

YEAR ONE REPORT OF THE NORMAN GREENBELT COMMISSION

Introduction

When it comes to establishing a Greenbelt System, the City of Norman seems to have an ideal set of circumstances, unmatched by any other community in Oklahoma and perhaps unique for the country.

Norman is known for its high quality of life, rich cultural diversity, vibrant neighborhoods, attractive parks and many public gathering places that build community. Norman is large, about 190 square miles, yet still sparsely developed in many areas. Norman's civic activities, including the adoption of the Norman 2025 Plan, have demonstrated that citizens, political leaders and the business community are nearly united in enhancing the City's "curb appeal" through development policies ranging from parking lot aesthetics to green space protection. And, very importantly, Norman has a core of leaders, volunteers and activists who are committed to ensuring that the City addresses the pressing environmental challenges faced when a thriving urban center infringes upon wildlife areas, floodplains, riparian corridors, and, perhaps most importantly, its own water supply.

This variety of issues requires multiple solutions from many fronts. The Norman Greenbelt Commission believes it has identified some proposals that need to be analyzed, tested, refined and then, we hope, adopted. This report will explain these strategies.

Background

A year ago, the Norman Greenbelt Commission was established by a unanimous vote of the Norman City Council. The commission was charged with planning and implementing a greenbelt system for the approximately 190 square miles that make up the City of Norman.

Nine members were appointed, representing a healthy mix of residents new and old to greenbelt issues for the City of Norman.

Our first year has been marked by "feeling our way." All of us are quite knowledgeable on the subject as a whole, with areas of expertise varying throughout the group, and we have reviewed relevant issues and ordinances to ensure we are fully informed. We spent much time discussing how to go about achieving the individual steps necessary to create a Greenbelt System, as well as delving into related areas that will indirectly impact the Greenbelt System.

Recent months have seen major progress:

- We have concluded that much of the trail portion of the Greenbelt System would have a **dual benefit** of providing non-motorized transportation routes and improving the storm water drainage system in both new and established developments.
- We have crafted the beginnings of a **plan to identify additions to the Greenbelt**, as well as a possible funding source.
- We have drafted the **first phase of an urban trail system**.
- We have begun a **trial program of reviewing Planning Commission submissions** and offering commentary on those projects related to the Greenbelt System.
- We have opened the doors for **collaboration with other City boards** and are extending this effort to other organizations and institutions.

This year of work has led us to some conclusions and recommendations, which we discuss in the remainder of this report.

Conclusion 1:

A NEW APPROACH TO MANAGING STORM WATER RUN-OFF AND OTHER NATURAL WATER DRAINAGE SYSTEMS WOULD HAVE THE SIDE BENEFIT OF AUGMENTING THE GREENBELT SYSTEM.

Recent news coverage on hurricanes and flooding in Louisiana, Mississippi and Texas has underscored the critical importance of the City's maintaining adequate flood plains, wetlands and drainage areas and protecting these areas both in new and established developments. This obligation is necessary for reasons of public safety, property values, and environmental protection.

This recommendation is perhaps our most ambitious and innovative, requiring a change in the way City of Norman ordinances regulate storm water run-off and other natural water drainage systems. We believe that this change would have many benefits, not the least of which would be to identify and create, almost automatically, a system of trails and open spaces that would become part of the Greenbelt System.

Storm water management is an important issue for Norman, as it is nationwide:

- **Increased development**, which makes the land more impervious to water seeping into the ground, **requires a response** so that flooding and related damage are not widespread. The City's current strategy is to require that developers manage storm water when they develop their land. Currently, these management techniques vary from creative to adequate to abysmal. Creative developers use techniques such as landscaped ponds, wide green space and other open areas.
- New **regulations imposed by the Environmental Protection Agency** will force the City to respond more effectively to storm water, as a way to decrease water pollution and other problems.

