

COUNCIL EVIDENCE PACKET

Ramsey's 600-foot cul-de-sac / dead-end street standard

Meeting: October 13, 2026

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A consolidated review of Ramsey precedent, Minnesota guidance, public-safety operations, infrastructure efficiency and municipal comparisons.

READING GUIDE

Each page separates evidence from the narrow conclusion it supports. Limitations are stated alongside the evidence, and active links appear on the page where the source is used.

1 | Executive Summary

Ramsey currently has an objective 600-foot cul-de-sac street-length standard. The policy question is broader than whether a longer street can satisfy minimum Fire Code requirements.

THE CENTRAL DISTINCTION

Fire evaluates fire-apparatus access and fire protection. Police evaluates operational response and access concentration. Engineering and Planning address street layout, connectivity and infrastructure. Public Works inherits maintenance obligations. Council decides how those concerns should be balanced as citywide policy.

The evidence in this packet does not establish that Minnesota law requires a 600-foot maximum or that every long cul-de-sac is unsafe. It establishes that **street length, connectivity, redundant access, actual apparatus operations and infrastructure efficiency are separate municipal considerations** that are not exhausted by minimum Fire Code compliance.

Ramsey's own recent record reinforces that distinction: Fire, Police and Public Works have supported redundant access to a long single-access street, and in 2025 Ramsey processed a variance for a cul-de-sac only 40 feet over the limit even though Fire did not object.

2 | Ramsey's Rule + 2025 Enforcement

EVIDENCE

Ramsey's published Engineering Design Standards state: **"Maximum Cul-de-sac street length ... 600'."** In 2025, Riverstone South 6th proposed an approximately **640-foot** cul-de-sac. Fire Staff stated they **"do not object to the additional length in this instance"** because the overage was only 40 feet and two hydrants were proposed. Ramsey nevertheless processed a formal variance. The City's findings said the cul-de-sac was **"slightly longer than permitted"** and required the additional length to be the **"minimum necessary."**

WHAT IT ESTABLISHES

As recently as 2025, Ramsey treated Fire acceptance and compliance with the objective street-length standard as separate questions. Fire's position supported an exception; it did not erase the rule.

WHY IT MATTERS

If Fire Department acceptance is now offered as evidence that the 600-foot standard is unnecessary, Council can compare that rationale with Ramsey's own treatment of essentially the same issue one year ago.

Limitation: The variance does not dictate the result in every future case and does not prove 600 feet is the only reasonable standard.

[Ramsey Engineering Design Standards](#)

[Ramsey Resolution 25-026 — Riverstone South 6th](#)

PROCESS QUESTION | The Road Did Not Change

PRESERVED PROJECT RECORD

The preserved record shows the proposed east-west road was repeatedly described as both temporary and over 600 feet / requiring a variance. The July preliminary plan included: **“Future Thru Street (need CDS length variance, over 600 ft).”**

The later chronology records the variance requirement being removed through an **interpretation of how the ordinance applied**, rather than through a documented shortening of the road or a secured western outlet.

WHAT IT ESTABLISHES

In the earlier filed/published record, temporary status and the need for a length variance coexisted. In the preserved later record, the physical road condition was not documented as becoming shorter; the interpretation of which requirement applied changed.

WHY IT MATTERS

This is not presented as evidence of misconduct, and this packet does not decide whether the City's interpretation was legally correct. It demonstrates why **clear standards, predictable interpretation and a transparent exception process** matter when citywide rules are being reconsidered.

The road didn't change. The interpretation did.

That is directly relevant to the broader governance question: if Ramsey removes an objective numerical baseline and relies more heavily on professional judgment, special approval and case-by-case interpretation, Council should consider whether the result will be **more predictable and consistent—or more discretionary**.

SEPARATE THE TWO DECISIONS

Council can evaluate the citywide ordinance independently from the pending development: first determine what street-length policy best serves Ramsey generally; then apply the legally applicable standards to the project.

