

INTRODUCTION

WHAT IS THE GENERAL PLAN

The General Plan defines the overall vision of the city and is to be used as a guide for the decision-making process in order to achieve and maintain that vision. It should remain flexible enough to allow administrative and legislative processes to freely function, yet it must contain sufficient clarity and specificity to provide a framework for decisions.

City administrators must carefully consider the General Plan when implementing policies and ordinances set forth by the legislative body of the city. Likewise, the legislative body must carefully consider the General Plan when enacting ordinances or resolutions that affect the character of the city.

The General Plan also gives guidance to the residents of the city as they have considerable influence in how well the city conforms to the Plan. Residents should be able to easily read and comprehend the objectives contained herein.

COMPILATION AND APPROVAL OF THE PLAN

The General Plan is compiled jointly by the Planning Commission, City Council, city administrators and staff with input from residents of the city who wish to express their opinion. Once the compilation is complete it is adopted, by resolution, by the city legislative body with or without modification.

LEGISLATIVE AUTHORITY

The City of Elk Ridge in accordance with, Title 10 Utah Municipal Code, Chapter 9a Municipal Land Use Development and Management, Part 4 General Plan, of the Utah Code Annotated, has legally prepared and adopted the following general plan for Elk Ridge.

OVERVIEW

COMMUNITY VISION STATEMENT

We desire to establish a safe, friendly and family oriented bedroom community that coexists with the natural hillside surrounding where residents can enjoy the picturesque mountains, fresh air, native wildlife, grandeur of dark skies and access to well-planned parks, trails, and open space areas.

HISTORICAL SETTING

In 1968, a land developer named James Winterton purchased a portion of the 1,726 acre Goosenest Ranch from the James Fayette Shuler family. Mr. Winterton submitted a subdivision

plat to Utah County under the project name of Salem Hills because of the close proximity of the development to the town of Salem. In the fall of 1971 the county approved the development, but as a condition of approval required the area to incorporate if the population ever exceeded 100 permanent residents. Over time residential lots were developed. On December 22, 1976, Salem Hills was incorporated. About a year and a half later, in a special election, the residents of the town voted to change the name to Elk Ridge. This appropriate name was chosen because of the elk herds that historically wintered in the vicinity of the town.

By 1980, there were 99 homes built in the town and the population had grown to 381 people. In 1990, the census reported that there were 771 residents living in 167 homes. The growth rate between 1980 and 1990 was a robust 102.36 percent. The 2000 Census stated the population was 1,838 residents with more than 300 homes, far exceeding any past projections. In the year 2001, the town of Elk Ridge officially became a city.

From 2000 to 2010 the nation has seen a roller coaster of economic highs and lows ending in an economic recession with financial impacts not seen since the Great Depression of the 1930's. Utah's population continued to grow mainly due to births during this "lost decade" and Elk Ridge expanded at a modest pace to 2,436 residents and 584 homes. Since 2010 growth has accelerated, with the current January 2018 population reaching approximately 4,000 residents and 1,004 homes. According to the most recent (2020) census, Elk Ridge now has a population of 4,687 with 1,183 homes.

In August of 2018, Bald Mountain fire was started by lightning. On September 13, it advanced toward the city. Residents were notified to evacuate. All residents were safely out of the city by September 14. No homes or structures were lost. After 10 days, residents were allowed back into their homes. Containment of the fire took about two weeks and was declared out on September 27. Unprecedented torrential rain started around September 25. Flooding and debris flows occurred in Loafer Canyon due to the burn scars left by the fire. Several structures in the Loafer Canyon Recreation Area were damaged due to flooding and mud/debris flows. Several structures in the Elk Ridge section of Loafer Canyon were also flooded with water and mud. No structures were lost. In 2019 the COVID19 Pandemic impacted everyone's lives as this intense virus rapidly spread throughout the world. The years of 2020-2021 were ones of sickness/death, quarantine, online school, working from home, and basic commodities (toilet paper) in short supply. Internet communication (Zoom calls) became the new normal. Homes and property prices soared due to low interest rates and supply/demand.

The history of the residents of Elk Ridge has always been that of a people whose priority is to live in a place where clean air, open space, and quiet and peaceful surroundings has been important. It is a place nestled at the base of Mount Loafer with a panoramic view found nowhere else in Utah County.