Some of Norman's own developers, as well as City planners, have already identified some of the established best practices for dealing with storm water run-off in ways that do not create more problems for the water supply, for wildlife and for other residents. As mentioned above, some of these creative solutions also have the side benefit of establishing scenic outdoor areas that can be used much of the time by residents.

Implementing such an innovative program throughout the City requires a systematic approach that both integrates the current infrastructure and addresses future development.

Recommendation:

Therefore, the Greenbelt Commission recommends the Norman City Council study the option of establishing an innovative Storm Water Utility to both manage storm water run-off and provide other benefits throughout the community.

Such a utility would establish new standards and methods for dealing with storm water run-off, monitor the City's storm water management system and require a monthly fee be charged in order to finance the system.

The benefits to establishing a Storm Water Utility are many:

1. A regional plan is **more effective** and offers a higher level of water quality protection.
2. The response would **meet Phase 2 EPA regulations**, about to go into effect.

3. A regional plan **would appeal to developers and to residents**, offering a systematic strategy to dealing with the issue, rather than a piecemeal, arbitrary effort.
4. The Utility would be charged with lowering urban water run-off pollution and thus **protect the City's surface water supply**, Lake Thunderbird.
5. The Utility would **take over many of the current retention/detention ponds**, many of which are neglected, and provide better maintenance.
6. Easements and other portions of the storm water run-off system (such as retention/detention ponds and open spaces) would create **more and attractive open spaces and trails**. These easements could be purchased or donated.
7. Poorly maintained portions of the current run-off system could be turned over to the Utility and be **upgraded in effectiveness, landscaping and safety**. These areas would eventually become part of the Greenbelt System.
8. Developments already possessing creative approaches to storm water management would be **encouraged to integrate their areas** with a more effectively managed regional system, thus adding to the Greenbelt System.
9. Storm water management for future **development could be guided by the regional plan**, and these areas could also be folded into the Greenbelt System.
10. Proceeds from the monthly fees would **be the financial base** for providing maintenance for this more effective, attractive strategy for dealing with storm water systems throughout the community.

Conclusion 2:

EASEMENTS FOR STORM WATER RUN-OFF AND OTHER USES PROVIDE AN EXCEPTIONAL OPPORTUNITY FOR CREATING A TRAIL SYSTEM FOR NORMAN.

Through the development process and through purchase or donation, the City of Norman acquires easements for the installation and maintenance of sewer lines, water lines, roads, drainage, and virtually every public purpose or utility. The Greenbelt Commission suggested earlier in this report that the City, through a Storm Water Utility, begin requesting donations of or purchasing easements to serve the purposes of storm water management and establishing a trail system where appropriate.

Except for those infrequent times when storm water is present, these drainage easements are often ideal for outdoor activities and could be part of the City's Greenbelt System. In actuality, Norman already has many such areas that are used for recreation and other outdoor activities, including Andrews Park, which has playgrounds in the flood plain; Cascade Park and Hall Park Greenbelt, each of which has drainage flumes that double as sidewalks when dry; Castlerock and Russell Bates parks, each of which has a baseball and soccer park in a detention area; Colonial Estates, Little Axe, and Northeast Lions parks, all with disk golf in a flood area; William Morgan Park, which has a "wetlands learning center;" and Woodcreek Park, which has trails, picnic areas, and soccer/football fields in the flood plain.

Recommendation:

Therefore, the Greenbelt Commission recommends the Norman City Council revamp the easement dedication and purchase process to include seeking wider easements, in order to create a trail system and preserve more green spaces.

