

TOWN OF NORWOOD MAJOR STREETS AND FUTURE LAND USE PLAN

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I. INTRODUCTION

A Major Streets Plan is a planning tool authorized by State Statutes to ensure the continuity of the municipality's streets and services into an area up to three (3) miles from its boundaries. The Norwood Major Streets Plan applies to a much more limited area, the immediate environs of the Town of Norwood, where the Town can provide services and in which the Town expects annexation to occur in the coming years.

Authorization

The Norwood Major Streets Plan is designed to comply with 1987 amendments to the Colorado Municipal Annexation Act of 1965, and specifically with Colorado Revised Statute (C.R.S.) 31-12-105 that requires the annual update of each municipality's master plan as a prerequisite to annexation. An annexation occurs when an owner of eligible land requests that his or her land become part of a municipality or when more than 50% of the land owners in an eligible area request annexation and when the municipality agrees to add the land to the municipality.

In addition, Colorado Revised Statutes authorize municipalities to plan their communities as provided by the following statutes:

C.R.S. 31-23-202	Grant of power to municipality
C.R.S. 31-23-206	Master plan
C.R.S. 31-23-207	Purposes in view
C.R.S. 31-23-212	Jurisdiction
C.R.S. 31-23-213	Scope of control

Applicability

The Norwood Major Streets Plan builds upon and is an amendment to The Comprehensive Plan for the Town of Norwood, Colorado, adopted Dec. 1984 and the amendment adopted in 1996. This Major Streets Plan applies to the area encompassed by the Master Plan Boundary (except where otherwise indicated), the area where the Town can provide services and annexations are anticipated to occur. A line indicating the Master Plan Boundary is located on the Major Streets Plan Area map, page 3.

Goal of the Major Streets Plan and Future Land Use Plan

This plan envisions a community that manages growth to preserve the character of Wrights Mesa and to ensure a prosperous and successful future for its citizens. The plan

outlines how and where development should occur and policies designed to achieve a community that:

- a. Provides for orderly and predictable development;
- b. Minimizes the cost of providing public facilities and services and thus maintains a lower overall cost of living for all citizens;
- c. Reveres a small and compact town where it is possible to be a pedestrian and travel throughout the Town;
- d. Preserves, as much as possible, the rural, agricultural character of the surrounding mesa.
- e. Preserves and promotes the small town feel by maintaining the Town's scale, its eclectic mix of land uses and the essential commercial services that serve residents and create a viable community.

II. MAJOR STREETS AND FUTURE LAND USE PLAN MAP

The Major Streets and Future Land Use Plan Map, on page 3, illustrates the Town of Norwood in a fully developed condition, assuming full implementation of the Plan. Street locations are shown in general locations. More detailed information will be required from applicants at the time of annexation in order to locate and properly design and engineer roads. However, new roads and streets shall continue the historic grid pattern that characterizes the town.

NOTE: Master Plan Map to be inserted.

III. DESCRIPTION OF PLANNING ISSUES

Physical Constraints

Physical constraints to development within the Master Plan Boundary include soil conditions, drainage problems and haphazard, historic development patterns. Geologic hazards are not significant in the area.

Existing Development & Streets

Historic developments within the Master Plan Boundary are a major constraint to the continuation of the Town's historic street grid pattern and proper traffic circulation. Excessive block lengths in several locations in or adjacent to Town create barriers to transportation and the future growth of the Town. These include a 580' block on Spruce Street in the Holland Subdivision, a 670' block on Pine Street in the King & Williams Subdivision Addition, a 1900' block on Grand Avenue between Market Street and Vail Street, and a 970' block on Grand between Spruce and County Road 42Z. Also, the continuation of Naturita Street is blocked by previous subdivision approvals immediately east of current Town boundaries.

Soils

Soil conditions in and around the Town of Norwood present slight to moderate limitations for development.¹ Slight means "limitations are minor and easily overcome." Moderate means, "Some soil properties are unfavorable but can be overcome or modified by special planning and design." This means that slight to moderate limitations may be present for septic tanks, roads, dwellings and/or dwellings with basements.

Drainage

Some drainage problems are present within the Master Plan Boundary, however, flooding is not considered to be a serious problem. The Federal Emergency Management Agency conducted studies in the area and did not identify any areas within the 100 or 500 year flood plains. Nonetheless, drainage problem areas do exist in several areas around the Town of Norwood, most significantly along the Gurley Ditch and in an area running south from Town through the middle of the Cottowood Creek property adjacent to the Community Center, that are problematic for septic systems and dwellings with basements. Areas with drainage problems are ideal for linear park or greenbelt purposes because such areas are less desirable for development, and irrigation is generally not necessary to keep them green.

¹"Soil Survey and Interpretations of the Upper San Miguel River and Norwood Area, Colorado," U.S. Dept. of Agriculture, Soil Conservation Service, Jan. 1975 (Available in the County Planning Dept.).

Transportation

Street Grid

The historic grid pattern of streets and alleys not only provides transportation, but structure for the Town as well as defining its visual character. The grid pattern plays a role in the residential community's living environment. In addition to serving as transportation routes and as linkages between neighborhoods (for residents, trash trucks, school buses, etc.), streets and alleys provide residents with a means of identity and orientation to their surroundings. The alleys help to create more attractive streetscapes by making it possible to place cars, garages and trash in the rear of lots and thus to avoid garage or parking area dominance of the streetscape. The Town should retain its street and alley grid and extend it to new areas as the Town grows.

The Major Streets/ Future Land Use Plan on page 3 illustrates the extent of planned street grid continuation. Alleys should also be continued although they are not illustrated. The grid pattern is intentionally broken with a series of T-intersections to control speeds in the planned residential areas south of Town Center Park. In other locations, traffic speeds should be controlled with stop signs and drainage swells.

Where it is not possible or practical to perpetuate the existing grid pattern, continuous loop roads should be used to connect residential areas with other areas instead of cul-de-sacs that separate one area from another. The cul-de-sac is not appropriate for Norwood where small town quality of life and the sense of community are alive and well. Cul-de-sacs tend to separate neighborhoods.

Public Transportation

San Miguel County operates a transit system that provides primarily commuter transportation between the Town of Norwood and the Telluride Region. The economic connection between Norwood and the Telluride Region "job center" is likely to continue well into the future and the total number of daily commuters is expected to increase. The Norwood housing market will continue to be affected by the Telluride Region's shortfall in affordable housing supplies. Therefore, the Town should support the transit system by encouraging the provision of intercept parking in conjunction with future light industrial development on the southeast side of Town and at the County Fairgrounds on the west side.

Utilities

Water

Domestic water service in Norwood and on Wrights Mesa is provided by the Norwood Water Commission, a wholly owned municipal utility organized under the laws of the State of Colorado. The Commission is currently operating at capacity serving 780 water taps with 85 miles of water lines, many of which are substandard.

