

# Trail Land Acquisition

## **Incorporation of Trails into Site Design**

Incorporate the trail segment into the site design at the time of preliminary plat, preliminary development plan, rezoning, or special use permit approval, whichever is appropriate.

## **Land Acquisition Process**

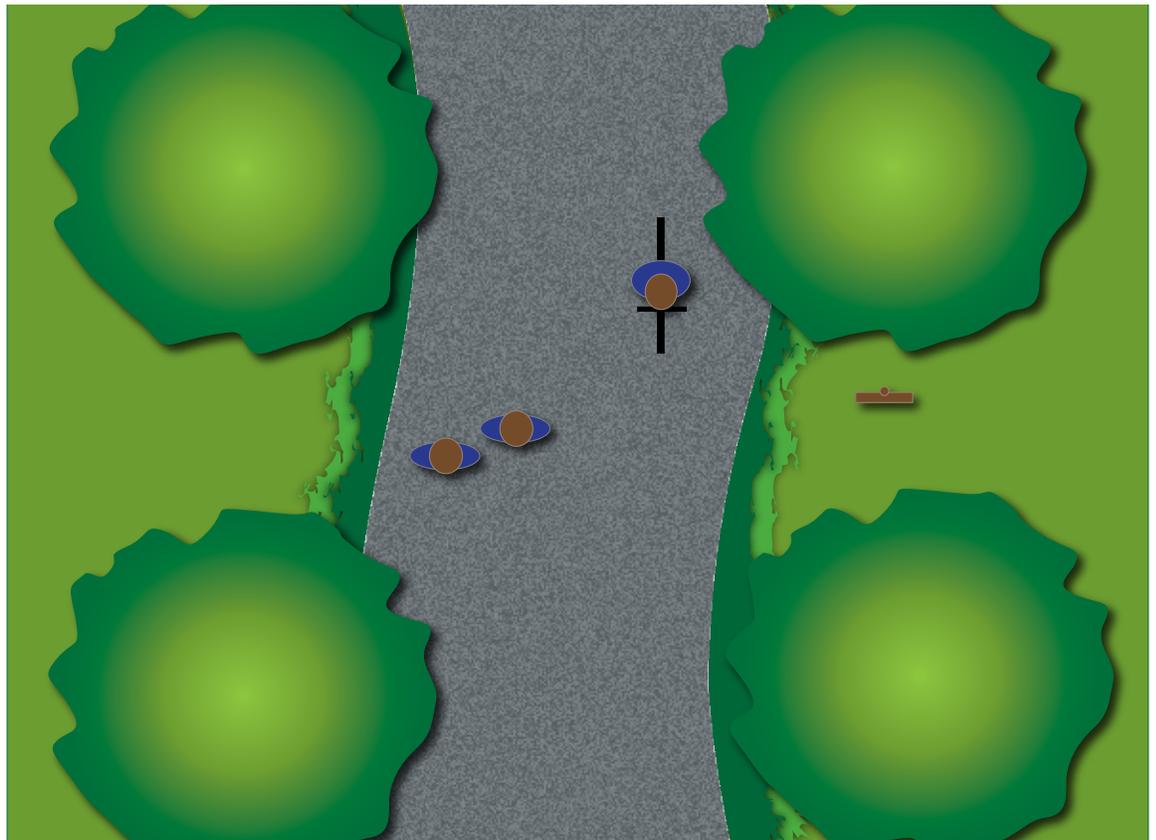
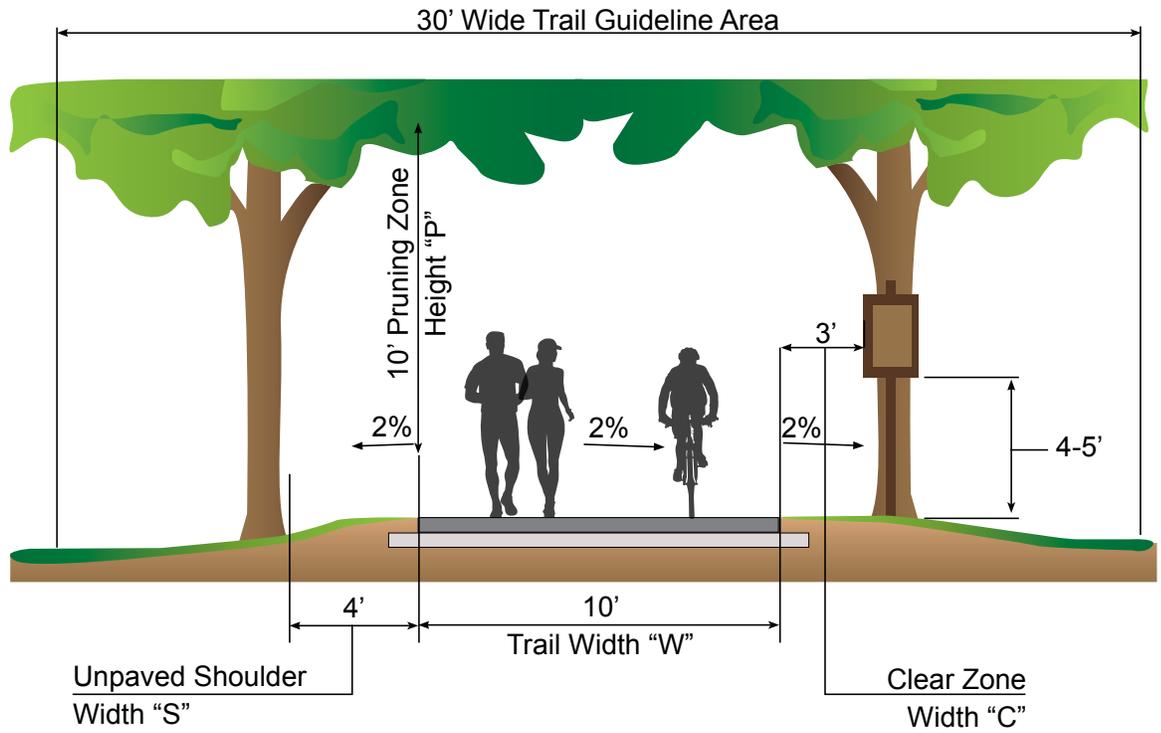
While the ideal location for trails adjacent to streets would be within the standard right-of-way (as shown in Potential Trail Placement Option B), this may not always be feasible. When trail acquisition is necessary (as shown in Potential Trail Placement Option A), the City will acquire trail segments by landowner/developer dedication at the time of final plat or by separate instrument at the time of final development plan approval, whichever is appropriate. The City will request either a dedication of land or a granting of permanent