Limitation: Any newer easement, plan revision, adopted resolution, written City Attorney opinion, or other controlling record should supersede this preserved chronology where applicable.

Minimum Fire Code ≠ Complete Operational Analysis

APPENDIX D ACCESS WIDTH

The Appendix D table used here prescribes **20 feet** through 500 feet and **26 feet** for the 501–750-foot dead-end category. For roads **over 750 feet**, **special approval is required** rather than one prescribed standard width.

AERIAL OPERATING FOOTPRINT

Published online specifications for a comparable same-generation **RK 104-foot aerial platform on a Spartan Gladiator chassis** report approximately **18'5"** of full outrigger/stabilizer spread.

MOBILE WATER-SUPPLY LANE REFERENCE

NFPA 1142 uses a **12-foot minimum clear width for each lane of travel** on roadways providing access to required water supplies. Its water-shuttle guidance also recognizes the benefit of one-way shuttle routes where possible so apparatus do not have to pass one another on narrow roads.

Operating element	Width
Comparable RK 104 full stabilizer spread	18'5"
NFPA 1142 clear lane reference	12'0"
Combined side-by-side comparison	30'5"
Appendix D 501–750 ft roadway	26'0"
Difference	4'5"

WHAT THE GEOMETRY DEMONSTRATES

The combined comparison is approximately **30'5"** — about **4'5" wider** than Appendix D's 26-foot roadway. This is not presented as an NFPA requirement that a 12-foot tender lane must always exist beside a deployed aerial. It demonstrates that **minimum access-road width and simultaneous fireground operating space are different questions**.

IDEAL CONDITIONS ASSUMED

This is before snow accumulation/storage, parked vehicles, retaining walls or constrained shoulders, hose lines, personnel, open compartments, stabilizer pads, disabled vehicles, construction, a downed tree or powerline, utility work, or another obstruction.

WHY A MINIMUM IS A BASELINE

Minimum fire-access requirements are a baseline rather than a complete substitute for local street-design policy. Minnesota State Fire Code is one variable alongside Police/EMS access, Public Works maintenance, engineering, connectivity, infrastructure and local operating conditions.

Fire Code should inform Ramsey's street policy. It should not substitute for Ramsey's street policy.

Future-apparatus note: U.S. fire apparatus have generally trended **larger and heavier** over recent decades as cabs, equipment, tanks, emissions systems and all-hazards capabilities expanded. Some departments intentionally specify smaller apparatus for constrained streets. This packet does **not** assume Ramsey's future aerial will necessarily be larger; future apparatus should not be assumed to make operating-space concerns disappear, and long-lived street design should consider actual and reasonably foreseeable emergency-vehicle dimensions.

Technical disclaimer: Ramsey Aerial 21's individual factory build sheet has not been located. The approximately 18'5" stabilizer dimension is drawn from published online specifications for a **comparable same-generation RK 104-foot platform / Spartan Gladiator apparatus** and should be verified against Ramsey's actual apparatus manual/build specification before being treated as an exact Ramsey measurement. The 12-foot figure is an NFPA 1142 clear-lane reference; the 30'5" calculation is an illustrative operating-space comparison, not a standalone code-mandated combined width.

[Appendix D table source](#)

[Fire Engineering — comparable RK 104 / Spartan Gladiator](#)

[NFPA 1142 reference](#)

[FAMA — Emergency Vehicle Size & Weight Guide](#)

[USDOT/Volpe — Downsizing Fire Apparatus](#)

4 | Minnesota Guidance Goes Beyond Minimum Fire Code

MnDOT

MnDOT discusses dead ends and cul-de-sacs as part of fragmented street systems and states that **“Fragmented street systems also impede emergency access.”** It says local subdivision regulations should promote network connectivity.

