

Agenda

Norwich Trails Committee and volunteers monthly meeting

7 pm, August 4, 2021

Location: Kearney-Niles Pavilion, Huntley Meadows

AGENDA

1. Approval of agenda

2. Comments from those present

Trail infrastructure

3. Reports on recent trail blockages and actions taken or planned:

- a. Upper Ballard Trail July 25th work day
- b. Feedback on the effectiveness of the Blue-Ribbon Connector blazing

4. Scope of Lower-Ballard Trail work

- a. Report on Women's Club Funding
- b. Work to be contracted

5. Trail kiosks—FY 2021-2 Trails budget: \$5,500

- a. Finalize designs
- b. Identify locations
- c. Identify bills of materials for each

6. Trail kiosk signage

- a. Identify locations
- b. Identify material to be shown
- c. Identify town approval process

7. Work days to schedule:

- a. August 15th – Complete Parcel 5 ditching and clipping, Upper Ballard Mudholes, blazing at locations to be determined
- b. September 19th – Work on Grand Canyon ford
- c. October 17th—TBD

8. Appalachian Trail Corridor

- a. Set up working group for proposing additional retention of trails?
- b. Utility of [web compendium of related documents?](#)

9. Conversion of Burton Woods Road segment to a trail

- a. Identify proposed scope of conversion
- b. Review draft NTC memo to Selectboard
- c. Review of parking lot proposal

10. Planning scope of work on Lower Ballard Trail—Discuss report received on flood robustness of UVTA proposed Scope of work.

Financial

11. Planning for FY 2022-23 budget: Parking—Draft report to Norwich selectboard

- a. Gile Mountain
- b. Burton Woods Road
- c. Elm Street
- d. Happy Hill Road

Other

12. ANTS Program—discuss participation and status of upcoming events

13. Items for September meeting

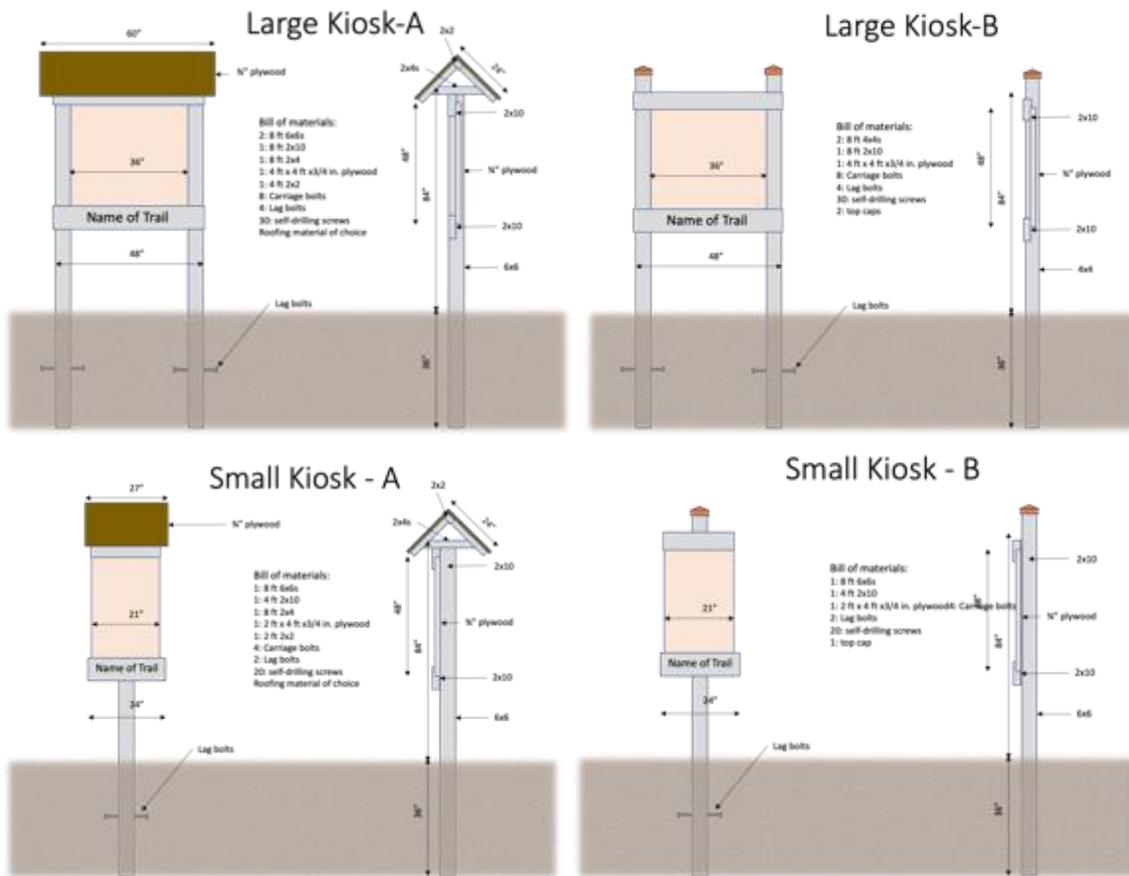
- a. Schedule construction and installation of kiosks
- b. Confirm signage for kiosks
- c. Developing a trails master plan, as required by the 2020 Norwich Town Plan.