In 2005, the Norwood Water Commission signed an agreement with Farmers Water Development Company to supply the 300 acre feet of water for domestic use. The

Norwood Water Commission has two raw water reservoirs that are used for storage. The Town of Norwood/Norwood Water Commission secured a planning grant in 2005 to have the Water System Master Plan updated and also to have a Comprehensive Performance Evaluation performed at the water treatment plant. In 2006 the Town of Norwood/Norwood Water Commission applied and received \$750,000, \$650,000 grant and \$100,000 loan in WET funds from Department of Local Affairs. This money is targeted for plant upgrades to enhance the water quality. The Norwood Water Commission is actively seeking federal funds to perform needed upgrades in the distribution system, including adding more potable storage tanks to service low-pressure zones and placing a twelve-inch mainline from the water treatment plant to the Town of Norwood. Future users of the water system will need to upgrade the distribution lines at their expense as a condition of water service.

According to Westwater Engineering², the cost of service in the district is expected to increase with distance from the Town of Norwood because of existing distribution line deficiencies and the need to correct those deficiencies. Even after the deficiencies are corrected, the water distribution system will not have capacity to provide fire flow protection in most areas outside the Town's Master Plan Boundary. Where sufficient lines do exist outside of Town, pressure zones become a critical factor in fire flows. Correcting fire flow demand outside of Town has potential problems: it might create negative pressure within water lines, which could collapse the water distribution system. All water lines in Town and the trunk line from the water treatment facility to Town were replaced in 1977 with six-inch or larger lines that are adequate for fire flows. However, most existing water lines outside of town are substandard two-inch lines.

Future water service within the Town Master Plan Boundary can be provided by a planned twelve-inch water line loop around the town. New laterals need to be six-inches. In 2006 the Norwood Water Commission began charging \$12,000 per water tap with \$8,200 of this fee earmarked for future system upgrades. Service outside of the Town Master Plan Boundary will involve replacing the two-inch lines with six- to eight-inch lines. The actual cost of providing service outside the Town varies depending upon the exact location of service and the engineering to provide service. Elevation changes and water pressure problems will affect the ability to provide service to outlying areas.

Sewer

Sewer service in the Town is provided by the Norwood Sanitation District. The Sanitation District currently serves 360 taps, operating at 45% of capacity. State law requires the District to begin planning for treatment plant expansion when the plant reaches 80% of capacity, and to begin construction at 95% of capacity. Land for expansion has been purchased adjacent to the plant. The District's Service Area Boundaries include all land in the town limits. The Hitchin' Post Restaurant and Bar, the US Forest Service and Pioneer Village are served by the Sanitation District but are not include in the District's boundary.

² "Update to Water System Master Plan," for Norwood Water Commission prepared by Westwater Engineering, November 2006.

IV. URBANIZATION

Introduction

The Urbanization element of the Major Street Plan builds on the data in all other master plan elements to provide the basic framework for future urban development in the Norwood area. It addresses the basic problems of urbanization and is presented in order to promote the Town's basic urbanization goal: To preserve Norwood as an uncrowded, compact, affordable community, with "small town" atmosphere, surrounded by agricultural land and open space with land for future businesses and light industry.

The Urbanization element of the Plan presents the overall development strategy for the Norwood Master Plan area. The information developed for environment, population, economy, land use and infrastructure in the Norwood Comprehensive Development Plan was all utilized in formulating the overall urbanization strategy. The policies and recommendations contained in the other elements are detailed refinements of the overall growth strategy and respond to the Town's urbanization goal.

The Town has limited powers to guide developments that will eventually become part of the Town because special districts provide utilities and because land can develop within San Miguel County without annexing to the Town. The policies and recommendations contained in this element provide the basis for greatly improved governmental and special district coordination that can help ensure the timely provision of urban services and facilities and thus forestall many of the problems resulting from urbanization in the past. It is the intention of the Town to have this plan and all its elements adopted not only by the Town, but endorsed by the County as well, as part of its Wrights Mesa Master Planning process.

As an introduction to the urbanization problems and needs of the Norwood area, this element begins with a brief discussion of existing patterns of development in Norwood and the surrounding mesa, and of urban growth problems. The primary purposes, however, are (1) the analysis, evaluation, selection and adoption of a Master Plan Boundary to ensure orderly and efficient conversion of land to urban use in the future, (2) recommendations as to the use of rural lands, and (3) the formation of annexation policies.

Existing Pattern of Development

The present physical pattern of Norwood may generally be described as a linear commercial core organized around Colorado Highway 145 with a street grid of residential developments spreading out laterally into adjacent farmlands. Single-family housing is the predominate form of residential development. There are no heavy industrial activities located in the Norwood Master Plan area. Some light industry activity is located along the south side of Highway 145 at the eastern entrance to Town and along County Road 44Z southeast of Town. Other light industrial activity occurs in isolated locations throughout Town, along the Highway 145 east of Town and on the surrounding mesa.

URBAN GROWTH PROBLEMS

The major problems the Town of Norwood faces stem from past uncontrolled urban fringe development and inconsistencies in the development pattern both in Town and on Wrights Mesa. Past development near the Town limits has resulted in haphazard, scattered and inefficient development. Sprawl development poses a number of serious problems both for the Town and County. It can result in the loss of prime farmland and agricultural character, wildlife habitat, water sheds and can cause water pollution and health hazards. Urban densities can accommodate the same population, while preserving considerably more prime land resources.

Low density rural residential land use is an inefficient use of land. It requires the development of more and more open land, causing communities to become more dependent on cars, increasing long-term infrastructure maintenance costs (which raises taxes and the cost of utility services) and making communities generally more expensive. As these areas are annexed, the extension of needed public services and facilities is often costly and sometimes prohibitive. Existing infrastructure is often not adequate as road systems are either gravel surface or patched asphalt. Street and road patterns have been established in an uncoordinated and inefficient manner. Development also has sometimes occurred in physically unsuitable areas with drainage, ponding, soil, access problems.

Scattered rural residential development creates financial burdens not only on the Town but the County as well. If the density is too high, it presents a more urban setting than rural, creating a need for urban type of services and facilities. In many instances, County governments are not equipped or financially capable of providing these services and thus property owners are either given no service or substandard service. These situations are usually caused by a lack of revenue generated, rather than unwillingness to provide the service. Because it becomes difficult for the County to provide all the services and facilities, towns sometimes have to pick up the cost and service requirements. This puts an added burden on Town citizens to help pay the way for those in the County.

Finally, scattered rural residential development results in excessive transportation costs and excessive energy consumption.

For citizens who choose to live in these areas, there is a political problem created as well: those people who are part of the community cannot participate in the governmental process. Norwood welcomes participation by its citizens and would like to see opportunities available.

Creating more compact, higher density development is an alternative to urban sprawl. It conserves open space, farm and ranch land, provides more affordable housing and offers a higher level of municipal services for lower taxes. This development pattern is more economical and environmentally sustainable.

In addition to the Town and County planning and development problems, citizens of the community and surrounding area need a clear urban growth policy on which to base their future plans. In the past few years, the Town and County have been working toward cooperation and coordination and this master plan amendment is intended to enhance those efforts.