TRAILS, BIKES, AND PEDESTRIAN FACILITIES ELEMENT

OBJECTIVE

Pedestrian, bike, and trail facilities are an integral part of the vision for Elk Ridge. This element provides direction to city planners regarding facilities that support and encourage non-motorized travel through the city.

BACKGROUND

Elk Ridge has not constructed sidewalks until recently and didn't envision the need for a trail system in its early days. Although there have been great strides forward with facilities in support of non-motorized travel through the city, more needs to be done.

TRAIL CLASSIFICATION SHARED ROADWAY

Shared roadway trails consist of a designated pathway running adjacent to motorized travel lanes of streets without a physical separation between the two. These pathways are prominently identified by signage and markings within the path to indicate the intended purpose. Motorized travel or parking of any kind is not permitted within a shared roadway trail. Restrictions include but are not limited to: ATVs, golf carts, and motor scooters, etc. Equestrian use is not permitted on pathways adjacent to collector and arterial roadways. This is the least desirable of all trail implementation due to the proximity to motorized traffic and therefore should be considered as a last resort and is most applicable within older areas of the city that have no planned trail system. Shared roadway trails must be designed for both pedestrian and bicycle traffic.

SIDEWALK

New developments are required to have sidewalks as part of the subdivision plan. Sidewalks that serve both pedestrian traffic and bicycle traffic must be designed with sufficient width to safely allow for both uses. Sidewalks from each neighborhood should be tied to a dedicated pathway that will access the trail system. This section of sidewalk connecting neighborhoods to trails should safely accommodate pedestrian and other non-motorized users. Sidewalks within a subdivision that are alongside streets of local designation should be designed mainly for use by pedestrians although limited use by bicycles is allowed. Prohibited use of sidewalks include but are not limited to: ATVs, golf carts, motorized scooters, and equestrian.