Further specific recommendations regarding easements include:

- The City will soon be in the process of acquiring easements in connection with the City's sanitary sewer system updates. **Wider than minimally required sanitary sewer easements should be purchased or requested for donation.** These wider easements would provide access for large equipment to do sewer line maintenance, would help manage storm water runoff and would provide the added bonus of open space with possible urban and rural trails. This start may seem insignificant but will eventually grow along with the city into a much larger system.
- **Easements should be routinely viewed as an opportunity for trail development** and developers should be encouraged to consider them when planning their plats.
- The City should **consider requiring transfer of title to the City** for all future needed storm water areas. Properly planned, these areas could also frequently be used for urban or rural trails and would always form pieces of the eventual citywide Greenbelt System. While purchase of these areas may sometimes be necessary, it is believed that most of these areas could be part of the dedications required by the City at the time of development.

Conclusion 3:

PHASE 1 OF THE GREENBELT SYSTEM -- ESTABLISHING AN URBAN TRAIL SYSTEM -- IS READY FOR PUBLIC PRESENTATION AND APPROVAL AND WILL PROVIDE THE FOUNDATION FOR ADDITIONS BY THE CITY AND FUTURE DEVELOPMENTS.

A particularly apt, even if over-used, description for this recommendation is that a journey of a 1,000 miles begins with the first step. We believe that Norman's Greenbelt System should encompass the entire city--both the areas that have a rural character, and the developed and developing urban core. And, to make the system immediately useable by the public, we believe we should begin within the core of the city. Of course, walkways within the core will not resemble pathways in the countryside. Thus, we will refer to the routes within the developed part of Norman as "Urban Trails." In this case, the Greenbelt System journey begins with establishing an urban trail system that will connect major and/or scenic destinations, such as neighborhoods, shopping, schools, parks, cultural sites and other popular locations. As the Greenbelt System develops outward into less developed parts of the city, this network of urban trails can be linked to trails that allow for more direct contact with natural areas."

Approval of the first phase of a trail system – even a rudimentary one – is a top priority, for these reasons:

- The trail system component of the Greenbelt System will be an **important adjunct to the improved storm water drainage methods** discussed earlier in this report.
- The trail system will be a **substantial addition to a menu of transportation choices** that the 2003 City of Norman Community Survey has shown Norman residents want and need as a solution to increased auto traffic. This system will offer pleasant, safe and direct ways to travel to major destinations for those who cannot or will not drive cars, such as the young, the very old, the low-income, those who require mobility assistance, and other special populations. Furthermore, the system's expected success will entice others to try this "green" transportation alternative.
- The trail system will **benefit individual health** as a low- cost exercise option for a variety of abilities.
- The trail system will be **an economic engine for business and tourism**. An attractive and accessible trail system will draw increasing numbers of both serious and casual users, and these trail users will be likely to patronize businesses located near the trail system.
- Past experiences indicate that new options for outdoor travel, recreation and gatherings **will attract substantial numbers of Norman residents**. Three prime examples: the sidewalk along Robinson Avenue, the City's bicycle routes, and the City's skate park. All of these amenities were greeted with skepticism by some when proposed. Today they are used by many Norman residents.
- Developers will **be motivated to create trails and greenbelt "nodes"** in their plans if they know they can hook up to a citywide system, even a preliminary one.

Recommendation:

Therefore, the Greenbelt Commission recommends the City of Norman approve the proposed Phase 1 of the Greenbelt System, which focuses on several portions of the Norman Urban Trail System (attached).

We anticipate a five-step process to establishing the trail system, as follows.

- Step 1. Identify and publicize the major trunks of the urban trail system.
- Step 2. Identify smaller additions already connected to the major trunks and publicize these.
- Step 3. Work to connect all portions of the urban trail and publicize these.
- Step 4. Integrate the trails provided through the easement strategies mentioned earlier in the report
- Step 5. Identify trails and potential trails in the sparsely developed portions of Norman that may eventually connect to the urban trail system.

We also are testing a Trail Assessment Form (attached) that allows the City to maintain a comprehensive database as to the quality of a specific trail, as well as to identify areas that need improvement. This information also can be used to educate the community about the urban trail system.