Maximum Efficiency of Land Use

Ensuring the maximum efficiency of land use means that land is put to its best use, not only economically, but socially, physically, and aesthetically as well. This means that, within the existing urban area, existing vacant land resources are used first. This can be done by encouraging growth to occur either within the existing Town boundaries or immediately adjacent to the existing downtown core prior to expansion and development of the periphery of the Master Plan area. The Town should look at not supporting the provision of water and sewer service to those periphery areas until the existing Town boundary and high priority annexation areas are built out to between fifty and seventy-five percent of capacity.

Efficient land use also implies clearly defined and stable areas for residential, commercial and light industrial uses. Norwood has clear and distinctive patterns of existing land use and the plan reinforces this structure through policy guidelines for future growth.

Light industrial development is mainly confined to areas along the southeast and west portions of the Town. This light industrial area will help to reinforce existing service commercial uses. The policies concerning commercial development encourage the infilling of existing commercial areas and the development of a strong commercial core.

Residential policies ensure higher density residential uses occurs near the existing core of the Town where transportation systems and public facilities are best able to handle the densities; low to medium density residential uses are encouraged inside the Master Plan Boundary in locations that are more removed from the core of town.

On the fringe of the urban area, achieving maximum efficiency of land use depends on maintaining a clear separation between rural and urban uses. The failure to maintain this separation has been a major problem in the past, but the Town and County are cooperating to minimize the problems of sprawl development.

The Town feels it's imperative to not allow urban density development to occur outside the Town's Master Plan Boundary. The Town wishes to discourage development that requires urban level of services. The Town recognizes that existing subdivisions and other urban uses do now exist outside Town boundaries and supports their continued use. But the Town doesn't want to see expansion of these urban uses outside the Master Plan Boundary, and is working with the County to recognize the problems associated with allowing random urban development. Lands outside the Town boundaries but within the Master Plan Boundary should remain at minimal, rural densities until such land has a pre-annexation agreement or is annexed into the Town and provided with all needed urban services.

Assuming an orderly and efficient transition from rural uses to urban uses and preserving the character of Town and the surrounding mesa will depend on maintenance of minimal densities in the rural area until these areas are needed for development. The Town and both San Miguel and Montrose Counties should execute an agreement to help achieve this objective.

Economic Consequences

The plan intends to help create a strengthened and diversified economy. The Norwood area is somewhat dependent upon Telluride's recreation and real estate economy, with a large amount of the area's employment in recreation and development service businesses.

While Norwood's economy will likely continue to be dependent upon Telluride's economy, some diversification is desired along with increased light industry that would service the County's primary economy. In addition, the Town will encourage more recreational uses, recreational services and educational and training facilities to diversify its economy. The plan will also help strengthen the local economy by assuring adequate transportation and public facilities to handle economic growth and by maintaining an attractive living environment.

The Town of Norwood has unique physical characteristics, with abundant sunshine, enabling it to support a variety of renewable energies. The Town also has vacant land well-situated to support the development of an educational facility to train students of all ages for careers in renewable energy. Development of a renewable energy institute or school is a high priority for the community.

Town/County Cooperation

It is very important that this plan be acceptable to San Miguel County as well as the Town and that the two entities cooperate to achieve the major plan objectives. The Town also recognizes that land use decisions made by Montrose County can affect Norwood's future. Cooperation will be required in establishing the Master Plan Boundary, planning for utility services to Wrights Mesa, and most importantly, checking urban development outside the Town except where a pre-annexation agreement has been reached.

The Town and San Miguel County should coordinate on planning for the area and formulate a management agreement that specifies the procedures and standards for future management of the urban growth area outside the Town limits, but within the Master Plan Boundary. The Town and Montrose County should also consider establishing an intergovernmental agreement for land uses and development patterns that would affect the Town. The Town and both counties should also work cooperatively on planning for the entire Wrights Mesa area. In most instances the Town would recommend that only minimal development required by state law be allowed in these areas.

MASTER PLAN BOUNDARY

In response to the problems posed by low density "rural development" and to provide for an orderly and efficient transition from rural to urban uses, the Town has developed a Master Plan Boundary to identify and separate urbanized land from rural land. The Master Plan Boundary anticipates and guides growth and annexations over the next ten to twenty years. There is more than adequate land within the boundary for foreseeable future needs without going outside the boundary for development. The Master Plan Boundary includes over three hundred acres of raw land planned for residential development, which will accommodate more than twice the current population of Norwood. The Town seeks to preserve some of the unique features of the mesa. Policies which foster urban sprawl cannot do this.

The Master Plan Boundary contains lands which:

1. Are determined to be necessary and suitable for future urban uses,
2. Can be served by urban services and facilities, and
3. Are needed for the expansion of the urban area.

"Urban lands" as used in this Master Plan include those lands required for the proper build-out of the community.

Lands outside the Master Plan Boundary would be reserved for agriculture, forestry, open space, or non-urban development, such as 35+ acre home sites where few urban services are required. The Town recognizes that there a number of existing subdivisions and light industrial areas that exist in the County outside the Master Plan Boundary, but these uses should not be expanded.

In determining the Town's future boundary, consideration was given to the need for each major land use category including residential, commercial, light industrial and public uses. Light industrial lands were designated in sufficient quantities to satisfy future needs and to allow for competition among properties.

Consideration in determining the Master Plan Boundary was also given to the community's ability to economically provide orderly public facilities and services including: schools, parks, water and sewage facilities, fire protection, and other public services. The basic criteria and factors used to determine the Master Plan Boundary and area were as follows:

1. Include those areas that are currently serviced by the Norwood water system and are located near the existing Town.
2. Include those areas close to Town that are urban in nature and can be served by the Town with little or no adverse impacts.
3. Include enough buildable land that all uses can be accommodated without creating a limited market.
4. Include only those properties that can be provided with urban level services and facilities economically.

5. Establish the boundary in a logical manner, utilizing topography, property boundaries, section and quarter section lines as much as possible and the Gurley ditch since it is a prominent feature through Town.
6. Include those areas that can provide land for needed light industrial uses, public uses, or housing types not now readily available in the Town.

Most areas north of Highway 145 at the eastern entrance to Town (southeast quarter of Section 22) were not included in the Master Plan in the interest of the consolidation of light industrial areas south of Highway 145 east of the Town. One area near the Forest Service building is included however. By doing so, the service truck traffic through Town may be limited.

Part of the Oliver property northwest of the Town, was left out of the Plan at this time because of its size. Because of this parcel's location and proximity to the Fairgrounds/ Events Center, it would seem appropriate that its inclusion in the Plan be re-evaluated during the next Master Plan update. It may be desirable to expand the Events Center in the future and to include the additional area in the Town at that time.

Areas to the northwest and southwest of town were included for residential development. These areas provide land that can meet the town's future residential growth in a manner consistent with master plan policies, and also include developed areas whose citizens participate in town civic life.

ANNEXATIONS

The timing of annexations into the Town is of utmost importance as the annexation process can help control the rate of growth in the community, and also to control the Town's obligations to provide services.

