

ORDINANCE NO. 315

**CITY OF ST. FRANCIS
ANOKA COUNTY**

**AN ORDINANCE MODIFYING SECTION 11-43-02 STREETS IN THE SUBDIVISION
CODE**

THE CITY COUNCIL OF THE CITY OF ST. FRANCIS, ANOKA COUNTY, MINNESOTA,
ORDAINS:

Changes in the following sections are denoted with an underline for **new text** or a strikethrough for ~~deleted language~~.

Section 1. Section 11-43-02 Streets of the St. Francis Code of Ordinances is hereby amended to read as follows:

11-43-02. – Streets.

A. Street Connections.

1. Except for cul-de-sacs, streets shall connect with streets already dedicated in adjoining subdivisions, or provide for future connections to adjoining unsubdivided tracts, or shall be a reasonable projection of streets in the nearest subdivided tracts. The arrangement of thoroughfares and collector streets shall be considered in their relation to the reasonable circulation of traffic, topographic conditions, runoff of stormwater, public convenience and safety, and in their appropriate relation to the proposed uses of the area to be served.
2. The arrangement of streets in a new subdivision shall make provisions for the proper projection of streets into adjoining areas by carrying the new streets to the boundaries of the new subdivision at appropriate locations approved by the City Engineer.
3. Temporary Cul-de-Sacs. In those instances where a street is terminated pending future extension in conjunction with future subdivision and more than 150 feet between the dead-end and the nearest intersection, a temporary turn around facility shall be provided at the closed end, in conformance with cul-de-sac and applicable Fire Code requirements. The temporary cul-de-sac shall be placed inside a temporary roadway easement if it is located outside street right-of-way. At such time as such a street is extended, the acreage covered by the turn-around outside the boundaries of the extended street shall revert in ownership to the property owner fronting on the temporary turn-around. The temporary cul-de-sac shall be surfaced in bituminous and signed as a future through street to alert the public that the road is planned to continue into the next development upon future subdivision. Financial security shall be required for removal or restoration as determined by the City Engineer.

4. **Platting of Small Tracts.** In the platting of small tracts of land fronting on a limited access highway where there is no convenient access to existing entrances and where access from such plat would be closer than one-half (½) mile from an existing access point, a temporary entrance permit for a period not exceeding two (2) years may be granted. Provision shall be made in such plats for the connection of roads to neighboring land. As the neighboring land is platted and developed, and access becomes possible at a preferred location, such temporary entrance permits shall become void at the discretion of the City.
5. **Access to Arterial and Collector Streets.** Access of local streets onto arterial and collector streets shall be in accordance with the City's Private Development Standards.

B. Design Requirements.

1. **Widths.** Right-of-way widths and pavement widths shall be as follows:

Classification	Right-of-Way Width	Pavement Width
Major Collector	100 feet min.	Determined by the City Engineer
Minor Collector	80 feet min.	40 feet
Local Street - Urban	60 feet min.	32 feet
Local Street – Rural	66 feet min.	24 feet
Service Road	50 feet min.	28 feet
Cul-de-sac Street	60 feet min.	32 feet
Cul-de-sac Radius	60 feet min.	50 feet
Private Street – Cul-de-sac	50 feet min.	24 feet
Private Street – Thru	50 feet min.	28 feet

2. **Street Intersections.** Insofar as practical, streets shall intersect at right angles, and in no case shall the angle formed by the intersection of two (2) streets be less than 60 degrees. Intersections having more than four corners shall be prohibited. Adequate land for future intersections and interchange construction needs shall be dedicated.
3. **Deflections.** When connecting street lines deflect from each other, or when a single street deflects at one point by more than 10 degrees, they shall be connected by a horizontal curve. For collector and higher-order streets, the curve radius shall be based on standard engineering methods suitable for the design speed. A minimum curve radius of 300 feet shall be provided for all local through streets (with a design speed of 35 mph or less) unless precluded by natural site features such as wetlands, rivers, lakes, bluffs, etc. If precluded by natural site features, the City may allow a horizontal curve with a 100 foot radius on local streets provided that appropriate signage is erected.
4. **Street Intersection Offsets.** Street intersection jogs shall have a centerline off-set of 150 feet or more when applied to minor streets and service streets. In all other cases they shall be avoided.
5. **Tangents.** A tangent of at least 100 feet shall be introduced between points of reverse curves of arterial and collector streets.

6. *Cul-de-Sacs.* Cul-de-sacs shall be designed to cover as short a distance as possible. The maximum length of a street terminating in a cul-de sac shall be 750 feet for developments in the Urban Service Area and 1,250 feet for developments in the Rural Service Area. The maximum length of a dead end street that is intended to serve adjacent unsubdivided property that is suitable for development shall be 1,000 feet for developments in the Urban Service Area and 1,500 feet for developments in the Rural Service Area. The distance of the street shall be measured along the centerline of the street from the intersection of origin to the end of the right-of-way. A cul-de-sac meeting City Code requirements shall be required at the end of all dead end streets. Dead end streets in the Rural Service Area may be increased in length if the development complies with the following performance standards:
 - a. The maximum density on the dead end street shall not exceed the maximum allowed by State Fire Code.
 - b. All streets within the development shall be bituminous.
 - c. A future street plan, noting the continuation of the dead end street to exiting street(s), shall be provided. All streets noted in the future street plan must be reasonable in their design and economically feasible. The distance from the end of the street to the nearest existing street shall also be less than 1,500 feet.
 - d. Secondary access and/or internal looping of the proposed streets shall be provided if site conditions permit.
7. *Centerline Gradients.* All centerline gradients shall be at least five-tenths (0.5) percent and shall not exceed eight (8) percent unless approved by the City Engineer.
8. *Vertical Curves.* Changes in grade shall be connected by vertical curves and shall meet the requirements for the design speed of the roadway.
9. *Base and Surfacing.* All streets shall be improved with a concrete or bituminous surface. Pavement sections shall be in accordance with City standard detail plates. Except in the case of model homes, as may be approved by the City, no building permit shall be issued for any lot or parcel in a subdivision prior to the installation of the base course of bituminous. The wear course of bituminous shall be placed following the construction season or, if so designated by the City Council, up to two (2) years from the date of final plat approval. Exceptions to this provision may be granted by the City Council at their discretion as part of a development contract. This requirement may, for plats outside of the Urban Service Area, be modified or held in abeyance, or gravel-based, oiled or dust palliative treated streets may be substituted if recommended by both the Planning and Zoning Commission and the City Engineer, and approved by a four-fifths ($\frac{4}{5}$) majority of the Council. All roads to be constructed will be constructed per specifications by the City Engineer.
10. *Concrete Curb and Gutter.* All streets within the Urban Service Area shall utilize concrete curb with integral gutter and shall be of the type in accordance with the City's Private Development Standards.
11. *Grading.* The full width of the right-of-way of all streets and alleys dedicated in the plat shall be graded to the lines and cross sections as shown on the grading plan submitted to and approved by the City Engineer. Exceptions to the width of grading may be granted where topography or tree cover warrant.

- C. *Marginal Access Streets.* Marginal access streets shall be so aligned that their use by through traffic is discouraged.
- D. *Service Streets.* Where a subdivision abuts or contains an existing or planned major thoroughfare or a railroad right-of-way, the City Council may require a street approximately parallel to and on each side of the right-of-way for adequate protection of residential properties and to afford separation of through and local traffic. The service streets shall be located at a distance from the major thoroughfare or railroad right-of-way suitable for the appropriate use of the intervening land, as for park purposes in residential districts, or for commercial or industrial purposes in appropriate districts. The distances shall also be determined with due regard for the requirements of approach grades and future grade separations.
- E. *Half Streets.* Half streets shall be prohibited, except where essential to the reasonable development of the subdivision in conformity with the other requirements of this Ordinance; and except where the City Council finds it practical to require dedication of the other half when adjoining property is subdivided. In such cases, the developer shall provide an escrow in an amount determined necessary to construct the full street. Wherever there is a half street adjacent to a tract to be subdivided, the other half of the street shall be platted within the tract prior to the granting of access.
- F. *Private Streets.* Private streets intended to service non-residential and multi-unit developments may be allowed within the Urban Service Area subject to City Council approval and in accordance with the following standards:
1. Private streets shall only be allowed in compliance with the City's Comprehensive Plan and only for such roads which have no public interest for traffic circulation.
 2. The number and location of private streets may be controlled and limited by the City Council in the interests of public safety and efficient traffic flow.
 3. Private streets are the responsibility of the applicant to construct according to the design standards listed in this Section.
 4. The city shall not maintain private roads or roadway signs. The applicant shall ensure in writing the maintenance and repair of all private streets and associated signage by a homeowner's association or some other similar entity approved by the City.
 5. Utilities under private streets
 - a. Where publicly-owned utilities are located under a private street, the City shall be responsible for any street repairs necessitated by repairs or maintenance of the public utility. Conversely, if full replacement of the public utility is required, the entity responsible for maintenance and ownership of the private street shall be solely responsible for the related street replacement.
 - b. Privately-owned utilities under private streets shall be owned and maintained by the entity responsible for ownership of the street. Any street repairs necessitated by the maintenance of the privately owned utility shall not be the responsibility of the city.