14. Items for future meetings

15. Adjourn

Discussion material for agenda items:

4. Trail kiosks
 - a. Finalize designs



- b. Identify locations
 - Use existing at Gile Mountain, Parcel 5, Ballard Park
 - New large at: Brown Schoolhouse Bridge, Upper Ballard Trail parking, Happy Hill, Cossingham Trail.
 - New small at: both ends of Heyl Trail, top of Brown Schoolhouse Trail, bottom of Burton Woods Trail, top and bottom of Blue-Ribbon Trail, top and bottom of Blue-Ribbon Connector.

- c. Identify bills of materials for each
 - Planks vs plywood
 - 6x6s vs 4x4s
 - 2 x 10's top and bottom
 - Roof-end cap. Roof adds expense + durability

5. Trail kiosk signage

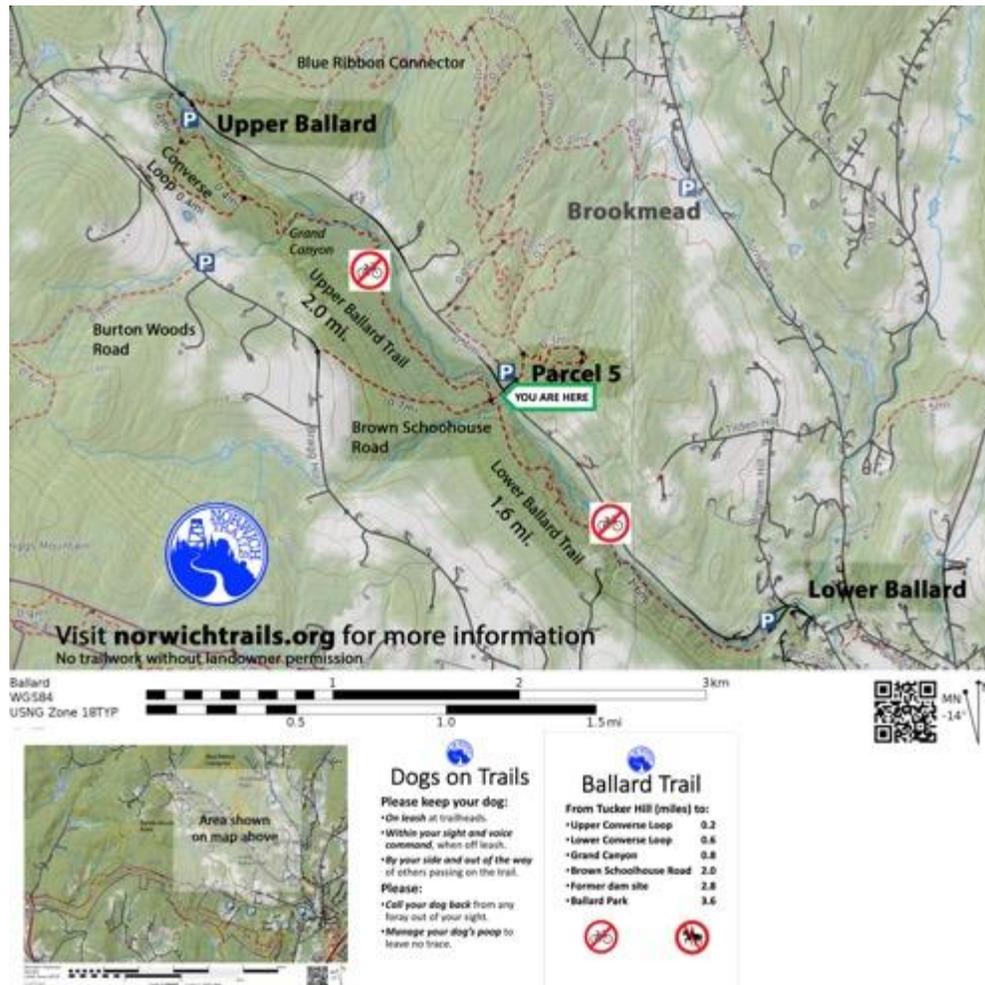
- a. Report on Women's Club Funding

- b. Identify locations:

- Large (7): Gile Mountain, Parcel 5, Ballard Park, Brown Schoolhouse Bridge, Upper Ballard, Happy Hill, Cossingham.
- Small (8): Heyl Trail (2), Brown Schoolhouse Trail (1), Burton Woods Trail (1), Blue-Ribbon Trail (2), Blue-Ribbon Connector (2)

- c. Identify material to be shown

- Ballard Trail: Brown Schoolhouse Bridge (Upper Ballard and Lower Ballard move the "You are here" signs:



- Happy Hill design subject to resolution of parking and approval of Joshua and Dothan Brook Trails.
- Cossingham Trail design subject to the same issues.

d. Identify town approval process

8. Petition: **See Appendix A.**

9. Conversion of Burton Woods Road segment to a trail: **See Appendix B**

c. Parking proposal: Existing parking area on McLaughry property suggested for a possible agreement between the town and the landowners for Burton Woods parking:



Kiosk at trail entrance



No Trespassing sign leading to private property

11. From Sean Ogle in July 7 email:

UVTA is planning to work on the Lower Ballard Trail and Brown Schoolhouse Rd reroute the first week in August.

I have looked into how to mitigate flood damage on trails in floodplains. 2/3 of the way down this document contains a bit of information about it, but nothing very useful. Their main recommendations are that paved trails are the most robust to mitigate flood damage, but this is not very feasible in the location on the Lower Ballard Trail. It also states 'If the flow of floodwater intersects the path, rocks along the trail can cut water volume significantly.' The trail design in our proposal is cribbed with rock so perhaps this would be helpful in minimizing water damage during a flood event.

12. Planning for FY 2022-23 budget: Parking—**See Appendix C**

Appendix A: Petition on corridor

Petition to Norwich Trails Committee

7 July 2021

The undersigned Norwich trail users – representing walkers, hikers, runners, skiers, bike riders, and horse riders – request that the Norwich Trails Committee (NTC) and Upper Valley Mountain Bike Association (UVMBA) not accept or endorse the Green Mountain National Forest (GMNF) [Proposed Action of 7 June 2021](#). Rather, we request a Modified Proposed Action from GMNF based on an alternative proposal, aligned with AT regulations yet better representing the Norwich trail community's desires.