easement. Dedication of additional right-of-way is the preferred method, since it addresses concerns over liability of the adjoining property owner and limits the impact of the trail segment on other minimum development requirements (such as lot depth or parking lot setbacks). In instances where the dedication of additional right-of-way is not feasible, the dedication of a separate tract for pedestrian and landscape uses would be the next acceptable option. In the case of existing development or approved development plans/site plans, the use of a pedestrian/landscape easement may be the only feasible option. Where paths are located on pedestrian/landscape easements, the language of the pedestrian/landscape easement shall be written such that the construction of fences or any other structures shall be prohibited within the easement. For new development, the pedestrian/landscape tract or permanent easement shall be in addition to the minimum development standards for the adjoining district.

The City recognizes that the application of a dedication requirement for greenway linkages must be done consistent with the legally

protected property rights of affected property owners and that such a requirement must be reasonable, non-discriminatory and not applied in an arbitrary manner. Each affected parcel of property will present a unique set of facts and circumstances that requires individual consideration of the Planning Commission and the Governing Body. This consideration will ordinarily take place during the review of applications for preliminary plat approval, rezoning, special use permit, or preliminary development plan approval. If the Governing Body or Planning Commission concludes that any portion of the greenway linkage cannot be obtained through application of this dedication requirement consistent with the standards established in these guidelines, then the subject application, if it is in compliance with all other requirements, shall be approved without a stipulation requiring dedication of such portion. The Governing Body shall then examine other alternatives. These other alternatives may include, but aren't limited to, the following:

- Revise the width or type of greenway linkage shown on the officially approved plan
- Reroute the greenway linkage
- Eliminate the affected portion of the greenway linkage
- Acquire the greenway linkage, or some modification thereof, through contract purchase



## Citywide Trail — Greenway Section

*Note: All dimensions shown for one side of the trail apply to the other side as well*