There are two major types of annexations that may occur in the Norwood area. The first would be an annexation of vacant land with the intention of development upon annexation. The second is the annexation of existing developed areas. Each type of annexation presents challenges to the Town: vacant land annexations usually indicate that development is forthcoming and thus the Town must be able to provide new and additional services, while annexations of existing subdivisions may require the Town to pick up existing problem areas. The Town has determined that certain areas are more suitable for annexation at the present time than others and has indicated that existing developed subdivisions adjacent to the Town, and vacant lands that can provide uses or housing mixes not readily available within the Town should be given the highest priority for annexation. Each type of annexation will be discussed here and an analysis of the consequences included.

Vacant or Raw Land Annexations

A vacant land (raw land) annexation would be an annexation of lands not already developed or those lands only partially developed. Annexations of this type would

make available land to be developed to urban densities with the provision of urban facilities and services.

The Town will annex these vacant lands based on findings that support the need for additional developable land in order to maintain an orderly, compact growth pattern within the Town's service capability.

Review of annexations of vacant land shall be based on the following general criteria:

1. There is a need for additional developable land.
2. There is a need for high priority land uses such as technical education and recreational education and service facilities, as well as recreation (trails), affordable housing and light industrial uses.
3. The Town and other service entities have the physical and economic capabilities and capacity to provide urban-level services to the site within a reasonable period of time.
4. The developer has the ability to develop within a reasonable period of time.
5. There is a positive cost benefit analysis of the project.
6. The developer of the site has the ability to install all needed services and facilities to the site.

Existing Developed Land Annexations

There are some existing developed or subdivided areas on the outskirts of Norwood. Except for one undeveloped subdivision of very small lots, these areas generally consist of low density residential subdivisions that were developed under the codes and standards of San Miguel County. There is some service-commercial, but it is generally confined to the southeast side of Town.

The existing residential subdivisions included in the Norwood Master Plan Boundary that could be annexed someday are the Skalla Subdivisions #1, #2, and #3, Clearwater Subdivision and New Eden Subdivision. The light industrial areas east of the Hitchin' Post along Grand Avenue could also be annexed along with the former Plateau Service Station property. The plan anticipates annexing land up to and including Pioneer Village and up to the Fitts Subdivision on the southwest.

The annexation of these areas is a priority because of their close proximity to Town and, more important, because of their social and business ties to the Town. Most of the people residing in these areas are tied to the Town, either socially or through their businesses and they should become part of the town and thus able to participate in the governmental process. The Town cannot annex these areas without the property owners' consent. Thus annexation will only occur if requested by the residents.

Review of annexations of existing developed property shall be based on the following findings:

1. The Town has the ability to provide needed urban services within a reasonable period of time.
2. A majority of the residents are willing to annex into the Town.
3. There are social and economic ties with the subdivision to the Town.
4. The residents have the ability and are willing to upgrade substandard facilities (roads, and possibly sidewalks, sewage, water) upon or prior to annexation.
5. There is an economic benefit to the Town realized by the annexation, or the social benefits outweigh the economic concerns.

V. FUTURE LAND USE PLAN

Introduction

The *Comprehensive Plan for the Town of Norwood*, adopted in December 1984, includes a Future Land Use Plan (Map 4). The Future Land Use Plan was updated in 1996. Some adjustments to the Future Land Use Plan are necessary to reflect the current thinking of the Town of Norwood's Planning and Zoning Commission and Board of Trustees. In order to plan major streets, the Future Land Use Plan must be current.

Vision Statement

Norwood strives to preserve and promote its small town feel by maintaining its scale, its rural character, its eclectic mix of land uses and the essential commercial services that serve residents and create a viable community.

Four major future land use classifications have been identified for the Master Plan area. These major use types help provide for the orderly growth of the community by establishing compatible uses in various locations:

1. Commercial -- Commercial uses are retail commercial and office.
2. Light Industrial -- Light Industrial uses are service oriented geared toward services to residents of the community and other county residents.
3. Residential -- Residential uses are single-family to multi-family uses.
4. Public -- Lands categorized for public purposes which include schools, Town and County offices and facilities, fire station, public library, passive and active recreational uses and areas adjacent to water courses.

Each of these land use types and their future application is explained further in this element. The changes made to the Future Land Use Plan in this document represent an update of the plan, rather than a radical revision to the future town envisioned by the Plan. The application of each future land use classification and the changes being made to the Plan at this time are described in the following sections:

Commercial Uses

The size of the Grand Avenue Commercial District has been adjusted to be more consistent with current land uses. Commercial classification has been expanded to include all of the Westward Ho Motel parcel and the west end of Grand Avenue.

Light Industrial Uses

Light Industrial uses offer significant economic development opportunities for the Town of Norwood. The Town is aware that it has been bypassed in the past by prospective light industrial uses due to a lack of clarity in its adopted plans and zoning with respect to such uses. This plan seeks to avoid that situation from occurring in the future by designating sufficient, buildable land to accommodate all uses in the future without creating a monopolistic, limited market.

The east side of Town is thought to be more appropriate for light industrial uses because most traffic generated by these uses is likely to come from the east and the Telluride Region. This location will help to minimize truck traffic through town as compared to other locations. There is also an area on the west near the Fairgrounds which can serve other regional service needs.

Residential Uses

The development of residential areas is expected to include a variety of lot sizes and residential uses to meet the housing needs of future residents: single-family, multi-family and, to a lesser extent, trailers. Many of the future residents of San Miguel County are expected to prefer the small, compact Town of Norwood, and its more casual lifestyle. The plan expands the area of residential development to the northwest (including the Pioneer Village subdivision and land to the south and to the ridge west of Highway 145) and southwest up to the Fitts Subdivision.

The amount of land being classified as residential in the Future Land Use Plan is sufficient to meet the needs of community residents in the future, provided development occurs in a compact manner. Large lot residential uses are more costly to provide with public facilities and services and would be inconsistent with the character and compact land use pattern of the Town. High density development would also be inconsistent with the Town's character. Therefore, new single family lots should be encouraged not to exceed 10,000 square feet. Medium density single and multi-family density would range from 6 to 10 units. Multi-family densities in the range of 6 to 12 units per acre may be appropriate in some areas depending upon site characteristics and compatibility, and in rare circumstances, densities of up to 15 units per acre may be appropriate.

Parks and Other Public Lands

Parks and other public lands include lands planned for necessary and desirable public purposes, including: public parks, schools, fire station, bridle paths, library, and similar public uses. The Norwood Comprehensive Plan of 1984 and 1996 identifies desirable public open space areas within the Town of Norwood: a community park area south of the existing community center, on the north side of town encompassing the site of the

Events Center and the school facility large enough to provide for future expansion of those uses, and trails along the Gurley Ditch where drainage problems are common.

The Plan presents an area that would serve as "Town Center Park" and be located as near as possible to the center of the future town. The Town Center Park, in addition to the land near the Community Center, is recommended to include land to the west, large enough to accommodate a softball field, soccer/football field, picnic area and other future active or passive recreational needs. The Community Center, Town Hall and the Town Center Park will serve as a community focal point.

Another focal point for the community could be an expansion of Centennial Park to Grand Avenue. In order for this to occur, the vacant lots between Grand Avenue and Town Park will need to be purchased and developed as public parkland.

Urban open space provides functions and values that cannot be provided by the vast public lands of western Colorado and Utah. Urban open space provides form to settlement patterns and provides opportunities for community interaction. It also serves as a visual and physical buffer, provides recreational opportunities, serves as alternative access corridors, breaks down the community scale and helps define neighborhood boundaries. Open space areas will, therefore, be connected to the extent practical to form linear parks.

The Town anticipates creating a system of trails from the town to nearby public lands, especially Forest Service and Bureau of Land Management properties, for hiking, biking, equestrian and other non-motorized uses. The Town anticipates working with San Miguel County and other entities to implement the trail system.

The Major Streets Plan/Future Land Use Plan, on page 3, illustrates plans for the separation of residential from light industrial areas along the Gurley Ditch linear greenway and a linear park connection to the Town Center Park following the existing drainage. Parks will also be included in the residential areas on the north- and southwest. The greenway along the Gurley Ditch provide separation between residential and light industrial areas and public access from the southeast to the Grand Avenue commercial district. Development along the Gurley Ditch should avoid drainage problem areas.

Trails that connect the town to nearby federal public lands are envisioned as multi-purpose. Such trails would be open to hiking, biking and other non-motorized uses.

Detached sidewalks will be encouraged along both sides of residential and commercial streets. Sidewalks with landscaping between the curb and sidewalk make it possible to put trees closer to the street and reduce the visual dominance of cars in driveways and increase safety for children. In some areas, where streets will not go through and connect with other streets, it may be appropriate to accommodate pedestrians without sidewalks for safe passage.

Finally, it is anticipated that land for the public parks will be acquired via a wide variety of methods including: public land dedications in conjunction with annexations and subdivision, purchased using cash-in-lieu of public land dedication funds, donations, voluntary landowner dedications of conservation easements or maintenance of undeveloped buffers, and/or purchased with open space grants from Great Outdoors Colorado.

VI. LAND USE POLICIES

Introduction

The land use policies section of the Major Streets/Future Land Use Plan is a summary of the conclusions drawn in the process of studying the relevant planning issues and identifying future streets. The policies are intended to provide specific guidance to decision making with respect to future land use applications.

General/Community Vision

1. Norwood strives to preserve and promote its small town feel by maintaining its scale, its rural character, its eclectic mix of land uses and the essential commercial services that serve residents and create a viable community.
2. The town values its small scale, which maintains the ability for people to walk to the commercial district. The town will ensure that Grand Avenue remains the commercial core for Wrights Mesa by supporting local businesses, with a post office, bank, grocery store, hardware store and all the other businesses that define a complete community.
3. Norwood intends to be a place where people live and work, while maintaining economic cooperation with other regional towns. The town recognizes it has an economic relationship with the surrounding region.
4. Norwood will remain the compact urban center for Wrights Mesa growth by maintaining a greenbelt and recreational opportunities surrounding the town. Those opportunities may include an outdoor center, recreational education center and other similar uses.
5. Norwood will continue to protect its peace and quiet, preserving the beauty and agricultural character that surround the town. Norwood values its rural, agricultural character and its western history.
6. The town will preserve its historical buildings and keep consistency with the historical layout of town.
7. The town will protect its existing character, which stems from its small scale and Norwood will encourage land uses that maintain its small scale, compact, rural character which enable its citizens to walk and interact with each other.
8. Norwood intends to be a place of multiple generations, encouraging affordability and supporting real wages to help people remain.
9. The town will promote facilities, developments, and events that create a sense of community where neighbor interacts with neighbor.

Residential Uses & Densities

1. A logical development pattern is generally encouraged with higher residential density occurring near the Grand Avenue commercial district and lower density radiating out to the edges of the Master Plan Boundary.
2. Medium density residential uses (ranging from 6 to 10 units per acre) may be allowed throughout the residential portions of town, and may include a variety of housing types, both attached and not attached, stick-built and manufactured, as well as trailer parks where appropriate. Medium density will be evaluated as a conditional use that will be allowed where there are adequate roads and utilities to service it and where it can be demonstrated that the use is compatible with surrounding uses.
3. Medium density residential uses shall include a variety of building types, scale and design to break up its mass and provide visual diversity.
4. A variety of housing types, densities and living environments shall be encouraged in response to the housing needs of all community residents. However, building types should be compatible with the surrounding area.
5. Natural environmental constraints, including drainage, soils and natural vegetation dictate areas for development and the intensity of development.
6. The accessibility to existing and proposed transportation systems will be considered when establishing land use types and densities.
7. Residential densities and uses shall be compatible with respect to existing uses and other proposed uses and suitable for the specific location.
8. Single family residential densities will be encouraged to be not less than one unit per 7,500 square feet, medium density should not exceed 6 – 10 units per acre, and multi-family densities should not exceed 8 to 14 units per gross acre in most situations. Exceptions to maximum residential lot size may be permitted when necessary to allow for the proper siting of historic or prominent landmark uses and structures.
9. Multi-family housing may be permitted near the town core to take advantage of such services as the school, grocery store and other amenities.
10. Residential development at a density greater than 1 dwelling unit per 7500 square feet shall require special review by the Planning and Zoning Commission.
11. Establish a formula for maximum footprint and habitable area for alley houses or secondary structures.
12. Amend the Land Use Code to allow construction of alley houses and smaller secondary residential uses in areas of town where appropriate. Such uses would be uses permitted on review.
11. Examine areas in and near town that might be suitable for small areas of greater density (6 – 10 units per acre), especially where utilities are adequate or can be upgraded cost effectively.
13. Amend LUC to allow a greater variety of residential uses.
14. Consider incentives to encourage diverse residential types.
15. Encourage infill in town through methods such as offering incentives, working with NWD, NSD and others to overcome infrastructure problems or amending LUC to facilitate redevelopment, provided the infill is compatible with surrounding areas.
16. Work with builders, non-profit housing organizations, other governments and others to create variety of housing types.
17. Facilities for senior citizen housing may be allowed in residential areas.

Commercial Land Use

1. Develop the Grand Avenue commercial core area into a viable urban center capable of providing services for the entire Wrights Mesa area.
2. Encourage the development and infill of the existing commercial business district prior to expansion of the commercial district.
3. Partner with the Chamber of Commerce to better understand business climate and potential problems.
4. Consider measures to help building owners preserve historic character of buildings.
5. Encourage safe pedestrian access through the commercial core.
6. The Town will pursue parking payment in lieu to work towards land banking for future commercial core parking needs.
7. Encourage residential uses to be built above commercial uses to create a variety of residential uses and to encourage vitality in the core area.
8. Lodging will be encouraged in the commercial areas of town on Grand Avenue.

Light Industrial Land Use

1. The development of a light industrial business center and other light industrial areas is encouraged to accommodate a wide variety of such uses.
2. Light industrial uses have the potential to create negative impacts upon adjacent land uses. Such impacts shall be mitigated in conjunction with development approval through appropriate screening and landscaping to buffer it from surrounding uses. Special attention will be given to avoid impact to nearby residential areas.
3. Traffic generated by light industrial uses south of Highway 145 southeast of town shall be diverted to the north along CR 43ZS away from residential and ranch uses to the south.
3. If light industrial uses occur along Highway 145, then a buffer area should be established to maintain positive open space through such techniques as berms or a landscaped buffer. Adopt standards for the Light Industrial zone district to screen development along the highway with landscaping and berming to avoid the perception of strip development.
4. Recommended definitions of light industrial are attached to this Master Plan as Exhibit B.
5. Work with Norwood Water and Sewer Districts to explore ways to extend utilities to land otherwise suitable for light industrial uses.
6. Light Industrial is defined as including live work.
7. Heavy industrial uses should be located on Wrights Mesa, not within or contiguous to the present or future identified Town of Norwood boundaries. Heavy industrial should be kept away from the view corridors entering and exiting the Town of Norwood along Hwy 145 and should be located east of Town so as to mitigate traffic impacts through the Town.
8. A motel or other lodging may be appropriate in the Light Industrial area east of the town.

Parks, Public Lands and Open Space

1. Public parks and open spaces in Norwood provide functions and values that cannot be provided by the vast public lands of western Colorado and Utah. They provide form to settlement patterns, opportunities for community interaction, serve as a visual and physical buffer, provide recreational opportunities, serve as access corridor, break down the community scale and help define neighborhood boundaries.
2. Parks and open space areas shall be connected to the extent practical and possible. An open space buffer around the Town of Norwood's Master Plan Boundary would help to protect the character of the Town and the surrounding mesa by constituting a distinct edge to the Town.
3. Drainage ways and drainage problem areas are ideal locations for parks and greenbelts.
4. Create smaller informal “pocket parks” throughout town for passive recreation.
5. Create a strategy for acquiring land for future recreational needs by land dedication requirements and fees in lieu of land for subdivisions, applying for grants and partnering with San Miguel County and other organizations.
6. In general, new development will provide public benefit, which may include recreational facilities or open space or park areas. Fees in lieu equal to 8% of land value will be accepted only at the discretion of town boards.
7. RV parks or campgrounds can be considered in the Park/Public, Business or Light Industrial zone subject to approval by special review.

NEW SECTIONS

Economic Development

1. Explore establishing an Adult Educational Center based on training in renewable energy/solar energy; sustainable energy; technical trades; construction trades; landscaping/gardening; and green building. Consider locating this center in either the light industrial area of town or near the public high school.
2. Evaluate suitable locations for new campgrounds or RV parks to serve regional visitors. Scale, screening and special review should all be considerations to allow new campgrounds or RV parks to blend into the Town.
3. Norwood intends to remain the compact urban center for Wrights Mesa growth with recreational opportunities surrounding the town. Those opportunities may include an outdoor center, recreational education center and other similar uses.

Impact Mitigation

1. Create impact mitigation standards and regulations for new development that balance town goals of attracting certain land uses with the impacts associated with growth of all kinds.
2. Work with the school district, water and sanitation districts, emergency service providers and other service providers to ensure that services can be provided for existing and future growth, and that impacts are adequately addressed.

Environmental Protection

1. Protect the nighttime sky by establishing light pollution standards.
2. Create incentives to retrofit public and private exterior lights to mitigate light pollution and light spill.

3. Ensure a safe and reliable supply of drinking water by protecting the source and watershed from which it comes.
4. Establish standards to ensure continuation of the quiet ambience of the town.
5. Encourage green building practices and sustainable energy practices by emphasizing local advantages such as the potential for renewable energy (including wind, solar orientation and gain, and other factors) to achieve energy efficiency and independence as well as local supplies/suppliers of products.
6. Address industrial (large) truck traffic noise, safety and congestion impact through Town.

Community Facilities

1. Create a capital improvements plan to prioritize facilities.
2. Explore grants and incentives for providing needed community facilities.
3. Explore partnerships with private organizations – for profit and not for profit – that can assist in acquiring or building community facilities.
4. Work with organizations like Colorado Department of Local Affairs to determine programs, expertise, financing and other resources to support creation of community facilities.

VII. TRANSPORTATION POLICIES

Streets

1. Future residential streets shall implement the Major Streets Plan, illustrated on page 3, to the extent practical. Exceptions to the patterns shown may be granted: (1) only to avoid altering significant natural or man-made features and (2) where the applicant demonstrates compliance with the other streets policies. Significant features may include wet areas, stands of mature trees, historic or prominent landmark homes, or previously approved developments.
2. All future streets should be required to connect with other streets, either existing or planned.
3. Where no connection to an existing or planned street is possible, a simple hammerhead or turning-T will be considered sufficient. The traditional cul-de-sac of up to one hundred feet (100') turning radius should be the last resort.
4. The Town should consider implementation of a streetscapes study and plan to improve existing streets for pedestrians, drainage and safety.
5. Traffic speed through neighborhoods should be controlled with T-intersections and stop signs, rather than with cul-de-sacs and curvilinear streets.
6. All streets should be improved for pedestrian safety and convenience. This may include sidewalks separated from the street by landscaping to avoid the visual dominance of cars in driveways and increase safety for children. Pedestrian improvements consistent with the neighborhood character and traffic shall be prescribed as necessary.
7. New subdivisions shall include reasonable connections to the Master Plan Boundary (see page 3) as necessary for future circulation needs.
8. All subdivisions shall be required to maintain the typical street pattern, which includes the dedication of alleys.

Public Transportation

1. The Town will support the County Transit System by encouraging the development of intercept parking areas on the east side of Norwood and maintaining the west side intercept lot at the Fairgrounds for parking and convenience to the riders.
2. Continue working with San Miguel County to ensure that the Galloping Goose bus schedule meets the needs of Norwood and westend residents.
3. Encourage regional transportation between San Miguel, Montrose and Ouray Counties.

Trail System (formerly known as the Bridle Path)

1. Trail systems provide transportation, inexpensive recreation and opportunities for community interaction. The trail system will be open to non-motorized uses.
2. The trail system should be developed through parks, connect with bus intercept parking areas, schools, the fairgrounds and other public facilities as well as around the Master Plan Boundary.
3. All trails should be designed to encourage non-motorized uses such as walking, horseback riding and bicycling.
4. The costs of construction of trail systems may be funded using donations, cash-in-lieu of public land dedication funds, and/or with grants from Great Outdoors Colorado.
5. The Town will partner with San Miguel County as necessary to develop some parts of the trail system along County roads for ease of construction, grant opportunities and access.
6. Payment in lieu equal to 8% of the value of land being developed may be considered at the discretion of the Town for developing the trail system.
7. Create a trail system throughout the existing town to link with trails in the surrounding public lands. These trails would accommodate bicycling, hiking, cross-country skiing and other recreational uses.
8. Acquire easements across private lands to ensure informal and formal trail connections.

VIII. URBANIZATION POLICIES

Master Plan Boundary

1. A Master Plan Boundary shall be established and maintained, identifying urban and urbanizable lands from rural lands.
2. Property lines shall be utilized to clearly identify the Master Plan Boundary to facilitate management and site development procedures unless physical features of the size of parcels require deviation, in which case dominant physical features should be utilized as the boundary if possible.
3. All amendments to the Master Plan Boundary shall be based on the same criteria and standards that were utilized to establish the existing boundary, and any annexation requests outside the Master Plan Boundary shall be preceded by a Boundary amendment request.
4. Enter into Intergovernmental Agreements with San Miguel County for areas to the east and Montrose County for areas to the west of town to address land use issues, including maintaining the view corridors entering and exiting Town.

Annexations

1. The Town should annex land within the Master Plan Boundary on the basis of findings that support the need for additional land in order to maintain an orderly compact growth pattern within the Town's service capabilities.
2. Unless otherwise specified by the Town, preliminary development proposals should be required for annexation requests to insure completion of projects within a reasonable time limit.
3. The Town shall give priority to annexation of built-up residential areas adjacent to the Town, and to vacant lands that can provide uses or housing mixes not readily available within the Town limits.
4. The Town should not annex those areas unwilling to provide needed facilities or services, or unwilling to upgrade existing substandard facilities prior to or upon annexation.
5. The Town shall annex undeveloped land based on the following general criteria:
 - a. There is a need for additional developable land within the Town which is usually indicated by a 50 to 70 percent build-out of the type of use proposed.
 - b. There is a need for developable land within the Town for affordable housing, recreation or light industrial use.
 - c. The Town and other service entities have the physical and economic capabilities and capacity to provide urban level services within a reasonable period of time.
 - d. The developer of the site to be annexed has the ability to develop within a reasonable period of time.
 - e. There will be a positive economic and or social benefit to the community.
 - f. The developer of the site has the ability to install all needed services and facilities to the site.
6. The Town shall annex existing developed property based on the following findings:
 - g. The Town has the ability to provide needed urban services within a reasonable period of time.
 - h. The residents are willing to annex to the Town.
 - i. There are social and economic ties of the subdivision to the Town.
 - j. The residents have the ability and are willing to upgrade substandard facilities (roads, and perhaps sidewalks, sewage, water) upon or prior to annexation.
 - k. There is an economic benefit to the Town realized by the annexation, or the social benefits outweigh any economic concerns.
 - l. The Town shall use the annexation process as one method to control the location and rate of growth, by annexing vacant properties only when there is a stated need shown for additional land to be developed.
7. The Town shall work with the County, landowners and other organizations to establish a system of land preservation techniques that allow flexible land use patterns to preserve the historical and natural landscape, including productive and/or irrigated agricultural lands that are annexed.

Appendix A

IX. IMPLEMENTATION

Implementation of the Major Streets/Future Land Use Plan should include a variety of Land Use Code amendments, primarily consisting of the addition of trail system standards to the Code and the replacement of references to Map 4 of The Town of Norwood Comprehensive Plan, Future Land Use Map with references to the Major Streets and Future Land Use Plan Map.

Implementation of the Master Plan should include a series of actions on the part of the Town and other groups. This includes amendment of the LUC, adoption of the new boundary map and new trail system map.

General/Vision Statement

Implemented through implementation of the policies throughout the plan.

Residential Uses and Densities

1. Amend Business (B-1) District to encourage multi-family units above retail uses on the ground floor. Multi-family, single family, boarding house and other residential uses would not be allowed unless they are accessory to retail uses on the first floor of a building. Eliminate a minimum lot size for multi-family uses that are included in a building above retail uses provided adequate parking is provided for all uses on a lot.
2. Amend Sec. 3.05, Use Regulations, to include standards for evaluating medium density, manufactured housing and trailer park residential uses. Such uses would need to be compatible with surrounding neighborhoods, prove that roads are adequate for additional traffic, mitigate impacts, provide a variety of building types, scale and design to break up mass and provide visual diversity, etc. The site's environmental constraints, location relative to the commercial core, schools and other services would also be evaluated.
3. Amend LUC Section 4.00, Subdivision Standards, to include prominent site features, landmarks and historic character as factors considered in subdivision review for site design and lot patterns.
4. Amend Residential (R-1) District to:
 - a. establish a maximum footprint and habitable area for alley houses or secondary structures.
 - b. allow construction of alley houses and smaller secondary residential uses in areas of town where appropriate by conditional use review, including parking, access and other criteria
 - c. allow a greater variety of residential land uses
 - d. establish incentives to encourage diverse residential types and infill development where utilities are adequate
 - e. include senior housing an allowable use
5. Consider working with the San Miguel County Regional Housing Authority to establish funding mechanisms for home ownership and diverse housing types.

Commercial Land Use

1. Establish a task force with the Chamber of Commerce to evaluate issues associated with businesses in the commercial core. Determine whether there are incentives or changes that the town could enact which would encourage infill and/or help retain businesses.
2. Meet with the US Postal Service to form a partnership for keeping the post office in the commercial core.
3. Consider working with the Colorado Historical Society and perhaps the San Miguel County Historic Commission to obtain funding for a Historic Structures Survey and preparation of a study identifying measures the town could adopt or encourage (i.e., educational seminars, funding assistance, etc.) to help owners preserve historic buildings.
4. Prepare a capital improvements plan that takes into consideration needs of the business community and creates safe pedestrian access through the commercial core.
5. Establish a parking payment in lieu option in the Land Use Code to help purchase land for and construct a downtown parking lot. The Payment In Lieu program should include a minimum standard for onsite parking above which parking may be bought out subject to Town approval. The town should also evaluate land for a parking lot.
6. Amend the LUC as identified in #1 above, Residential Uses, to encourage residential uses to be constructed above retail uses in the commercial core.
7. Adopt a change of use procedure to evaluate changes in commercial uses to maintain retail, lodging and other crucial uses in the commercial core. Make all residential uses except residential use above ground-level retail conditional uses.
8. Evaluate list of permitted uses and conditional uses in the Business (B-1) District. Some uses like Boarding or rooming houses, group home, sewage pump station, and water treatment plant, among others should either not be allowed or made conditional uses with standards created in Section 3.05 to guide decision-making.

Light Industrial Land Use

1. Amend the Land Use Code Section 3.11, I, Industrial District, to change the uses as determined in Exhibit B, List of Light Industrial Uses.
2. Adopt screening and landscaping standards as part of the amendment of the Industrial District.
3. Create design guidelines and zoning changes to guide construction of industrial buildings. The guidelines would include standards for breaking up the size of buildings, materials, landscaping, screening/buffering, site design, live/work size criteria, relationship between industrial and retail uses in a given building and other items.
4. Explore funding sources such as grants with the Norwood Water and Sewer Districts to find ways to extend utilities to land otherwise suitable for light industrial uses.
5. Continue working with San Miguel County as necessary to define appropriate areas and standards for heavy industrial uses for Wrights Mesa.

6. Work with San Miguel County to divert industrial traffic and trucks on CR 43ZS to the north, away from residential areas to the south. One method may be to post signs at the exits from industrial sites preventing turns to the south on CR 43ZS.