Principles and background

Three considerations motivate this petition. One is that southern Norwich contains trails within the AT Corridor that many of us have enjoyed for decades, along with areas adjacent to the corridor that we wish to continue accessing (via crossings); a second motivation is keeping our local trail community working cooperatively for the benefit of all users and for protection of the natural environment, rather than squabbling over scraps of trail; thirdly, it cannot be overstated that we as trail users wish to support and assist AT trail managers in protecting our short segment of the national treasure that is the AT. As Sir David Attenborough reminds us, no one will protect what they don't care about; and no one will care about what they have never experienced.

Policies and management guidelines governing the Appalachian Trail (AT) are clearly specified in countless documents. One example from the GMNF 2006 Plan states that “on all NPS-acquired transfer lands [i.e., corridor], the use of horses, pack animals, dog teams, and bicycles shall be prohibited except at designated crossings”. As US citizens and active trail users, we recognize and accept AT management standards and guidelines.

Within the past ten years a couple of short, unauthorized trails were built specifically for bikes within the Norwich AT Corridor. We understand the threat that such unregulated activity could potentially pose to managers, and to the trail itself. During this time there was also discussion of a need for AT multi-use crossings, because creation of the corridor during the 1980s and 1990s bisected an area of long-standing recreational activity; currently we have no multi-use trails or multi-use trail crossings.

In 2016 AT managers initiated a process to learn which unauthorized side trails and crossings were most-frequently used and/or most important to our community of trail users. At least three public meetings were held at which manager's concerns were expressed and community opinions solicited. The signatories below acknowledge that we as a trails community fell short of consensus among active trail users within Norwich, and did not undertake actions required to establish defined trail networks on either side of the corridor, with durable landowner agreements. In short, we failed to follow a February 2019 document provided by managers titled “Guidance and Considerations for the Norwich Trails Committee”.

Nonetheless, NTC and UVMBA submitted a joint request in May 2019 proposing authorization of two existing multi-use trail crossings and two foot-travel-only spur trails. This document supported closure of nine posted trail segments. In response, a GMNF Proposed Action was released in June 2021, accepting one multi-use crossing and two spur foot trails. A public comment period on this action ends on 10 July. As integral partners in the AT's protection and stewardship, we request a Modified Proposed Action from GMNF to better represent the Norwich trail community's desires and responsibilities.

Preliminary, suggested modifications to the current Proposed Action

In the five years since management publically raised concerns about unauthorized activity within the Norwich corridor, we are aware of no trail-building activity. Many of us have observed a decrease in bike riding on the AT itself and little change in use within the corridor, and we know of no sites exhibiting natural resource damage due to non-motorized use. This element of management concern appears to have been respected and mitigated. However, we aspire to better community consensus and integration of abutting trail networks through additional GMNF authorizations. The following is a preliminary list of requests we are considering – likely to be modified by community discussion – referencing the map below:

1. Multi-use crossing at Five Corners (yellow pentagon on map). Two old roads enter the corridor here from the north. One is Norwich TH 51, connecting to Burton Woods Road, passing Parkhurst Cemetery and then cellar-holes of a bygone hamlet, and coinciding with a VAST trail AT crossing; this old road, requested for multi-use, extends to the south on protected property from Five Corners (not shown).
2. The old AT within and outside the corridor between Griggs Ridge Trail junction (orange G) and the AT junction at the old Happy Hill shelter (segment F on map). We request this segment as a foot-travel only trail, a safer and more-enjoyable alternative for cross country skiing than along the current AT. Two lightly-used spur trails extend south outside the corridor from this trail to protected properties available to the public (thin white lines with arrows). Another existing trail (segment H) would be closed.
3. Griggs Ridge Trail is a favorite for bike riders, and a difficult connection which occasionally results in riders using the AT to travel west from the Tucker Trail (D on map). We request authorization for a slight westward shift of the trail's southern end within the corridor, permitting a multi-use, right-angle crossing to a new trail which would be cut on protected, private land just south of the corridor – connections from Griggs to the VAST trail and other trails of the Jericho network would become possible, as well as loops through Five Corners.
4. The already-proposed-for-authorization section of the old AT between Joshua Road and the Tucker Trail / new AT junction (Dothan Brook Trail; purple E on map), for foot travel only, with the eastern end authorized as multi-use to permit a connection between trail networks south of the AT (protected properties C, W, and K) with the already-proposed-for-authorization Joshua Trail up to the Tucker Trail (green B on map) and Cossingham Road. This multi-use segment is parallel to yet never less than about 1000 feet from the AT itself.
5. Continued use of the Barred Owl (Fern) Trail for foot travel between the AT and Tucker Trail (segment A on map), reflecting a long history of use. This will complement the Joshua Trail north of the AT (green B on map) which is a sinuous bike trail. The Barred Owl Trail and the Joshua Trail (A and B on map) converge just north of the AT, so retention of this trail does not create an additional crossing.
6. We propose a five-year probationary period for the multi-use authorizations above. Satisfactory community stewardship and protection would be demonstrated by no new side trail cutting, reduced bike traffic on the AT, no resource damage, and absence of complaints by AT users. If negative outcomes are observed during this period, we will accept reduced multi-use access.