METROPOLITAN COUNCIL

Ramsey is expressly listed as a **Suburban Edge** community. Met Council describes that pattern as including cul-de-sacs and limited access to major thoroughfares and identifies **improving street connectivity** as a planning challenge.

MPCA / MIDS

Minnesota site-design guidance recommends minimizing residential cul-de-sacs and reducing total residential street length. MIDS model guidance uses a 500-foot threshold with exceptions and separately considers fire/building requirements, emergency-service routes and likelihood of street obstruction when evaluating secondary access.

WHAT IT ESTABLISHES

Minnesota governmental guidance recognizes connectivity, emergency access, street efficiency, secondary access and possible obstruction as legitimate planning considerations beyond a simple minimum-code test.

WHY IT MATTERS

The question before Ramsey is not whether Minnesota mandates 600 feet—it does not. The question is whether concerns addressed by a local objective standard remain legitimate. Minnesota's own guidance says they do.

Limitation: These sources do not mandate Ramsey's number. MPCA/MIDS material includes site-design/model guidance rather than binding statewide cul-de-sac law.

[MnDOT Access Management Manual](#)

[Met Council — Suburban Edge](#)

[Minnesota Stormwater Manual](#)

[MIDS Community Assistance Package](#)

Engineering & Planning Guidance | Cul-de-Sac Length, Connectivity & Access

speed, and other relevant guidance concerning length and approximately 200 daily trips.
PUEBLO COUNTY — Engineering standard: 660-foot maximum , no more than 20 single-family dwellings , and no more than 200 daily trips for other uses.
ASCE / ITE-BASED 500-FOOT STANDARD — Sherwood uses a 500-foot residential maximum and ties its calculation to <i>Residential Streets, 3rd Edition</i> , developed with ASCE and ITE.
MINNESOTA — MnDOT — Fragmented street systems can impede emergency access ; local subdivision regulations should promote network connectivity.
MINNESOTA — MPCA / MIDS — Model guidance treats cul-de-sacs over 500 feet as requiring additional justification/conditions involving utility looping, speed/backtracking, service-vehicle turning, adjacent connectivity and possible secondary access based on emergency routes, obstruction risk and dwellings served.
MINNESOTA — EQB + MPCA SITE DESIGN — Model guidance describes low-volume residential access lanes as generally serving 25 or fewer homes / under 250 ADT. Minnesota site-design guidance recommends reducing total residential street length, increasing homes served per unit length and minimizing residential cul-de-sacs.
CONGRESS FOR THE NEW URBANISM — CONNECTIVITY-ORIENTED GUIDANCE CNU highlights the research report <i>Planning for Street Connectivity</i> , which found typical block-length requirements of 300–600 feet and reported that cul-de-sacs were usually restricted to approximately 200–300 feet and allowed mainly where connections were impractical. CNU's Sustainable Street Network Principles emphasize route choice and connected networks. The CNU/USGBC/NRDC LEED-ND framework also uses approximately 400-foot connection intervals at project boundaries and calls for pedestrian/bicycle through-connections in at least 90% of new cul-de-sacs , subject to physical constraints.
WHAT CNU ADDS CNU does not establish a universal engineering maximum for cul-de-sacs. It shows that prominent connectivity-oriented planning literature is often more restrictive than Ramsey's 600-foot benchmark and treats cul-de-sacs as exceptions where network connections are impractical. Ramsey's 600-foot standard therefore should not be characterized as unusually restrictive merely because modern planning values flexibility.
NATIONAL RELEVANCE — AND MINNESOTA CONDITIONS These benchmarks appear across different U.S. climates, including places without Minnesota's snow accumulation, snow-storage demands and freeze-thaw environment. The underlying rationale is broader than winter maintenance: speed, traffic concentration, connectivity, emergency access, homes served, service-vehicle operation and infrastructure efficiency. Minnesota's climate can add another operational layer because more roadway means more pavement to plow, maintain and manage through winter.
WHY IT MATTERS FOR RAMSEY Ramsey's 600-foot benchmark sits within a broader engineering/design pattern in which ordinary residential dead ends are limited and longer single-access streets receive additional scrutiny. Minnesota-specific guidance independently supports the same concerns and uses 500 feet as a point at which additional model conditions apply.
Source framing: CNU material is planning/connectivity guidance, not a Minnesota legal requirement or proof that 200, 300, 500 or 600 feet is universally optimal.
Iowa State / SUDAS
Minnesota MIDS Community Assistance Package
MnDOT Access Management Manual
CNU — Methods of requiring connectivity differ / Planning for Street Connectivity
CNU — Sustainable Street Network Principles
CNU / LEED-ND — Street Network credit

