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# TOWN OF NORWOOD PARKS, TRAILS & OPEN SPACE PLANNING

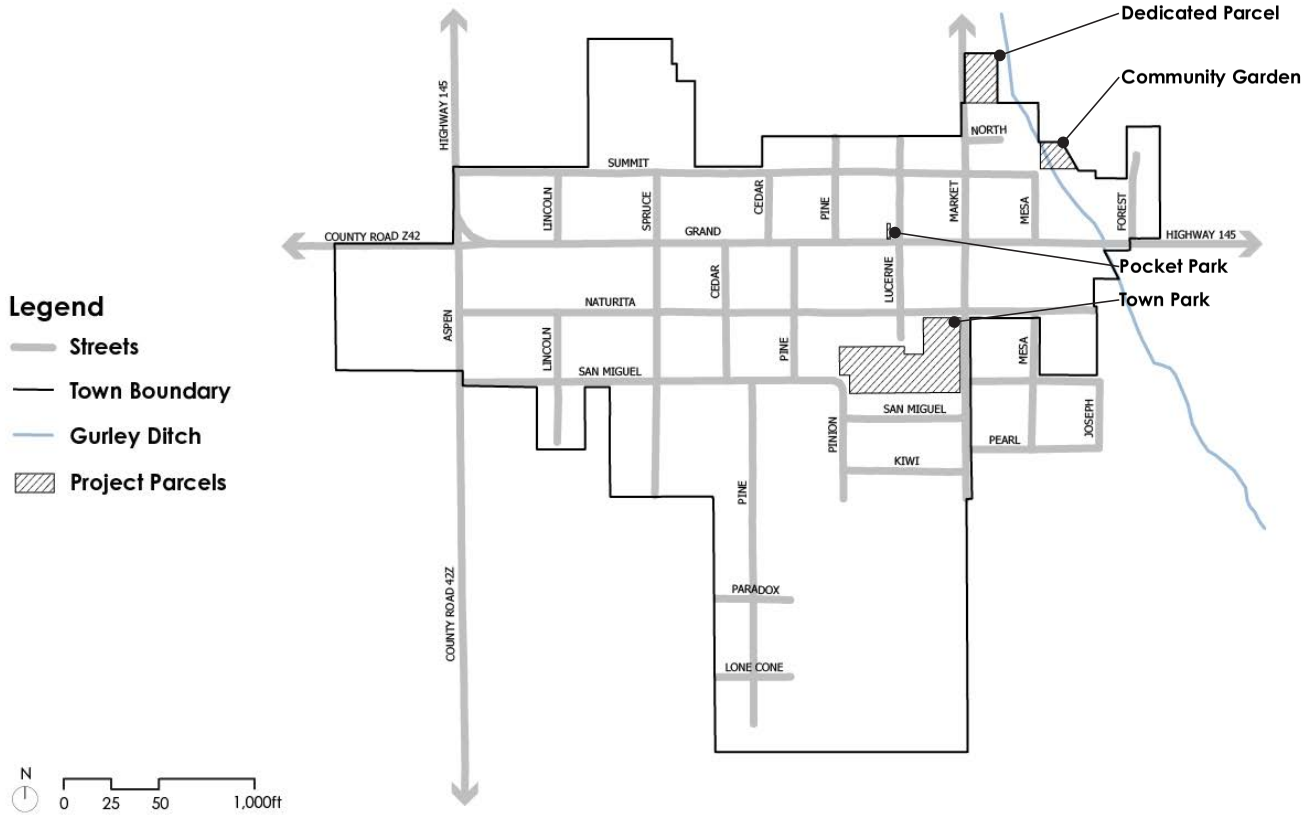
Overall Trail Planning and Open Space and Park Planning within Norwood, Colorado

OCTOBER 2022

**CLIENT PACKET**



## PARK PARCELS | Location and Connectivity






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# POCKET PARK | Plan






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# COMMUNITY GARDEN | Plan






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# TOWN PARK | Plan






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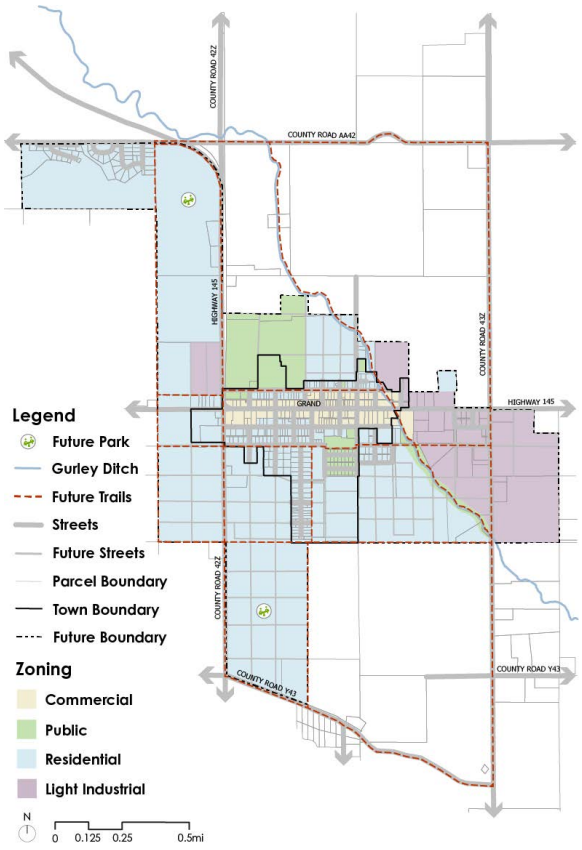
# Dedicated Parcel | Plan