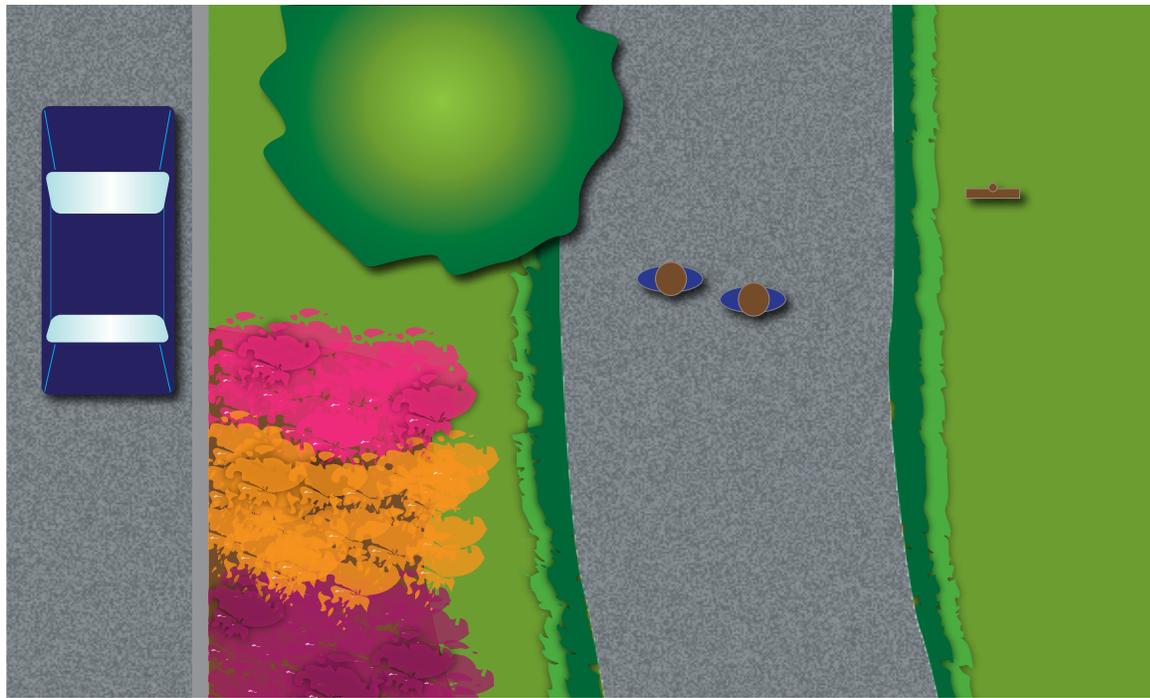
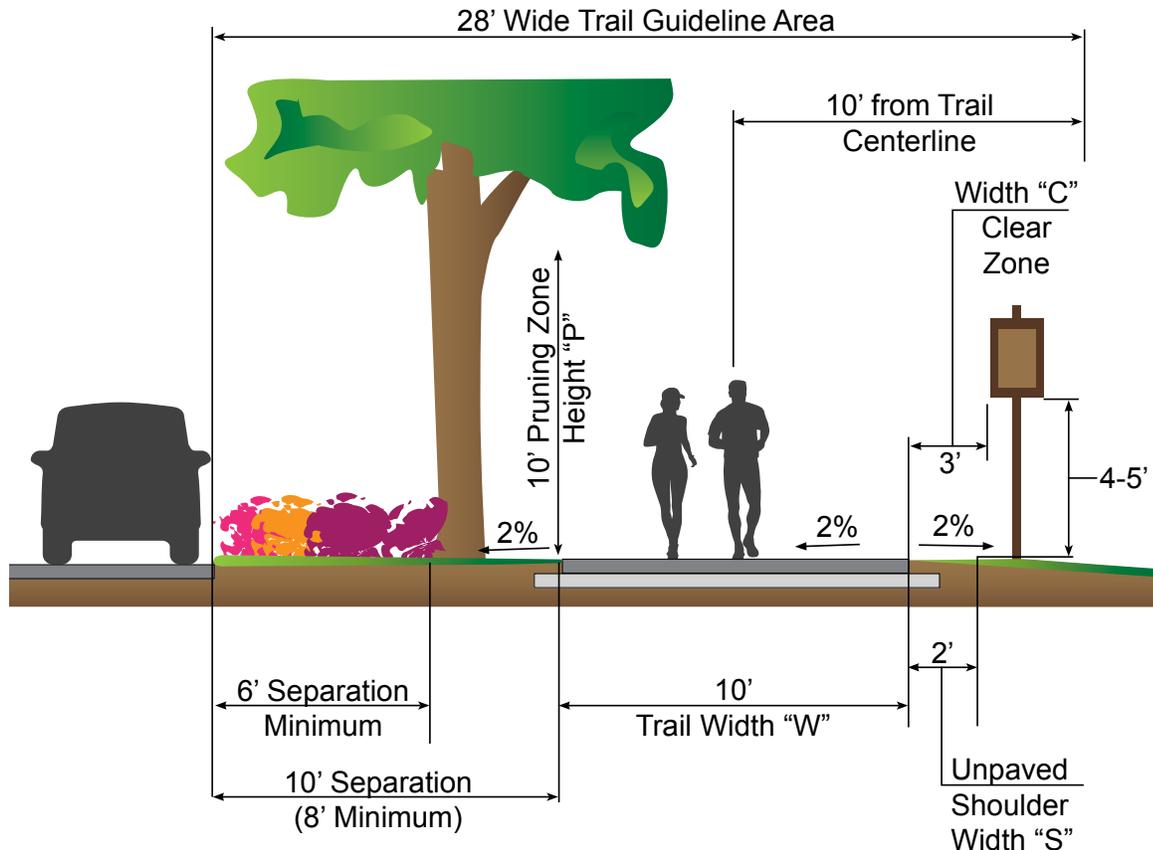
## Citywide Trail – Greenway Section Options