Minnesota EMS Evidence | Every Second Counts

UNIVERSITY OF MINNESOTA — CARDIAC ARREST

The University of Minnesota Medical School's Center for Resuscitation Medicine explains that during cardiac arrest the brain stops receiving oxygen. Its director states that **“Every minute we don't do anything about it, the chance of survival drops by 10%.”** U of M resuscitation researchers separately summarize the time sensitivity of advanced cardiac-arrest care this way: **“Not just every minute counts, every second counts.”**

MINNESOTA MOBILE RESUSCITATION CONSORTIUM

When the U of M and Minnesota health-system partners launched the statewide mobile-resuscitation initiative, the University reported that among the targeted cardiac-arrest population, each additional **10-minute delay in treatment increased mortality approximately 15–25%**. The program was designed specifically to move advanced resuscitation capability closer to patients and reduce treatment delay.

MINNESOTA DEPARTMENT OF HEALTH — STROKE

MDH's Minnesota Stroke Program uses the message **“Every Second Counts.”** MDH emphasizes rapid 911 activation, identifies EMS as part of the acute stroke team, and designs Minnesota's stroke system around getting patients rapidly to stroke-ready hospitals.

MINNESOTA DEPARTMENT OF HEALTH — TRAUMA

MDH states that for a severely injured patient, the time between injury and definitive care is the **most important predictor of survival** and that survival diminishes as time passes. Minnesota's trauma system therefore uses specific EMS transport and performance-time measures.

WHAT IT ESTABLISHES

For cardiac arrest, stroke and major trauma, Minnesota medical institutions treat elapsed time as an outcome variable—not an administrative convenience. Delays measured in minutes, and in some circumstances seconds, can materially affect the opportunity for successful treatment.

WHY IT MATTERS FOR STREET DESIGN

A cul-de-sac does not cause a cardiac arrest, stroke or traumatic injury. The roadway becomes relevant after the emergency occurs. On a single-access residential street, the reliability of that one route becomes part of the emergency-response chain. Minnesota medical evidence therefore supports treating access reliability, redundancy and network design as legitimate EMS considerations independently of whether minimum Fire Code dimensions are satisfied.

RAMSEY CONNECTION

Ramsey Police has already articulated the operational connection in its own words: providing a second access to a long single-access street would “increase our ability to quickly render aid.” Minnesota's medical evidence explains why that operational concern can matter to patient outcomes.

Source note: The clinical percentages above describe the specific cardiac-arrest populations discussed by the cited U of M sources and should not be generalized to every EMS call.

[U of M Medical School — cardiac arrest and survival by minute](#)

[University of Minnesota — Every Second Counts](#)

[U of M — Minnesota Mobile Resuscitation Consortium](#)

[Minnesota Department of Health — Every Second Counts / Stroke](#)

[Minnesota Department of Health — Minnesota Trauma System](#)