The urban trail system is the logical foundation for the Norman Greenbelt System. Based on our current studies and previous findings by the Norman Greenbelt Task Force, we anticipate that eventually the following components will be either added to the Greenbelt System officially or will be adjuncts not officially added to the Greenbelt System but will contribute to the overall aesthetic and environmental appeal of the System:

- a series of existing sidewalks connecting major destinations
- trails
- the municipal park system, including its associated trails and recreational areas/storm water drainage corridors
- protected farmlands
- some of the floodplain in the Ten-Mile Flats area and along the Little and (South) Canadian rivers
- open areas along the I-35 and State Highway 9 corridors
- riparian corridors
- portions of the Cross Timbers in east Norman
- wildlife habitat areas
- municipal bike trails
- Lake Thunderbird, its parks and its “take”-line areas
- Sites for which the Norman Area Land Conservancy holds conservation easements
- The University of Oklahoma campus and other OU properties, such as Brandt Park
- Public school sites
- Commercially owned parks and recreational areas
- Open space areas owned or controlled by other entities, such as other levels of government or social organizations

Conclusion 4:

THE GREENBELT COMMISSION, THE CITY COUNCIL AND OTHER CITY BOARDS MUST DEVELOP, USE AND REFINE CITY POLICIES AND ORDINANCES THAT IDENTIFY, ESTABLISH AND CREATE OPPORTUNITIES FOR THE GREENBELT SYSTEM.

The City of Norman has missed many opportunities to protect and preserve its wild and green spaces, some of them important for cultural and recreational reasons as well as environmental ones. One example is the original campsite of railroad surveyor Abner Norman, for whom the City is named; another example is the Brookhaven Creek area, which has been beset with problems related to development's encroachments upon wildlife habitat and riparian corridors. The City will continue to miss opportunities for months, if not years, to come -- unless protection of such open spaces becomes a major goal of Norman's citizenry and their government.

The sacrifice of some trees, shrubs, grasslands, floodplains, riparian corridors, wetlands and the attendant wildlife may be difficult to avoid in a thriving city in which we want to make room for good people to live and work. However, environmental experts, the City's recent history and even our neighbors in Norman tell us that we need to do more to safeguard these areas. The 2003 City of Norman Community Survey (used as part of the 2025 Plan update) indicates that a majority of Norman's residents are in favor of "securing and preserving greenways and/or greenbelts." The reasons for doing so are many, but the survey indicates that a majority of Norman residents value and favor support for more natural and aesthetically pleasing surroundings; more ecologically sound methods of moving about and living in the community; additional recreational opportunities, including those that are less intense; preservation of lands suitable for agricultural use; and restricting development of some lands as a way to protect flora and fauna.

Establishing the Greenbelt System will be an essential part of supporting Norman's wild and green spaces, and that project will require a piecemeal but concerted approach by the City Council and its many boards. The Greenbelt System will be impacted by diverse issues overseen by other City boards, ranging from landscaping to building codes, from in-fill development to parking lots, from trees to traffic patterns, from economic development to neighborhood preservation. For instance, one such issue identified by the Greenbelt Commission is the City's closing or vacating of public easements. The Commission believes that the City should consider the Greenbelt System and its trails before vacating any dedicated or statutory rights of way or easements.

Obviously, the Greenbelt Commission cannot possibly police all of the City Hall's day-to-day handlings of greenbelt-related issues (nor would we want to.) But here are some steps we have taken in order to start a chain reaction of policy changes that will support the Greenbelt System:

- The Greenbelt Commission has identified **the beginnings of the Greenbelt System** through the first components of the urban trail system. Identifying a specific system will signal the need for new developments to connect to the system.
- The Greenbelt Commission has **monitored the Planning Commission agenda** and offered some commentary on issues related to the Greenbelt System, such as pointing out opportunities for trails and connection to the citywide system and will continue to refine methods of input into individual developments.
- The Greenbelt Commission **continues to discuss an idea** recommended by the Greenbelt Task Force. That idea is to implement a policy requiring a **Greenbelt Enhancement Statement** in the development process. This proposal would require developers to inform the City how a proposed development would meet the goals and objectives of the Norman Greenbelt System. So far, we have been unable to reach a consensus, largely because we still have too many unanswered questions. We do think there are certain **geographical and environmental “triggers” that indicate a need to consider greenbelt/trail issues** (e.g., storm water channels, floodplains, parks, sidewalks, riparian corridors, easements, proximity to schools, recreational areas, shopping). We are also still investigating other scientific and engineering standards – such as previous data analyses on soils or regulations in regard to easement width in relation to run-off rate -- that could be implemented. Nonetheless, we believe this may be a valuable tool that we would like to explore further.

Recommendation:

Therefore, the Greenbelt Commission recommends the Norman City Council continue its attention to Norman’s development issues by looking at current standards and policies, including developing a policy that the Greenbelt System and its trails be considered before closing or vacating a public easement.

Conclusion 5:

THE NORMAN AREA LAND CONSERVANCY IS AN IMPORTANT PARTNER IN THE DEVELOPMENT OF THE NORMAN GREENBELT SYSTEM.

The Norman Area Land Conservancy has helped or is helping the City in preserving green space and being efficient stewards of the City's greenbelt fund by negotiating easements, guiding the funding process, and managing the easement purchases. The group's record of success includes preserving 107 acres of the historic Kuhlman Farm, which is a meaningful part of Norman's heritage and history. The group is also negotiating with property owners for numerous additional conservation easements that will potentially protect more than 1,000 additional acres of prime farmland so that future generations can benefit from the environmental and aesthetic value of these green, open spaces.

Recommendation:

Therefore, the Norman Greenbelt Commission recommends the City of Norman continue to partner with the Norman Area Land Conservancy in establishing and maintaining open space components of the Norman Greenbelt System.

Other important partners in identifying, maintaining and expanding the Greenbelt System are all of the other commissions in the City of Norman government. These include, but are not limited to, the Environmental Control Advisory Board (ECAB), Historic District Commission, Library Board, Norman Cable Communication Commission, Norman Housing Authority, Norman Regional Hospital Authority, Parks Commissioners Board, Planning Commission, Traffic Commission, Tree Board, and the Bicycle Ad Hoc Committee.

We also hope to increase collaboration with Norman's many other institutions, agencies and groups related to education, health, business, tourism, environment, recreation, fine arts, and community.

Summary

As the council can see, we have much work ahead. However, we remain confident that the Norman Greenbelt System will soon be reality, even if in an infancy stage. We look forward to working with the Norman City Council on refining and implementing the recommendations discussed in this report:

Recommendations:

- ***The Norman City Council study the option of establishing a Storm Water Utility to better manage storm water run-off while adding urban trail possibilities.***
- ***The Norman City Council revamp the easement purchase process, including purchasing wider easements, in order to create a trail system and preserve more green spaces.***
- ***The Norman City Council approve the proposed Phase 1 of the Norman Greenbelt System, which includes the Urban Trail System.***
- ***The Norman City Council continue its attention to Norman's development issues by looking at current standards and policies, including developing a policy that the Greenbelt System and its trails be considered before closing or vacating a public easement.***
- ***The City of Norman continue to partner with the Norman Area Land Conservancy in establishing and maintaining the Norman Greenbelt System.***

Thank you for this opportunity to serve both the people and the land of Norman.

ADDENDUM 1

CITY OF NORMAN URBAN TRAIL SYSTEM—PHASE 1

River-to-Wilderness Urban Trail

This Urban Trail is a main artery of the entire System, providing a picturesque alternative route through the heart of Norman to major destinations, as well as an anchor for shorter, subsidiary urban trails to schools, shopping, neighborhoods, workplaces and other focal points.

