



Legislation Text

File #: Res. 2018-060, **Version:** 1

City Council Meeting Date: June 5, 2018

To: Mayor and City Council
City Administrator

From: Sean Simonson, Engineering Manager
Dave Bennett, Public Works Director/City Engineer

Consider Resolution Restricting Parking on both sides of Spring Creek Road from Superior Drive to Huron Court

Action Requested:

The Northfield City Council approves the attached Resolution establishing a parking prohibition on both sides of Spring Creek Road from Superior Drive to Huron Court.

Summary Report:

The City of Northfield is currently in the final stages of design for the Spring Creek Road Reconstruction Project (Attachment 2). Spring Creek Road is part of the City of Northfield's Municipal State-Aid (MSA) street system; therefore, MSA funds are being used as a funding source for eligible items on the reconstruction project.

City Council approved Resolution 2018-005 at its January 2, 2018 City Council Meeting with Alternative 2, which approved a West Side Urban and East Side Rural section (Attachment 3) for Segments 1 and 2 of the project, which included Spring Creek Road from Superior Drive to Huron Court. This typical section includes only a 5' paved shoulder on the east side.

Spring Creek Road is classified as a major collector in the current City of Northfield Comprehensive Plan. According to the Northfield Land Development Code (LDC) Table 5.2-2 (Attachment 4) private access is not permitted unless deemed necessary. Staff feels that adhering to the LDC regarding private access will limit the demand for parking along Spring Creek Road. To accommodate the needs for agriculture equipment and the speed of the roadway, staff doesn't recommend on street parking at this time.

Additionally, MnDOT has required the municipality pass a resolution establishing a no parking area that has been created as a result of the proposed design.

As the area east of Spring Creek Road develops and the east side of the corridor is constructed to match the west side, which would meet the minimum requirements for parallel parking, the no parking resolution could be reconsidered at that time.

Alternative Options:

The City Council could choose not to approve the parking resolution; however, MnDOT has requested that this

no parking resolution be passed as part of the project approval process at this time.

Financial Impacts:

The cost for the no parking area would be minimal, and would be included in the cost of the proposed reconstruction project.

Tentative Timelines:

If City Council establishes this parking prohibition, it would take effect when the reconstruction project is completed and the no parking signs are installed, which is anticipated to be early November 2018.