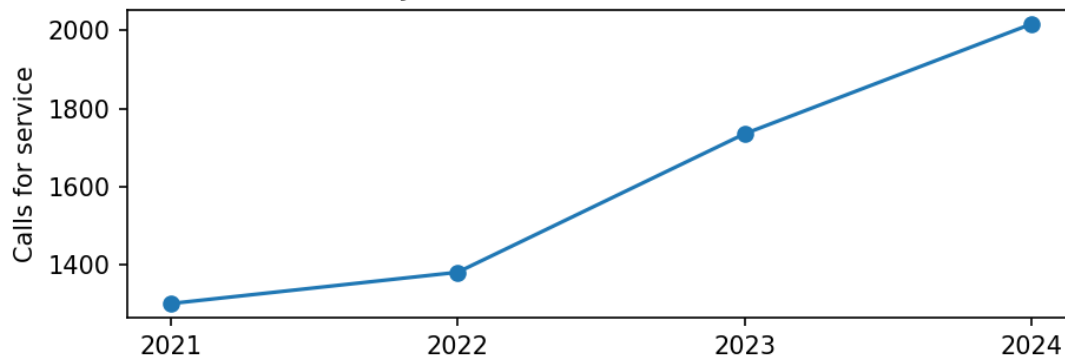
[Ramsey Bowers Drive public-safety record](#)

Ramsey Fire + Police | Growing Demand and Single-Access Risk

FIRE DEMAND HAS RISEN SHARPLY

Ramsey's adopted 2026 budget reports Fire calls increasing from **1,301 in 2021 to 2,016 in 2024** — approximately **55%**. The same budget identifies ensuring adequate staffing for increased call demand as a current Fire Department goal.

Ramsey Fire calls for service, 2021–2024



THE STRONGER RESPONSE-TIME ISSUE IS ACCESS FAILURE — NOT A FEW SECONDS OF ORDINARY TRAVEL

The central concern with a long single-access street is not an attempt to convert a few additional seconds of normal travel into a clinical outcome. It is that every responder and resident remains dependent on the same sole route. If that route is blocked or materially constrained, the delay may no longer be measured in ordinary travel seconds because there is no alternate approach.

WHAT CAN COMPROMISE A SOLE ACCESS?

A crash or disabled vehicle; accumulated snow; a downed tree or powerline; construction or utility work; fire apparatus operating in the roadway; police activity; or another obstruction can reduce or eliminate usable access. Greater length can place more roadway, homes and infrastructure behind the same point of ingress and egress.

POLICE / EMS OPERATING PRINCIPLE

For Police and EMS, the relevant street-design issue is **reliable access and route redundancy**. Minnesota medical evidence establishes that elapsed time matters in cardiac arrest, stroke and major trauma. Street-network design cannot prevent those emergencies, but it can affect whether responders have another route when normal access fails.

WHY IT MATTERS

This is a different question from minimum Fire Code compliance. A road may satisfy prescribed fire-access dimensions under normal conditions while still concentrating Police, Fire, EMS, resident evacuation and reinforcement traffic onto one route with no alternative when that route is unavailable.

[Ramsey 2026 General Fund Budget — Fire calls and performance measures](#)

[Ramsey Fire Services](#)

6 | Ramsey's Own Recent Precedent | 2020–2024

2020 / 2024 — BOWERS DRIVE

Ramsey's record describes Bowers as the City's longest dead-end street with a single access. Fire called a second connection an **“important and vital roadway connection for Public Safety”** and noted it would provide a second access if Bowers were blocked. Police said it would **“increase our ability to quickly render aid.”** Public Works called it a **“long cul-de-sac road with only a single access point.”**

2022 — CEDAR ACRES

Ramsey's review treated cul-de-sac configuration as an engineering and municipal-operations issue, including drainage and public-works/snowplowing considerations.

2024 — TEMPORARY CUL-DE-SAC

A Planning Commissioner questioned a temporary dead-end configuration and Fire concerns; staff responded that the temporary cul-de-sac would **“meet City standards.”**

WHAT IT ESTABLISHES

Ramsey's own recent record recognizes redundant access, engineering, maintenance and compliance with local standards as considerations separate from minimum Fire Code.

WHY IT MATTERS

This is not an argument imported from another city. Ramsey departments themselves have treated long single-access roads and cul-de-sac design as broader municipal issues.

Limitation: These precedents have different facts and do not establish a universal maximum. Riverstone 2025 is addressed separately on Page 2.

[Bowers Drive record](#)

[Cedar Acres record](#)

[2024 temporary cul-de-sac record](#)

Existing >600-Foot Streets | Are They Actually Comparable?

THE QUESTION

The existence of Ramsey streets longer than 600 feet does not, by itself, establish that the current standard is unnecessary. Before existing long streets are used as precedent for repeal, the relevant question is whether they were approved and operate under conditions comparable to what repeal would allow in future subdivisions.

BOWERS DRIVE

Ramsey has described Bowers as its longest dead-end street with a single access point. Fire, Police and Public Works later supported providing another connection. Fire called the connection an “**important and vital roadway connection for Public Safety**”; Police said it would increase the ability to quickly render aid; Public Works specifically identified the concern of a “**long cul-de-sac road with only a single access point.**”

RIVERSTONE SOUTH 6TH — ~640 FEET

In 2025, Fire did not object to the approximately 40-foot overage and two hydrants were proposed. Ramsey nevertheless required a formal variance and findings. This demonstrates that a modern longer cul-de-sac could be accommodated through an exception without eliminating the underlying 600-foot benchmark.

LONGER CUL-DE-SACS WITH CITY WATER

In a written response received during this review, a Ramsey official familiar with utilities stated that longer cul-de-sacs exceeding 600 feet with City services are **looped for better water quality**. That means at least some existing long streets may contain utility-system mitigation that is not apparent from road length alone.

THE COMPARABILITY TEST

Before existing >600-foot streets are treated as evidence supporting repeal, identify for each one:

- permanent vs. temporary/future-through street;
- centerline length and homes served;
- year and standards under which it was approved;
- whether a length variance was required;
- hydranted vs. non-hydranted;
- looped vs. dead-end water main;
- secondary/emergency access or secured future connection;
- documented Fire, Police, Engineering or Public Works conditions/concerns.

WHY IT MATTERS

If many existing >600-foot streets required variances, contain looped utilities, have hydrants or secondary/future access, predate modern standards, or later generated access concerns, then their existence may support the value of an exception process more than it supports eliminating the underlying objective standard.

Record status: Ramsey’s publicly indexed records do not expose a complete GIS table of all cul-de-sacs with centerline lengths. This section therefore does not claim to inventory every >600-foot street; it identifies documented examples and the conditions needed for a valid comparison.

[Ramsey Bowers Drive public-safety record](#)

[Ramsey Resolution 25-026 — Riverstone South 6th](#)

[Ramsey subdivision / plat requirements](#)

7 | Infrastructure Efficiency | Same Homes, More Road

MODELING ASSUMPTION

Hold development yield at **30 detached single-family homes**. Use **\$450,000 per home** as a conservative representative modeling assumption: **\$13.5 million total modeled residential value**. Use approximately **\$134/linear foot** as a Ramsey rural residential reconstruction benchmark derived from two Ramsey CIP precedents.

Street length	Road ft/home	Relative road	Reconstruction benchmark
600 ft	20	1.0×	~\$80,400
1,000 ft	33.3	1.67×	~\$134,000
3,000 ft	100	5.0×	~\$402,000

SAME 30 HOMES. SAME \$13.5 MILLION MODELED VALUE. FIVE TIMES THE ROAD.

At 600 feet, thirty homes require 20 feet of roadway per home. At 3,000 feet, the same thirty homes require 100 feet per home — five times the roadway infrastructure supporting the same modeled development yield.

WHAT IT ESTABLISHES

Holding development yield constant, infrastructure per home rises directly with street length.

Limitation: \$450,000 is a modeling assumption, not a Rum River Retreat appraisal. ~\$134/ft is a reconstruction benchmark, not new-road construction cost. This demonstrates declining infrastructure efficiency, not guaranteed taxpayer loss.