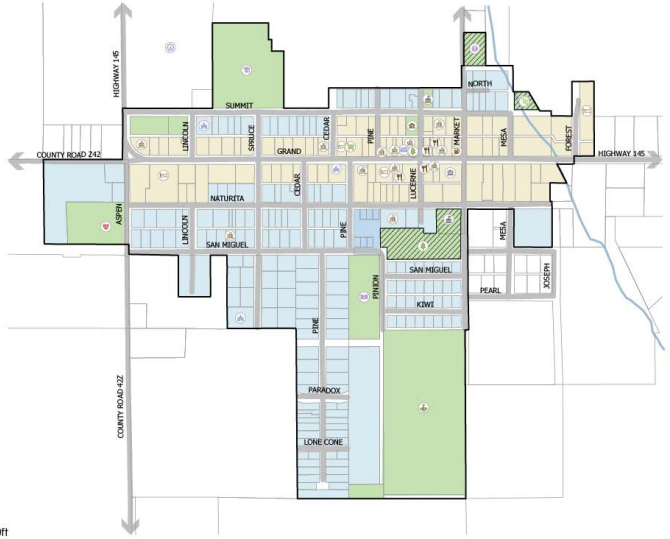

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## TRAILS | Current and Future Conditions




The Town of Norwood currently contains mostly residential zones R1, business zones B1 in the downtown core and public zones. The surrounding areas are zoned mostly as Wright's Mesa with a few residential parcels scattered throughout. The four parcels included under the scope of this project are identified as blocks with diagonal lines. Norwood's future land use plans to expand the town to include a large portion of residential areas, some light industrial areas and public areas that will include the fairgrounds, parcels around Norwood High School, two parks in residential zones and areas along the Gurley Ditch. Norwood also plans to expand its trail system to provide connection from neighborhoods to the downtown core, high school, and other public parcels and to provide recreational trails along the Gurley Ditch and nearby county roads. Currently, the town's trail system consists of a consistent sidewalk along both sides of Grand Avenue in the downtown core with disconnected potions of sidewalk found in various locations throughout the rest of town. The following pages present a proposed trail system for the Town of Norwood that will aid in increasing connectivity within the town in its present and plan for its future.