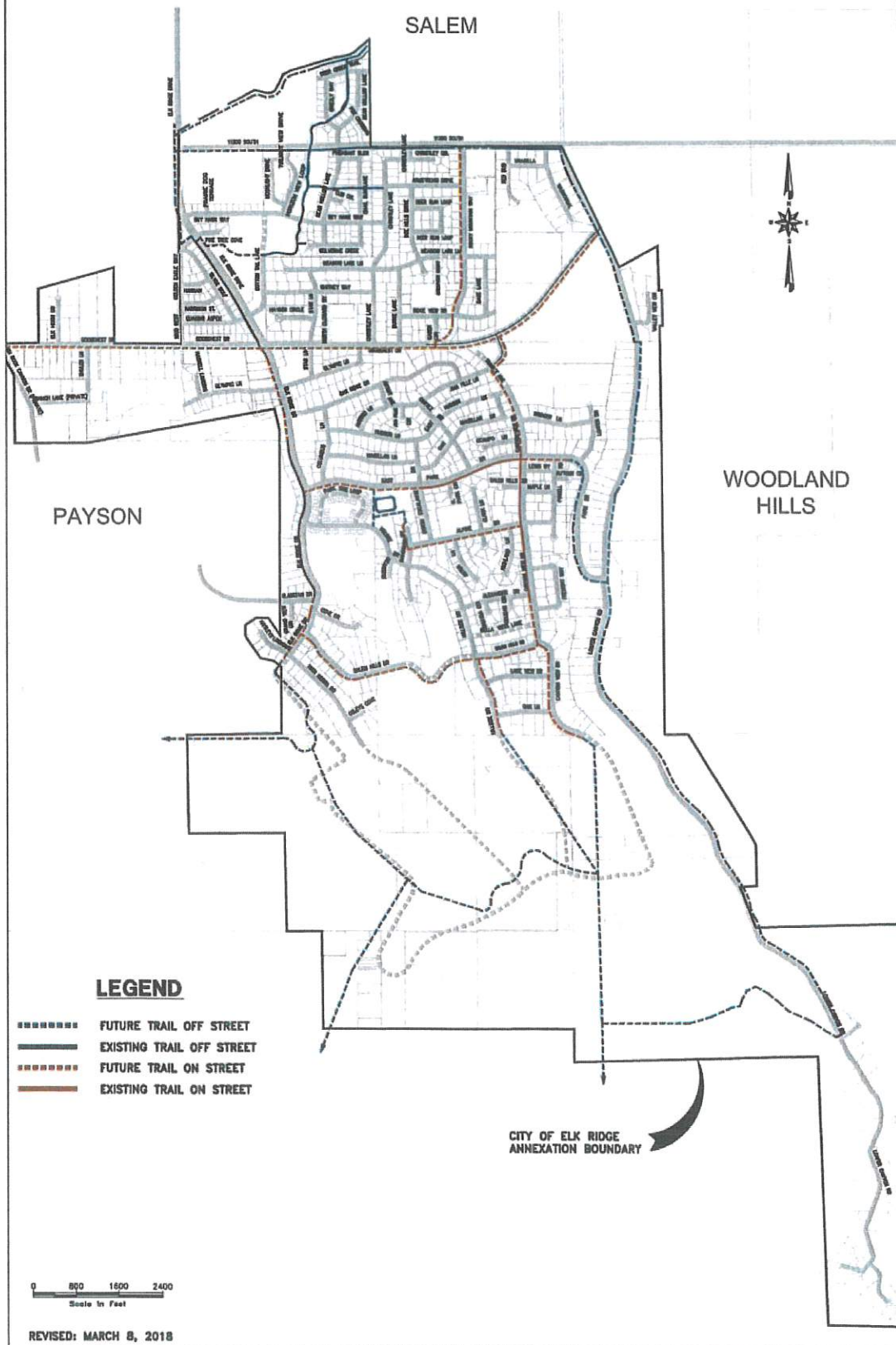
DEDICATED PATHWAY

A dedicated pathway within the trail system is the most desirable of all trail types. These paths are typically not located on or directly adjacent to vehicle travel lanes or paved shoulders. They are separated by a buffer or located in a dedicated right-of-way separate from the street system. Dedicated pathways minimize conflicts between non-motorized users and automobiles and give the user a sense of calmness while on the trail. Dedicated pathways are for any non-motorized form of travel and must be designed as such. Dedicated pathways should follow the contour of the existing landscape and must not disturb the natural surroundings beyond the pathway itself.

Some dedicated pathways are appropriate for equestrian use, but signage must be used to warn pedestrians of this condition.



TRAILS



CONSIDERATIONS SAFETY

Trail planning should consider the safety of those using the trails above all other aspects of its design. Designing trails such that there is physical separation between motorized and non-motorized travel is highly desirable. Mixed types of non-motorized travel should be considered during the earliest planning stages. Pedestrian, bicycle, and equestrian uses are vastly different and may not be applicable in all parts of the trail system. Signage of various types should be used to inform potential trail users of the type of use the trail is intended for. When a trail is required to cross over an area such as drainage, or crosses a street, there must be a specific safety element included in the design of the trail at that point.

CONNECTIVITY

Connectivity is a key to any viable trail system. The overall trail plan is one that connects residents to all public and commercial facilities with exclusive use of the trail system. Sidewalks are an important part of the trail system connectivity and an emphasis should be placed on establishing sidewalks within subdivisions that can easily accommodate them. **The plan will include a trails system that connects to our neighboring communities and the regional trail system to allow pedestrians and non-motorized vehicles to have an extensive, clear, and safe route to traverse the beautiful mountains, foothills, and canyons of Utah valley.**

MAINTENANCE Maintenance must be a consideration during the design of the trail system. Although access to the trail system is limited to non-motorized traffic, motorized maintenance equipment must have access to any area of the trail.

LAW ENFORCEMENT AND EMERGENCY ACCESS

Dedicated pathways within the trail system must have adequate access to allow law enforcement and emergency vehicle access. Although parts of the pathways may be impassable by such equipment, there must be access points at appropriate locations.

CALL TO ACTION

CREATE A SIDEWALK CONNECTIVITY PLAN

There are several locations in the city where sidewalks are disconnected from other sidewalks. These areas should be identified, and a plan developed to complete the sidewalk connections.

ADHERE TO MASTER PLAN

The 2018 update to the General Plan includes a map that details the existing and proposed trail system. The plan takes into account areas in existing development that will require trail in pavement. The proposed trail system is designed to provide access to the trail system from all neighborhoods and connect to major points in town and regional connections. As new development occurs developers are required to install trails according to the trails plan and are required to provide connections to the trails system from each neighborhood.

ACTIVELY FUND TRAILS

The City must continue to actively seek for funding to connect existing trail sections