[Ramsey Countryside Estates reconstruction precedent](#)

[Ramsey Hall-Anderson / Oakwood Hills reconstruction precedent](#)

8 | Other Minnesota Municipalities

Comparison of local cul-de-sac approaches

Communities labeled **Comparable — not near Ramsey** are included because their development pattern or cul-de-sac policy provides a useful Minnesota comparison; they are not represented as neighboring Ramsey.

Community	Relationship	Length standard	How the local standard works
Ramsey	Reference city	600 ft	Current published Engineering Design Standard.
Dayton	Nearby / regional	Normally 500 ft	Permanent dead ends prohibited; cul-de-sacs allowed where justified. City reports departures from the normal benchmark.
Blaine	Nearby / regional	600 ft normal; 1,000 ft max	600–1,000 ft adds water-looping/fire-flow, secondary-access and emergency/service-vehicle design requirements.
Otsego	Nearby / regional	500 ft	Permanent cul-de-sacs limited to stated circumstances; connected-street policy emphasized.
Ham Lake	Nearby / regional	1,100 ft	Council selected limit after reviewing surrounding cities and homes reasonably served by one access.
Elk River	Nearby / regional	700 ft	Longstanding local maximum; official response identifies emergency access, circulation and utility reasons.
Medina	Comparable — not near Ramsey	Numeric limit — verify current code	Included for official policy reasoning on circulation, neighborhood design and maintenance.
Lino Lakes	Comparable — not near Ramsey	500 ft	Published code says cul-de-sac use should be held to a minimum and as short as possible.

What officials told us

Five substantive professional responses across five cities affirmatively identified reasons for local cul-de-sac regulation or additional local review beyond minimum Fire Code.

Ham Lake: Number of homes dependent on one access; impact of a blocked road; fire/police/EMS access; circulation; maintenance vehicles; future second outlet.

Elk River: Emergency access if a tree, powerline, watermain or other event blocks the only route; response from one direction; circulation; plow/bus/service routes; utility efficiency.

Blaine: Longer cul-de-sacs trigger additional fire-flow/water-looping, secondary-access and emergency/service-vehicle design requirements.

Medina: Traffic and pedestrian circulation, neighborhood design, and a maintenance preference to limit cul-de-sacs.

Otsego: Access and circulation are the primary basis; emergency response is one factor; minimizing street maintenance is also a consideration.

COLLECTIVE TAKEAWAY

The supporting responses repeatedly treat cul-de-sac policy as broader than minimum Fire Code. The recurring concerns are single-access exposure, emergency redundancy, circulation, maintenance, utilities/water looping, neighborhood design and the number of homes dependent on one access.

Response summary is based on the substantive supporting replies received. The ordinance comparison above is presented separately so the existence and structure of local standards are not confused with individual officials' explanations for them.

10 | What the Evidence Collectively Establishes

The sources in this packet come from Ramsey's own records, Minnesota governmental guidance, fire-code material, NFPA operational standards and municipal comparisons. Read together, they establish several consistent points:

Ramsey's 600-foot standard addresses a legitimate municipal planning subject. Street length is part of Ramsey's existing engineering framework, and Ramsey has recently administered the standard separately from Fire Department acceptance.

Minimum Fire Code compliance and comprehensive street policy answer different questions. Fire Code establishes minimum apparatus-access requirements. Connectivity, redundant access, infrastructure efficiency and actual apparatus deployment remain separate considerations.

Minnesota governmental guidance recognizes those broader considerations. MnDOT identifies fragmented street systems as impeding emergency access; Met Council identifies improved connectivity as a planning challenge for Ramsey's community type; Minnesota site-design guidance addresses cul-de-sac minimization, street length and secondary access.

Ramsey's own departments have recognized the value of redundant access. Fire, Police and Public Works have each documented concerns or operational benefits associated with providing a second route to a long single-access street.