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# TRAILS | Priority Matrix

| Trail | Safety | Accessibility | Connectivity | Total |
|---|---|---|---|---|
| 1. Lucerne from Town Park to Parks and Rec Dept. | 4 | 1 | 5 | 10 |
| 2. Pine and Cedar from Library to Summit | 5 | 4 | 5 | 14 |
| 3. Market from San Miguel to Summit | 4 | 4 | 5 | 13 |
| 4. Market from Summit to Gurley Ditch | 3 | 5 | 5 | 13 |
| 5. Spruce from San Miguel to Summit | 4 | 4 | 5 | 13 |
| 6. Trail from high school to future Norwood boundary north | 4 | 5 | 5 | 14 |
| 7. Trail from San Miguel around library to Pinion | 2 | 4 | 2 | 8 |
| 8. Pinion in front of the library | 3 | 2 | 5 | 10 |
| 9. Trail from library through 19 Acre Lot | 1 | 5 | 5 | 11 |
| 10. Market from SE corner of 19 Acre Lot to Kiwi | 1 | 5 | 1 | 7 |
| 11. Market from Kiwi to Town Park | 2 | 5 | 5 | 12 |
| 12. Norwood boundary from North to Summit | 1 | 5 | 3 | 9 |
| 13. Naturita from Pine to Market | 3 | 4 | 5 | 12 |
| 14. Norwood boundary from San Miguel to southernmost extent | 1 | 5 | 3 | 9 |
| 15. Town boundary from Community Garden to Highway 145 to Gurley Ditch | 3 | 5 | 3 | 11 |
| 16. San Miguel from Aspen to Spruce | 2 | 5 | 3 | 10 |
| 17. San Miguel from Spruce to Pine | 2 | 5 | 4 | 11 |
| 18. San Miguel from Pine to Market | 5 | 2 | 5 | 12 |
| 19. San Miguel from Market to Gurley Ditch | 2 | 5 | 3 | 10 |
| 20. Aspen from San Miguel to Summit | 4 | 5 | 2 | 11 |
| 21. Summit from Highway 145 to Spruce | 5 | 3 | 2 | 10 |
| 22. Summit from Spruce to Cedar | 5 | 2 | 4 | 11 |
| 23. Summit from Cedar to Gurley Ditch/Community Garden | 5 | 3 | 5 | 13 |
| 24. Gurley Ditch from Dedicated Parcel to Community Garden | 1 | 5 | 5 | 11 |
| 25. Gurley Dtich from Community Garden to San Miguel | 3 | 5 | 3 | 11 |
| 26. Gurley Ditch from County Road AA42 to Dedicated Parcel | 2 | 5 | 3 | 10 |
| 27. Gurley Ditch from San Miguel to County Road 43Z | 2 | 5 | 2 | 9 |
| 28. County Road 42Z to 19 Acre Lot | 2 | 2 | 3 | 7 |
| 29. 19 Acre Lot to County Road 43Z | 2 | 2 | 3 | 7 |
| 30. County Road 43Z from future Norwood south to Highway 145 | 3 | 2 | 1 | 6 |
| 31. San Miguel extension from Gurley Ditch to County Road 43Z | 2 | 2 | 2 | 6 |
| 32. County Road 43Z from Highway 145 to County Road AA42 | 3 | 2 | 1 | 6 |
| 33. County Road AA42 from Gurley Ditch to County Road 43Z | 3 | 2 | 1 | 6 |
| 34. County Road AA42 from Gurley Ditch to start of neighborhood | 5 | 2 | 3 | 10 |
| 35. Highway 145 from neighborhood pass Fairgrounds to Summit | 5 | 2 | 4 | 11 |
| 36. Trail from Fairgrounds to Gurley Ditch | 3 | 2 | 4 | 9 |
| 37. Trail from northern neighborhood along future Norwood boundary to County Road 42Z | 2 | 2 | 2 | 6 |
| 38. Northern trail from current Norwood to future Norwood on W side | 2 | 2 | 2 | 6 |
| 39. Sorthern trail from current Norwood to future Norwood on W side | 2 | 2 | 2 | 6 |
| 40. Trail from current Norwood to County Road Y43 on County Road 42Z south | 3 | 2 | 3 | 8 |
| 41. County Road Y43 from County Road 42Z to County Road 43Z | 4 | 2 | 2 | 8 |
| 42. Trail from County Road Y43 to current Norwood boundary | 3 | 2 | 3 | 8 |
| 43. County Road 43Z from County Road Y43 to future Norwood boundary | 3 | 2 | 1 | 6 |
| 44. Trail following future Norwood at northwest | 3 | 2 | 1 | 6 |
| 45. Trail to northern future park | 3 | 2 | 3 | 8 |
| 46. Trail to southern future park | 3 | 2 | 3 | 8 |

To determine which trails should be given priority, all trail segments 1-46 were evaluated based on three different criteria: safety, accessibility and connectivity. Each segment was given a rating from 1-5 under each criteria. A more detailed description of each criteria and accompanying rating can be seen in the table below. Once each trail was rated, the rating for each criteria was totaled for each segment to determine which segments needed to be constructed first, second and third. The totals ranged between 6-14. The team determined that if the segment total was between 12-14 (pink), the trail segment was considered a high priority trail and should be constructed in the first phase. If the total was between 9-11 (green) the segment was considered to have moderate priority and should be constructed in the second phase. If the total was between 6-8 (purple), the trail was a low priority and could wait to be constructed in the third phase. The results of the priority matrix are mapped on the following page.

| Criteria | Description | Rating | Rating Description |
|---|---|---|---|
| Safety | Trails that would improve safety get a higher score. Safety issues may include unmarked passage across busy streets, narrow trails or areas where kids will be traveling frequently. | 1 or 2 | minimal safety concerns |
| | | 3 or 4 | moderate safety concerns |
| | | 5 | significant safety concerns |
| Accessibility | Trails that would improve access to community areas in town get a higher score. Improving access can include ADA accessibility, improving trail or sidewalk quality or providing a recreational trails so residents. Future Norwood neighborhoods will be given a lower ranking. | 1 or 2 | Accessible. Trail exists, are in good shape and are ADA compliant. |
| | | 3 or 4 | Partially accessible. Trail exists, but needs improvements and may not be ADA compliant. |
| | | 5 | Completely inaccessible. Either the trail is damaged, nonexistent and/or needs high levels of maintence. |
| Connectivity | Trails that improve overall system connectivity, improve connectivity to a need, service, or point of interest, or to a neighborhood get a higher score. | 1 or 2 | Another trail provides access to the same area, not connecting to a point of interest, not connecting one of the 5 parcels or a need, not adjacent to or in a neighborhood, not along an equestrian loop, not a path to school, or not the Town Loop. |
| | | 3 or 4 | Is adjacent to or in a future neighborhood, connects to a point of interest, is part of an equestrian loop, the Gurley Ditch trail, or the Town Loop. |
| | | 5 | Fills a gap in the trail system, connects one of the 5 parcels or a need, is adjacent to or in an existing neighborhood or is a path to school. |