6. The applicant for any subdivision including private streets shall notify future property owners through deed restrictions and/or covenants which streets in a development are private streets.
 7. The city will not accept the dedication of any private street until it is brought into conformance with City public street standards at the expense of property owners.
- G. *Reserve Strips.* Reserve strips controlling access to streets shall be prohibited except under conditions approved by the City Council.
- H. *Re-subdivision of Large Lots and Parcels.* When a tract is subdivided into larger than normal building lots or parcels, such lots or parcels shall be so arranged as to permit the logical location and openings of future streets and appropriate re-subdivision, with provision for adequate utility connections for such re-subdivision.
- I. *Subdivisions Abutting Major Rights-of-Way.* Wherever the proposed subdivision contains or is adjacent to the right-of-way of a U.S. or State highway, County Road, or local collector street, provision may be made for a service street approximately parallel and adjacent to the boundary of such right-of-way; provided that due consideration is given to proper circulation design, setbacks from an intersection on the major rights-of-way, or for a street at a distance suitable for the appropriate use of land between such street and right-of-way. Such distance shall be determined with due consideration of the minimum distance required for approach connections to future grade separations, and for lot depths.
- J. *Right-of-Way Dedication.*
1. Where a subdivision abuts or contains an existing street of inadequate width, sufficient additional right-of-way width and street reconstruction shall be provided within the subdivision to meet the standards of this Ordinance.
 2. Additional right-of-way and roadway widths may be required by the Council to promote public safety and convenience when special conditions require it.
 3. All proposed streets shown on the plat shall be in conformity to City, County and State plans and standards and be offered for dedication as public streets unless otherwise determined by the City Council.
- K. *Geotechnical Investigation.* To determine sub-grade soils classification and bearing capacity of the soils in the proposed development, a geotechnical investigation report shall be prepared under the supervision of a licensed soils engineer associated with a qualified soils testing service and be provided to the City Engineer. The report shall contain the design recommendation for street section in accordance with the City's Private Development Standards. In proposed streets, geotechnical investigation shall be performed at intervals not to exceed 500 lineal feet. The soil borings completed during the investigation shall be at least 10 feet in depth below the proposed finished grade and five (5) feet below the proposed elevations of utilities. Ground water levels shall be reported at each boring. Elevations shall be in mean sea level datum. Locations of borings shall be measured in the field and accurately shown on the plans.
- L. *Additional Street Elements.*

1. *Boulevards.* All boulevards shall be sodded. In the Rural Service Area the boulevards may either be sodded or prepared with adequate topsoil and seeded, as determined by the City Engineer.
2. *Driveways.* All driveways shall be constructed in accordance with Part 10-72-00. Where driveways shall be permitted to access onto thoroughfare or collector streets, provisions shall be made for an on-site turn around area which would provide access to the thoroughfare or collector street in a forward direction.
3. *Lighting.* Street lights conforming to City specifications shall be installed at the locations approved by the City Engineer. Easements may be required along property lines from utility easements on rear lot lines to rights-of-way so as to provide for a street light interval not to exceed 350 feet.
4. *Sidewalks.* Concrete sidewalks are required on one (1) side of residential streets and may be required on both sides of the streets with the outside edge located one (1) foot from the property line, and on pedestrian ways as directed by the City Council. The Council may also require a bituminous trail to be installed in lieu of the sidewalk when appropriate. All sidewalks and trails shall be built to the specifications (including width) of the City Engineer as found in the City's Private Development Standards. The City Council may waive this requirement in rural subdivisions or in areas where there may be limited need or feasibility. Sidewalks shall be installed prior to the installation of the bituminous wear course. The developer shall notify all lot purchasers of sidewalk construction plans.
5. *Signs.* All signs shall be installed by the developer in accordance with the Minnesota Manual on Uniform Traffic Control Devices and the City's Private Development Standards.
6. *Street Trees.* In all subdivisions, street and yard trees shall be planted in accordance with applicable landscaping and screening requirements of the Zoning Ordinance, right-of-way ordinances and City's Private Development Standards.

Section 2. This Ordinance shall take effect and be enforced from and after its passage and publication according to law.

Approved and adopted by the City Council of the City of St. Francis this 15th day of May, 2023.

SEAL

CITY OF ST. FRANCIS

By: _____
Steven D. Feldman, Mayor

Attest: Jennifer Wida, City Clerk

Published in the Anoka County Union Herald _____.

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