Most of the urban trail system is already in place, with the exception of the crucial first leg, as described in the list below as points 1-5. Even so, we include that portion because, time and again, the citizens of Norman have expressed to the Greenbelt Commission that public access to the (South) Canadian River is a top priority for the Greenbelt System. Despite the logistical and financial obstacles to such access, the Greenbelt Commission believes that the City must not lose sight of fulfilling this desire of the citizens and therefore should keep this critical piece part of the plan.

1. The urban trail would start at the (South) Canadian River, either (a) at the south end of Chautauqua, or (b) at the southwest corner of the park in the nearby Canadian Trails neighborhood. Travel would be on existing streets or sidewalks.
2. South of State Highway 9, the trail would proceed north on Chautauqua on the west side of the road.
3. If the (South) Canadian River access point is chosen, the Urban Trail would include a connection to the sidewalk leading to the Canadian Trails Park. Preliminary plans include a trail around the park for public use.
4. The Chautauqua portion of the urban trail would be an opportunity to draw attention to Oliver's Woods on the east side of Chautauqua. A small observation point could be planned in years to come, although Oliver's Woods, for ecological and legal reasons, would be closed to the general public.
5. The route crosses north over State Highway 9 on the west side of the intersection, although at this time **there is not an adequate crossing**. With widening in the plans for State Highway 9, it might be possible to include a grade separation between the Urban Trail and the highway. This needs to be a very safe crossing. Even though this might raise the cost considerably, we should look at having a raised highway with a nice, wide route looping underneath. We would also like a bus stop there on the south side to accommodate pedestrians, especially senior citizens.
6. The Urban Trail would cross Chautauqua and would proceed north on the east side of Chautauqua along the existing landscaped walkway.
7. The Urban Trail would go past the Sam Noble Oklahoma Museum of Natural History and connect with the bike path along Timberdell.
8. The route would proceed east to Jenkins.
9. The Urban Trail would proceed north on Jenkins' eastside sidewalk to Duffy. Major destinations include OU campus, Gaylord Family-Oklahoma Memorial Stadium, OU Duck Pond, and Campus Corner.
10. The Urban Trail would go east on Duffy until it connects with the Legacy Trail.
11. Legacy Trail proceeds north along the railroad easement to Robinson. Major destinations include downtown Norman, the train depot, municipal complex-post office-library area, Andrews Park.
12. From Robinson, the route proceeds east on the south side of Robinson all the way to Findlay. This crossing needs to have adequate signage and signalization for walkers and bicyclists.
13. At Findlay and Robinson, the Urban Trail crosses at the signal light to the north side of Robinson. Major destination: the Farmers Market, Cleveland County Fairgrounds, Norman Regional Hospital, and several medical offices.

14. The route then goes all the way to Griffin Park and the Sutton Wilderness Park (accessible by an asphalt road on the western edge of Griffin Park).

Future Connections:

- Robinson also provides trail opportunities west from its connection to Legacy Trail, with stops east of I-35 at Westwood Park, offices and shopping centers and west of I-35 at movies, shopping and restaurants. A pedestrian/cycling crossing is part of the Robinson Street bridge over I-35.
- Designated routes from the River-to-Wilderness Urban Trail can be linked to many Norman schools and major shopping designations. This would require sidewalks and crosswalk designations and assistance.
- Connections from Griffin Park/Sutton Wilderness can be made east to the 12th Avenue Recreation Center, Eisenhower Elementary, Northeast Lions Park, and the Hall Park and (proposed) Hallbrooke urban trails. This would probably require improvements to the crossing at High Meadows.
- Possible partnerships with OU should be explored for connections to major destinations on the OU campus, including the “ropes” area north of State Highway 9 and the new National Weather Center.

CITY OF NORMAN URBAN TRAIL SYSTEM—PHASE 1

Creekside Urban Trail

This Urban Trail would provide a crucial pedestrian/bicycle commuter route, as well as serve a recreational purpose. This is a heavy residential area for both University of Oklahoma students and families with children, and both groups are attracted to finding ways to get out of their cars, both for recreational purposes and commuting short distances to school and work.

