

ORDINANCE #26-18

**CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA**

**AN ORDINANCE AMENDING CHAPTER 117
PERTAINING TO STREETS**

The City Council of Ramsey ordains:

SECTION 1. AUTHORITY

This ordinance is adopted pursuant to and under the authority of the City Charter of the City of Ramsey.

SECTION 2. AMENDMENT TO SECTION 117-614 PERTAINING TO STREETS.

Underlined text is to be inserted
~~Strikethrough text is to be deleted.~~

The following Section 117-614 – Subdivision design standards – is amended pertaining to streets:

- (a) *General requirements.* The planning commission in its review of a preliminary plat shall determine whether the proposed subdivision is in conformity with this Code and shall take into consideration the requirements of the community and the best use of the land. Particular attention shall be given to the arrangement, location and widths of streets, drainage and lot sizes and arrangements.
- (b) *Street plan.*
 - (1) The arrangement, character, extent, width, grade and location of all streets shall conform to the approved standard street specifications and all applicable sections of this Code and the State Fire Code. All streets shall be paved with concrete or bituminous surfacing.
 - (2) The arrangement of streets in new subdivisions shall connect to adjacent street stubs and provide future street stubs to adjoining areas. In instances where a stub street abuts an undeveloped parcel, it is the stated intention of the city to connect streets with the adjoining parcel for development. In the interim, the stub streets shall have a sign stating that the stub street is a future through street.
- (c) *Streets.*
 - (1) Right-of-way width.
 - a. All right-of-way widths shall conform to the following minimum dimensions:

Classification	Right-of-Way
Major and minor arterials (state and county highways)	120 feet, except for those segments for which different rights-of-way are specified in the city comprehensive plan.
Collector (MSA)	80 feet
Rural residential (minor)	66 feet
Urban residential (minor)	60 feet
Cul-de-sac (urban)	60 feet radius

Cul-de-sac (rural)	65 feet radius
Service	60 feet

- b. Different widths may be required, depending upon anticipated traffic volume, planned functions of street, and character of abutting land use.
 - c. The classification of street and determined right-of-way width shall be determined by the city comprehensive plan.
- (2) Where horizontal street lines deflect from each other at any point more than ten degrees, said street lines shall be connected by a curve with a radius of not less than 100 feet for minor streets and of such greater radii in the case of other streets as the planning commission may determine. Streets that shall serve as collector and arterial streets shall have a minimum radius of 310 feet. Such street may be reduced to a minimum of 240 feet providing full super elevation is incorporated in the street design. All municipal state aid (MSA) roads shall meet current MSA standards for horizontal alignment that is ~~dependant~~ dependent upon design speed.
 - (3) Street grades shall not exceed seven percent for minor and collector streets and four percent for thoroughfares, and in no case shall they be less than 0.4 percent. Wherever feasible, grades within 30 feet of street intersections shall not exceed three percent and all private driveways providing access to public right-of-way shall approach to grade level.
 - (4) Different connecting street gradients shall be connected with vertical curves. Minimum length, in feet, of said vertical curves shall be 100 feet or 20 times the algebraic difference in the percentage of grade of the two adjacent gradients.
 - (5) Street jogs in minor and service streets shall have a centerline offset of not less than 150 feet. Street jogs in collector streets shall have a centerline offset of not less than 300 feet.
 - (6) Minor streets shall be so aligned that their use by through traffic will be discouraged.
 - (7) ~~The maximum length of cul-de-sac streets shall be 600 feet, measured along the centerline from the intersection of origin to the end of the right-of-way. Each cul-de-sac shall have a terminus of nearly circular shape with a minimum right-of-way diameter of 130 feet and a minimum roadway diameter of 100 feet.~~ Repealed
 - (8) In those instances where a subdivision abuts or contains an existing or planned thoroughfare or a railroad right-of-way, the planning commission may require a service street approximately parallel to and on each side of such right-of-way.
 - (9) Half streets shall be prohibited except where essential to the reasonable development of the subdivision in conformity with the requirements of this chapter.
 - (10) Private streets shall be permitted in accordance with applicable zoning district.
 - (11) Street rights-of-way shall not be planned so as to cause hardship to owners of adjoining property and their ability to subdivide.
 - (12) The angle formed by the intersection of streets shall not be less than 75 degrees, with 90-degree intersections preferred as measured 100 feet from the intersection. Intersections of more than four corners are prohibited.
 - (13) A tangent of at least 100 feet in length shall be introduced between reverse curves on thoroughfare and collector streets and a tangent of at least 50 feet in length shall be introduced between reverse curves on all other streets, unless otherwise approved by the city engineer.

(14) Roadways of street intersections shall be rounded by a radius of not less than 20 feet for suburban type streets and 30 feet for rural type streets. Roadways of alley-street intersections shall be rounded by a radius of not less than ten feet.

(15) Pursuant to Minnesota State Fire Code Appendix D, as amended, developments of one or two-family dwellings with more than 30 dwelling units shall have at least two separate fire apparatus approved accesses.

Exceptions: (1) All dwelling units are equipped with an automatic sprinkler system; or (2) The current roads will connect with future development, as determined by the Fire Chief.

(16) Pursuant to Minnesota State Fire Code Appendix D, as amended, multi-family residential developments with more than 100 dwelling units shall have at least two separate fire apparatus approved accesses, unless all dwelling units are equipped with an automatic sprinkler system. Multi-family residential developments with more than 200 dwelling units shall have at least two separate fire apparatus approved accesses.

SECTION 3. SUMMARY

The following official summary of Ordinance #26-18 has been approved by the City Council of the City of Ramsey as clearly informing the public of the intent and effect of the Ordinance:

“Ordinance #26-18 amends the Street Plan and Streets subsections of Section 117-614 of the Subdivision Code. It requires that all roadways conform to the design provisions of the State Fire Code. It repeals subsection 117-614(c)(7) pertaining to a maximum length of a cul-de-sac street.”

SECTION 4. EFFECTIVE DATE

This ordinance becomes effective upon publication, subject to City Charter Section 5.07.

PASSED by the City Council of the City of Ramsey, Minnesota the 27th day of October, 2026.

Mayor

ATTEST:

City Clerk