Parks, Public Lands and Open Space

1. Establish a trails committee with San Miguel County to identify trail connections and create standards for regional trails.
2. Seek funding for obtaining easements for trail connections and for purchase of land for parks and open space when land dedication is not sufficient.
3. Work closely with San Miguel County to create open space standards and zoning and subdivision regulations to ensure that an open space buffer is maintained on the edge of the town's growth area.
4. Explore the possibility of establishing a trail for bikes and pedestrians along the ditches that run through town (as shown on the Master Plan Future Land Use Map).
5. Strengthen land dedication section of the Subdivision regulations (LUC Sections 4.05, Park Land Dedication, and 5.03, Sidewalks and Trails) to include trails as a recreational use.
6. Amend Land Use Code to allow RV parks and campgrounds in the Park/Public, Business or Light Industrial zone subject to approval by special review, with standards to govern size and number of spaces, as well as use. Such parks shall only accommodate visitors and tourists for stays of 30 days or less and shall not be for long-term housing. Scale, screening and special review should all be considerations to allow new campgrounds or RV parks to blend into the Town.

Economic Development

1. Establish a committee to explore establishing an Adult Educational Center based on training in renewable energy/solar energy; sustainable energy; technical trades; construction trades; landscaping/gardening; and green building. Consider locating this center in either the light industrial area of town or near the public high school.
2. Evaluate suitable locations for new campgrounds or RV parks to serve regional visitors.
3. Work with the state's economic development division to explore strategies for attracting and supporting such recreationally-based organizations and businesses as an outdoor center, recreational education center and other similar uses.

Impact Mitigation

1. Evaluate amending the Land Use Code to include impact fees or other impact mitigation measures to balance the effects of growth with the benefits provided.
2. Establish methods to increase communication between town and regional agencies to ensure that services can be provided for existing and future growth, and that impacts are adequately addressed. This could be via one large community meeting each year, cross-over membership on boards and commissions, regular quarterly meetings

between the town and the school district, water and sanitation districts, emergency service providers and other service providers, or other means.

Environmental Protection

1. Establish light pollution and screening standards and incorporate into the Land Use Code and other town regulations and guidelines. Establish an incentive program to encourage retrofitting of light fixtures that do not meet new standards.
2. Adopt source water protection standards with the Norwood Water District to protect the quality and quantity of drinking water.
3. Establish noise, nuisance and other standards to ensure continuation of the quiet ambience of the town. Adopt the standards as part of the Municipal Code or Land Use Code as appropriate. Establish a public education program to educate residents and others about the importance of maintaining the town's quiet ambient environment.
4. Work with the San Miguel County Sustainability Board to establish a list of green building practices and sustainable energy practices suitable for Norwood.
5. Establish a public awareness program that emphasizes local advantages such as the potential for renewable energy (including wind, solar orientation and gain, and other factors) to achieve energy efficiency and independence as well as local supplies/suppliers of products.
6. Address industrial (large) truck traffic noise, safety and congestion impact through Town. Work with Colorado Department of Transportation to establish standards for jake brakes and other sources of noise, speed limits and other factors to control truck impacts.

Community Facilities

1. Establish a capital improvements committee to create a capital improvements plan to prioritize facilities.
2. Explore grants and incentives for providing needed community facilities.
3. Explore partnerships with private organizations – for profit and not for profit – that can assist in acquiring or building community facilities.
4. Work with organizations like Colorado Department of Local Affairs to determine programs, expertise, financing and other resources to support creation of community facilities

TRANSPORTATION POLICIES

Streets

1. The town will prepare a streetscapes study and plan to improve existing streets for pedestrians, drainage and safety as funding allows. This may include sidewalks separated from the street by landscaping to avoid the visual dominance of cars in driveways and increase safety for children. Pedestrian improvements consistent with the neighborhood character and traffic shall be prescribed as necessary.

Public Transportation

1. The Town will support the County Transit System by encouraging the development of intercept parking areas on the east side of Norwood and maintaining the west side intercept lot at the Fairgrounds for parking and convenience to the riders.
2. Work with the Joint Governmental Group meetings and with San Miguel County to ensure that the Galloping Goose bus schedule meets the needs of Norwood and westend residents.

Trail System

1. Evaluate existing trail standards included in Land Use Code Section 5.03 and land dedication requirements in Land Use Code Section 4.05, Park Land Dedication, for adequacy and to include trails as a necessary public use. Amend as necessary to establish use standards that avoid conflicts between different trail user groups with preference given to non-motorized uses.
2. Establish a regional trails group in cooperation with San Miguel County to plan, fund and construct regional trails.

URBANIZATION POLICIES

Master Plan Boundary

1. Enter into Intergovernmental Agreements with San Miguel County for areas to the east and Montrose County for areas to the west of town to address land use issues, including maintaining the view corridors entering and exiting Town.

Annexations

1. The Town shall work with the County, landowners and other organizations to establish a system of land preservation techniques that allow flexible land use patterns to preserve the historical and natural landscape, including productive and/or irrigated agricultural lands that are annexed.

Appendix B

Light Industrial District

- | | | |
|---|---|---|
| Animal pound or kennel (public or private) | c | Park |
| Auto parts and accessory sales (indoors) | c | Pet store |
| Auto leasing or rental | c | Plumbing shop |
| Auto parts and sales (outdoor display) | c | Public building, shop or yard |
| Bakery or confectionery shop | c | Radio, TV or microwave tower (10) |
| Bank or savings and loan | c | Recreational vehicle storage |
| *** Bus Intercept Lot | | Recreational vehicle/travel trailer park - <i>less than 20 spaces, for visitor stays of less than 30 days</i> |
| c Cabinet and upholstery shop | c | Retail general (outdoors) |
| Campground | | |
| c Car wash | c | Single family dwelling unit |
| Caretaker or guard residence – security company | | |
| Church or place of worship | c | Snowmobile, motorcycle or scooter sales and service |
| c Cleaning or laundry mat | | Storage or hauling company |
| Community center | c | Storage warehouse |
| c Convenience store | c | Studio, television or radio |
| c Custom personal services | c | Tool rental (domestic equipment) |
| Day care center | | Trailer or mobile home sales or rental <i>for installation elsewhere</i> |
| Day care home | c | Travel bureau or consultants |
| Day camp for children | c | Veterinary clinic |
| Educational facilities | | Welding and machine shop |
| Fraternal club or lodge | | |
| c Fruit or vegetable stand | | |
| c Furniture or appliance store | | |
| Gasoline service station | | |
| c Greenhouse or plant nursery | | |
| c Hardware store and hobby shop | | |
| c Heating or air conditioning shop | | |
| c Household appliance service and repair | | |
| c Key shop | | |
| c Laundry, self service | | |
| Lithographic or print shop | | |
| c Maintenance and repair service for buildings | | |
| Mini-warehouse - = or <2500 sf | | |
| motorcycle or scooter sales and service | | |
| c Museum | | |
| New or used car or truck sales | | |
| c Office, business and professional | | |

CONDITIONAL USES

- Mini warehouse - greater than 2500 sf
- nursing home
- private utility shop, yard or building
- private franchise utility (not listed)
- supermarket
- motel
- Recreational vehicle/trailer park - 20 spaces or greater, for visitor stays of less than 30 days*

Theater

"c" denotes commercial use also
use added at of 9/19/06

*** meeting