As with the River-to-Wilderness Urban Trail, this urban trail would be a major artery through near east Norman neighborhoods, as well as allow branches for smaller trails to schools, shopping and other destinations.

Eventually, the Creekside Urban Trail can loop through south Norman and connect with the River-to-Wilderness Urban Trail.

1. The trail would start at the Irving Middle School/City Recreation Center grounds, near Alameda and Vicksburg, and proceed south down Vicksburg to Beaumont, using existing sidewalks and marked street bicycle lanes.
2. The trail would proceed west along the sidewalk to Kennedy Elementary School and Colonial Estates Park/Trail.
3. The route would follow the existing trail south on the East Bishop Creek easement through Colonial Estates Park, across Lindsey Street and continue on the easement to Wood Creek Park.
4. The trail would exit the Woodcreek Addition Park at Concord Drive.
5. Proceed west on Concord to Woodcreek Drive to 12th Avenue S.E. A southern route on 12th will connect with Constitution, allowing the trail to proceed west past the OU Golf Course and through Reaves Park, to the intersection of Timberdell and Jenkins, where it would intersect the River-to-Wilderness Urban Trail.
6. A future connection may be to extend the trail from Woodcreek Park south through the new apartment development being planned as of Fall 2005.
7. An offshoot of this route exists at the Lindsey crossing. At that point, the trail turns east at Lindsey and goes to Oakhurst Avenue. Then the alternate route would proceed south to the Oakhurst Neighborhood Park.

CITY OF NORMAN URBAN TRAIL SYSTEM—PHASE 1

Riverside Urban Trail

In meetings with the Greenbelt Task Force, a trail along the (South) Canadian River was the most frequently requested. Establishing this trail would be popular with Norman residents and increase interest in the complete Greenbelt System. The Greenbelt Commission is proposing the identification of this trail, but the first three portions described must be reviewed for ownership restrictions. Because of the high public interest in such a trail, we have included the entire proposed trail here.

1. The urban trail would start at Adkins Crossing Park at the south end of 24th Avenue Southwest and proceed to the river.
2. The trail at this point is a rugged trail along the river and can be followed to the south end of 28th Avenue SW.
3. 28th Avenue SW is followed north to Lindsey Avenue.
4. The trail follows Lindsey Avenue as it becomes 36th Avenue NW and then turns onto Western View Drive. The trail continues west along Western View Drive to Stone Well Drive, then turns southwest and ends at Cherry Creek Park. Eventually trails could be opened from Cherry Creek Park to the river, and these trails could continue along the river east to the starting point at Adkins Crossing Park.
5. At Stone Well Drive, Western View Drive turns north and becomes Cherry Creek Drive. The trail can also continue north on Cherry Creek Drive to West Main Street. From there, pedestrians can travel west or east to major destinations along Main.

Future Connections: The urban trail could eventually be extended west to 48th Avenue West, allowing connection to the Cambridge Addition, which also has an established trail.

Addendum 2
Trail Assessment Form
(attach additional sheets if necessary)

- 1. Trail name:
- 2. Starting location of trail. *(If located along a road, please tell which side)*

- 3. Trail is
 - Concrete sidewalk
 - Asphalt
 - Gravel
 - Natural material such as mulch
 - Dirt
 - Other material (list):

- 4. Average width of trail:
If width varies, please list width of successive sections, with the length of those sections.

- 5. Condition of trail:
 - Smooth and even, for all users
 - Generally good, although rough in spots
 - Needs repair
 - For only the hardest users

If condition varies, please list width of successive sections, with the length of those sections.

- 6. Trail is suitable for:

User	Experienced	Beginner	Needs Help	Not Recommended
Walker				
Bicyclist				
Skater				
Wheelchair				
Runner/jogger				
Equestrian				

- 7. List any crossing points
- 8. Special notes: