

## ORDINANCE NO. 289

### AN ORDINANCE AMENDING ORDINANCE 168, THE ARLINGTON SUBDIVISION ORDINANCE, BY ADDING SECTION 4.5 RELATING TO PEDESTRIANWAYS

- I. THE CITY COUNCIL OF THE CITY OF ARLINGTON, MINNESOTA TO PROMOTE THE PUBLIC SAFETY, HEALTH, AND WELFARE, HEREBY ORDAINS ORDINANCE 168, THE SUBDIVISION ORDINANCE, SHALL BE AMENDED BY ADDING SECTION 4.5 RELATING TO PEDESTRIANWAYS AS FOLLOWS:

#### SUBDIVISION 4. PEDESTRIAN CORRIDORS.

- A. Applicant's shall define and construct a meaningful pedestrian circulation system subject to City approval which connects to the major sidewalk/trail/pathway system, as existing and proposed, and to schools, the hospital, the community center, parks, and shopping areas and shall provide easements to accommodate such movement. Said pedestrian ways shall be coordinated with the City of Arlington Comprehensive Plan, routes within adjacent subdivisions, routes envisioned within sidewalk/trail plans, or as otherwise directed by the Planning Commission and City Council.
- B. Developers of land abutting property that has been designated in the City's comprehensive trail plan for the installation of a trail shall be required to dedicate the land for the trail to the City and construct the trail. In lieu of a trail donation, trail construction, or trail easement dedication, the City may require a cash donation for the trail system.
- C. Generally, the Applicant will demonstrate how pedestrians will traverse the proposed development from one end to the other, either through the use of a neighborhood trail system, sidewalks, or combination of pedestrian improvements. Specifically, the Planning Commission and City Council shall consider the following land use and transportation context factors when determining whether or not sidewalks shall be required.
1. Whether the corridor provides a primary access to a significant destination such as a park or recreational area, the hospital, the community center, a school, or shopping/commercial areas.
  2. Whether the corridor provides access across a natural or human-made barrier such as a creek or highway.
  3. Whether the corridor is an area where a relatively high number of users of non-motorized transportation modes can be anticipated.

4. Whether a corridor provides important continuity or connectivity linkages for existing sidewalk, trail, or pathway networks.
5. Whether nearby routes providing a similar level of service, convenience, and/or continuity currently exist.
6. In blocks longer than six hundred (600) feet, a pedestrian crossway may be required near the center of the block.

**II. EFFECTIVE DATE: THIS ORDINANCE IS EFFECTIVE UPON ITS ADOPTION AND PUBLICATION AS PRESCRIBED BY LAW.**

Adopted by the City of Arlington on the 1<sup>st</sup> day of December, 2014.

Attest:

/s/ James R. Kreft  
James Kreft, Mayor

/s/ Liza M. Donabauer  
Liza Donabauer, City Administrator

First Reading: November 17, 2014  
Second Reading: December 1, 2014  
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