“W” = Paved Width (ft)	“S” = Unpaved Shoulder Width (ft)	“C” = Clear Zone Width (ft)	“P” = Pruning Height (ft)	Note
10	4	3	10	Standard Section
12	2	3	12	High Volume

Note: AB3 Base for Asphalt trails shall extend 1 foot beyond pavement edge, both sides. See trail construction detail, page 67.

### Additional Guidelines

- New tree plantings and landscaping must be designed honoring the clear zone requirements at time of planting and allowing for plantings’ future growth.
- Planting beds should be large in size and designed with masses of less than 5 different plant types per bed. (example dimensions: 15’x60’ – area dependent)
- Maintain adequate line of sight through areas of heavy undergrowth – See AASHTO for further guidance
- See trail underpass for vertical clearance to obstructions
- Any variance to the standards must have prior approval from City Staff.
- Review Standard Trail Section Detail for construction material requirements.



## Citywide Trail—Adjacent to Roadway Section

*Note: All dimensions shown for one side of the trail apply to the other side as well*

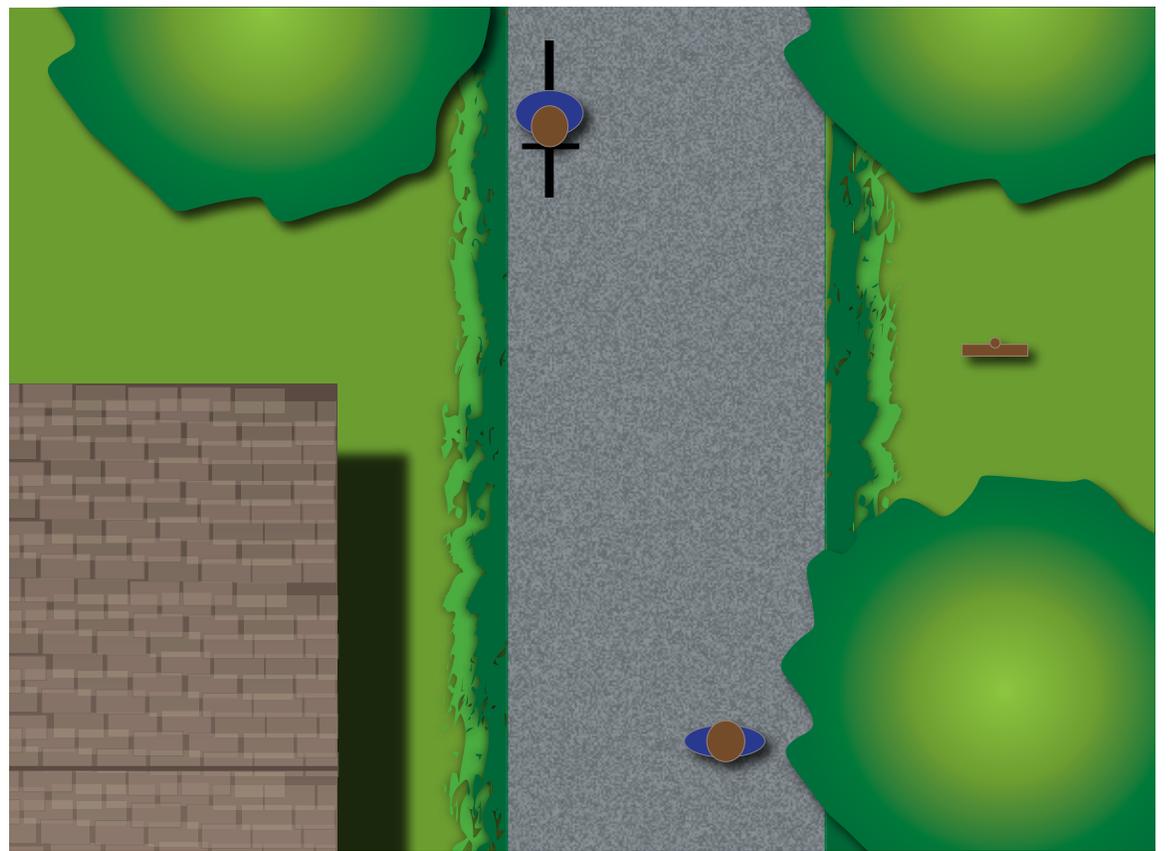
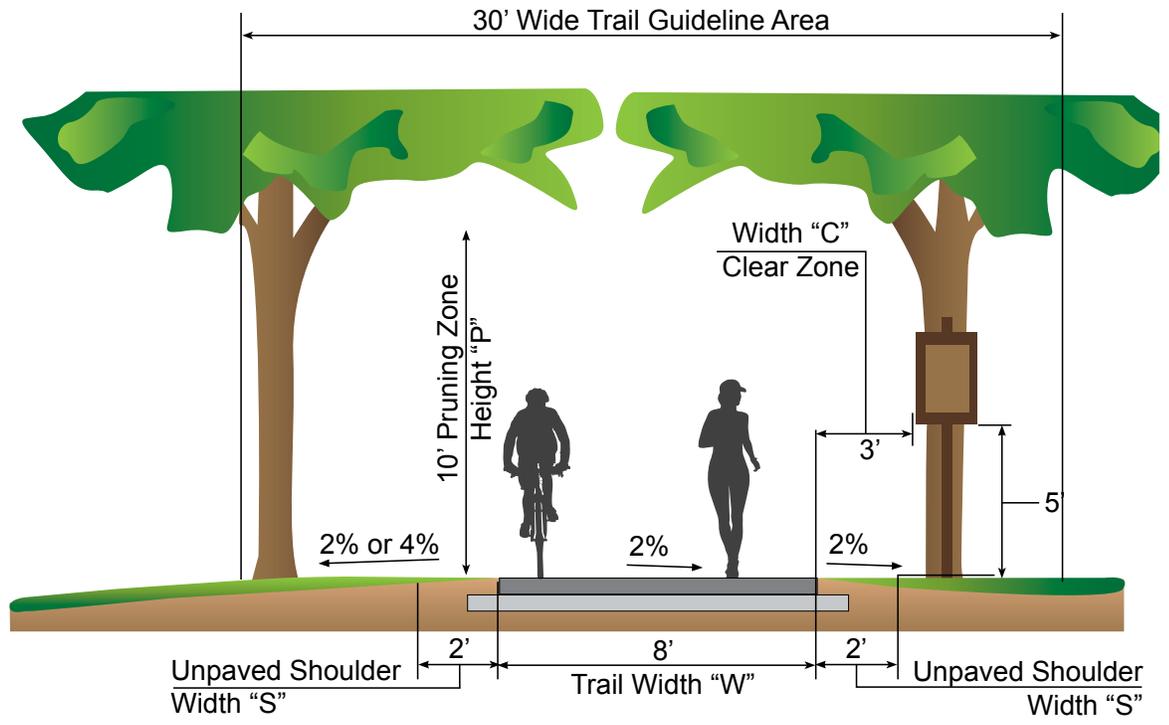
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**Citywide Trail—Neighborhood Connector**  
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## Citywide Trail – Neighborhood Connector Options

“W” = Paved Width (ft)	“S” = Unpaved Shoulder Width (ft)	“C” = Clear Zone Width (ft)	“P” = Pruning Height (ft)	Note
8	2	3	10	Standard Section
10	2	3	12	High Volume

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## Additional Guidelines

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