

10-15D-3(B)(4): IMPROVED TRAILS:

4. Improved Trails: Developments shall provide improved trails and trail connections where required by the to "city of Elk Ridge Trails, Parks, and Open Space Master Plan, Official Trails Map, this title, or an approved development plan. Required trails shall conform to applicable City construction specifications and development standards" and for bicycle/pedestrian use which connect the development to other public facilities such as parks or the major existing and planned trails established in the city's general plan. The trail requirement also is extended to cul-de-sacs that require a trail easement connecting neighborhoods. Trails are required improvements, subject to the applicable completion and guarantee provisions of chapter 16 of this title. (Ord. 06-14, 10-10-2006)

5. Trail Classification and Standards. Trails shall be constructed according to the classification shown on the Official Trials Map or otherwise established through an applicable City plan or development approval:

a. Main Trail. A primary shared-use trail providing connections between neighborhoods, parks, schools, public facilities, major destinations, other trails, or regional trail systems. Main trails shall typically have a ten-foot (10') paved asphalt tread.

b. Residential/Local Connector Trail. A neighborhood-scale trail connecting streets, cul-de-sacs, neighborhoods, parks, public facilities, open space or other trails. These trails shall typically have an eight-foot (8') paved asphalt tread. A minimum six-foot (6') width may be approved where site constraints make the typical width impracticable and the reduced width provides safe and functional connectivity.

c. Backcountry/Natural Surface Trail. A trail located primarily within natural open space or similar terrain and designed to minimize disturbance. Backcountry Trails shall generally have a natural or approved aggregate surface and a trail bench between two feet (2') and four feet (4') wide.

d. Roadside Shared Trail. A trail associated with a roadway where a separate trail configuration is impracticable or unnecessary. Its width, separation, surface, markings, crossings, and other safety features shall comply with applicable City-approved engineering and construction standards.

6. Trail Corridors and Easements. Trail tread width and trail corridor or easement width are separate requirements. Unless otherwise established by applicable City standards, Main Trails shall have a minimum twenty-foot (20') corridor or easement, and Residential/Local Connector Trails shall have a minimum fifteen-foot (15') corridor or easement. Backcountry and Roadside Shared Trail corridor widths shall be determined based on site conditions and applicable City standards. A wider corridor may be required where it is reasonably necessary for grading, drainage, maintenance, utilities, snow storage, fencing, or other trail improvements.

7. **Trail Connections.** Where the Official Trails Map identifies a trail through or adjacent to property proposed for development, the development shall incorporate the trail consistent with its designated classification and applicable law governing development exactions. Trail connections shall also be provided from cul-de-sacs or other street termini where shown on an adopted City plan or otherwise required by an applicable development standard to connect neighborhoods, parks, public facilities, open space, adjoining development, or existing or planned trails.

8. **Relationship to Sidewalks and Roadways.** Sidewalks and trails are separate required improvements. A trail shall not replace an otherwise required sidewalk unless expressly approved as a shared-use facility in accordance with applicable City standards. Trails shall be physically separated from motor-vehicle travel lanes where reasonably practicable; however, an approved Roadside Shared Trail or other alternative may be used where site conditions make a separated facility impracticable.

9. **Alternative Design and Alignment.** Where existing development, topography, drainage, utilities, environmental conditions, or other site constraints make full compliance impracticable, the City may approve an alternative trail design or connection that maintains the intended trail function and provides a reasonably safe and accessible route. The City Engineer and applicable land-use authority may approve a minor adjustment to a mapped trail alignment without amendment of the Official Trails Map when the adjustment maintains the intended connection and general route and does not eliminate the trail, materially reduce public access, or materially change its classification or function.

10. **Private Trails and Deferred Construction.** The City may approve private ownership of a required trail if a perpetual public access easement acceptable to the City is recorded and responsibility for construction, maintenance, repair, and other continuing obligations is established in the applicable plat, easement, development agreement, or other recorded instrument. The City may approve deferred construction of a required trail when immediate construction would create an isolated segment or would be impracticable because of the timing of another planned public improvement, subject to applicable completion-assurance requirements.

11. **Major Changes to Adopted Trail Plans.** An amendment to the applicable City trail plan or Official Trails Map shall be required to eliminate a planned trail connection, materially relocate a trail corridor, add a significant new trail corridor, or materially change a trail's classification or intended function. Any amendment shall follow the applicable City adoption and approval procedures.