Ramsey's emergency-response environment is changing. Fire calls increased approximately 55% from 2021 through 2024. Police continues to respond to serious residential incidents, and Ramsey Police has specifically stated that redundant access can improve its ability to render aid.

Road length has a measurable infrastructure-efficiency consequence. Holding development yield constant, a 3,000-foot street requires five times the roadway infrastructure of a 600-foot street. Ramsey's own reconstruction precedents demonstrate that additional roadway carries real lifecycle exposure.

The record therefore supports treating cul-de-sac length as a citywide planning decision involving multiple municipal interests, rather than reducing the question to whether a particular road can satisfy minimum Fire Code.

Questions for Council

1. What problem is repeal intended to solve that the existing variance process cannot address?
2. If the objective length standard is removed, what objective safeguards will replace the predictability it currently provides?
3. How will future reviews account for connectivity, redundant access, infrastructure efficiency and Ramsey's actual apparatus operating requirements?
4. How should Ramsey account for increasing Fire/EMS demand over the service life of streets approved today?
5. If longer streets are appropriate under particular circumstances, should those circumstances be addressed through defined exceptions rather than elimination of the underlying benchmark?

Accuracy note: Numerical modeling assumptions and model-guidance provisions are identified as such on the pages where they appear. They are not presented as project-specific estimates or binding state requirements.

11 | Resources & Active Links

Primary sources used in this packet. Links are also placed on the evidence pages where they are used.

Ramsey Engineering Design Standards

<https://www.cityoframsey.com/DocumentCenter/View/1355/City-of-Ramsey-Engineering-Design-Standards-PDF>

Ramsey Resolution 25-026 — Riverstone

https://public.destinyhosted.com/ramsedocs/2025/CCReg/20250225_23388/15920_Res._%2325-026.pdf

Minnesota Rule 7511.0503

<https://www.revisor.mn.gov/rules/7511.0503/>

ICC Appendix D / D107

<https://codes.iccsafe.org/content/OKIFC2018P1/appendix-d-fire-apparatus-access-roads>

NFPA 1002 technical material

https://www.nfpa.org/api/files?path=%2Ffiles%2FAboutTheCodes%2F1002%2F1002_F2016_POU-FFO_FD_FRStatements.pdf

MnDOT Access Management Manual

<https://dot.state.mn.us/accessmanagement/docs/pdf/manualchapters/chapter3.pdf>

Metropolitan Council — Suburban Edge

<https://imagine2050.metrocouncil.org/reference-materials/land-use/community-designations/community-designations-suburban-edge/>

Minnesota Stormwater Manual

https://stormwater.pca.state.mn.us/residential_streets_and_parking_lot_checklist

MIDS Community Assistance Package

https://stormwater.pca.state.mn.us/images/0/03/Community_assistance_package.pdf

Ramsey 2026 General Fund Budget

<https://www.cityoframseymn.gov/DocumentCenter/View/13594/2026-Final-General-Fund-Budget-PDF>

Ramsey 2025 Police Department Review

<https://www.cityoframseymn.gov/DocumentCenter/View/9697/2025-Review-of-the-Police-Department>

Ramsey Bowers Drive record

https://public.destinyhosted.com/ramsedocs/2024/PW/20240220_23265/AGENDApacket_02-20-24_0227_23264.pdf

Ramsey Cedar Acres record

https://public.destinyhosted.com/ramsedocs/2022/PlanReg/20221027_22092/AGENDApacket_10-27-22_0848_22091.pdf

Ramsey 2024 temporary cul-de-sac record

https://public.destinyhosted.com/ramsedocs/2024/CCReg/20240409_23277/AGENDApacket_04-09-24_0159_23276.pdf

Ramsey Countryside Estates reconstruction

https://public.destinyhosted.com/ramsedocs/2025/CCReg/20250624_23432/AGENDApacket_06-24-25_1028_23431.pdf