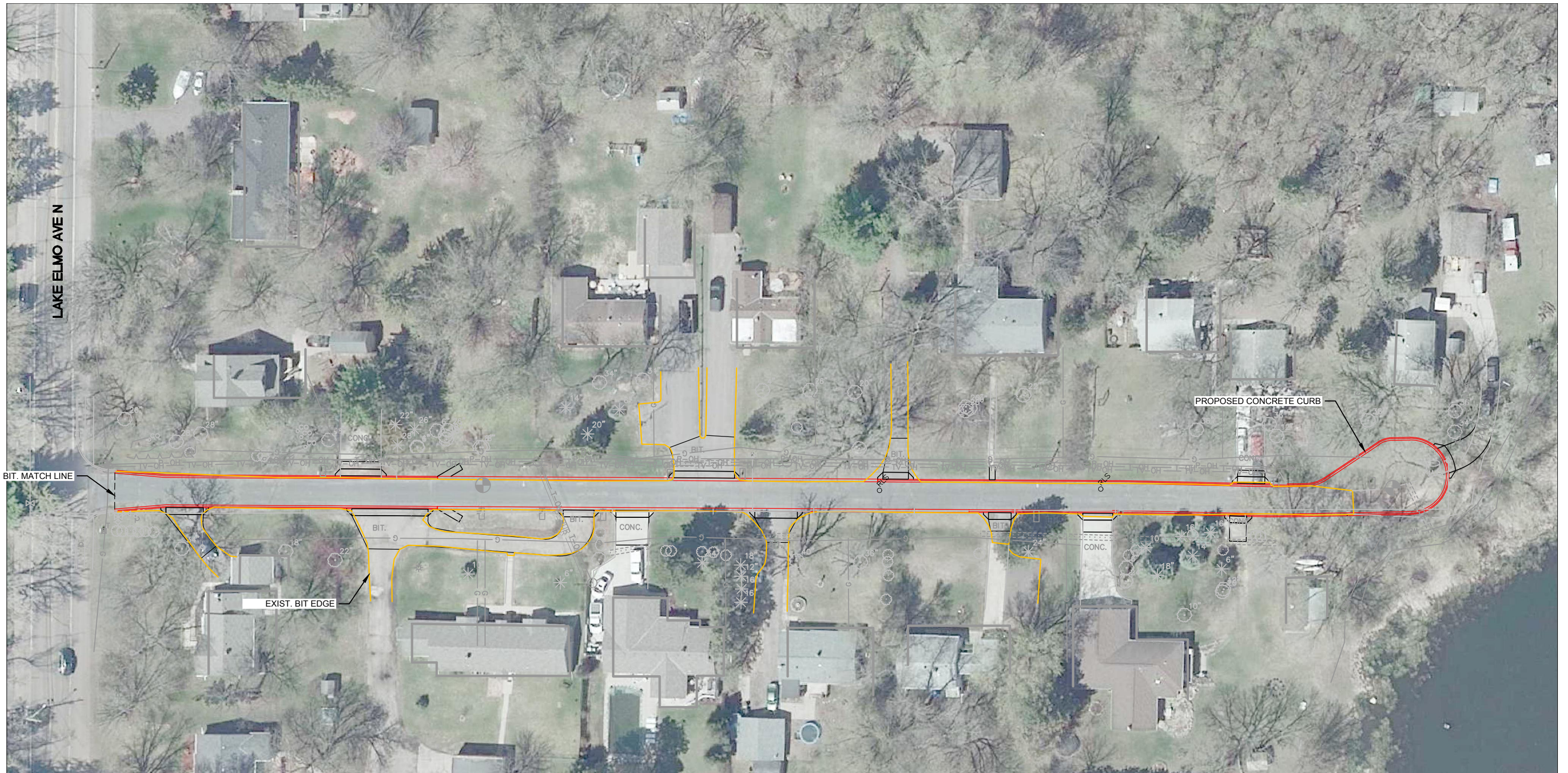
LAKE ELMO,
 MINNESOTA

TYPICAL SECTIONS
 OLD VILLAGE PHASE 4 IMPROVEMENTS

FILE NO. 145378
 R21
 54

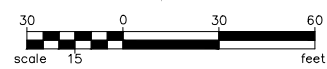
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LEGEND

- EXISTING BITUMINOUS PAVEMENT EDGE —
- PROPOSED CONCRETE CURB —



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FILE NO. 145378
DATE: 11/14/18

**32ND STREET LAYOUT
 OLD VILLAGE, PHASE 4
 LAKE ELMO, MINNESOTA**

**EXHIBIT
 NO. 1**