Thanks for your consideration.

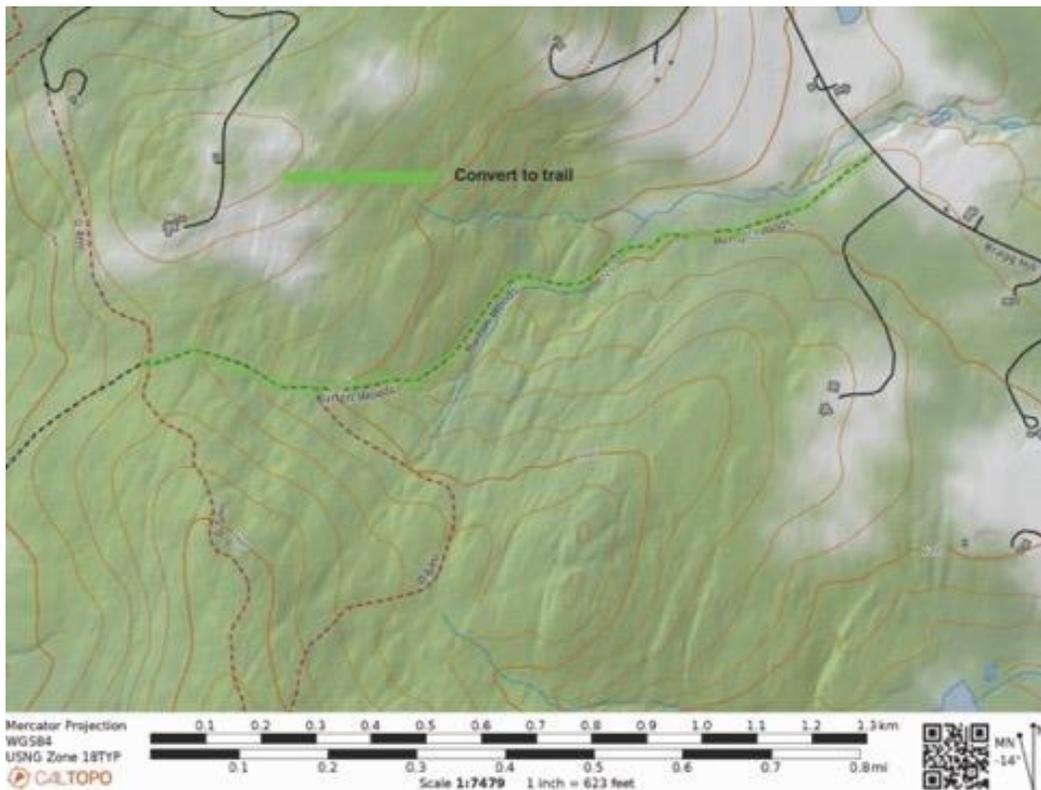


Appendix B: Re-classification of Burton Woods Road

DRAFT MEMORANDUM

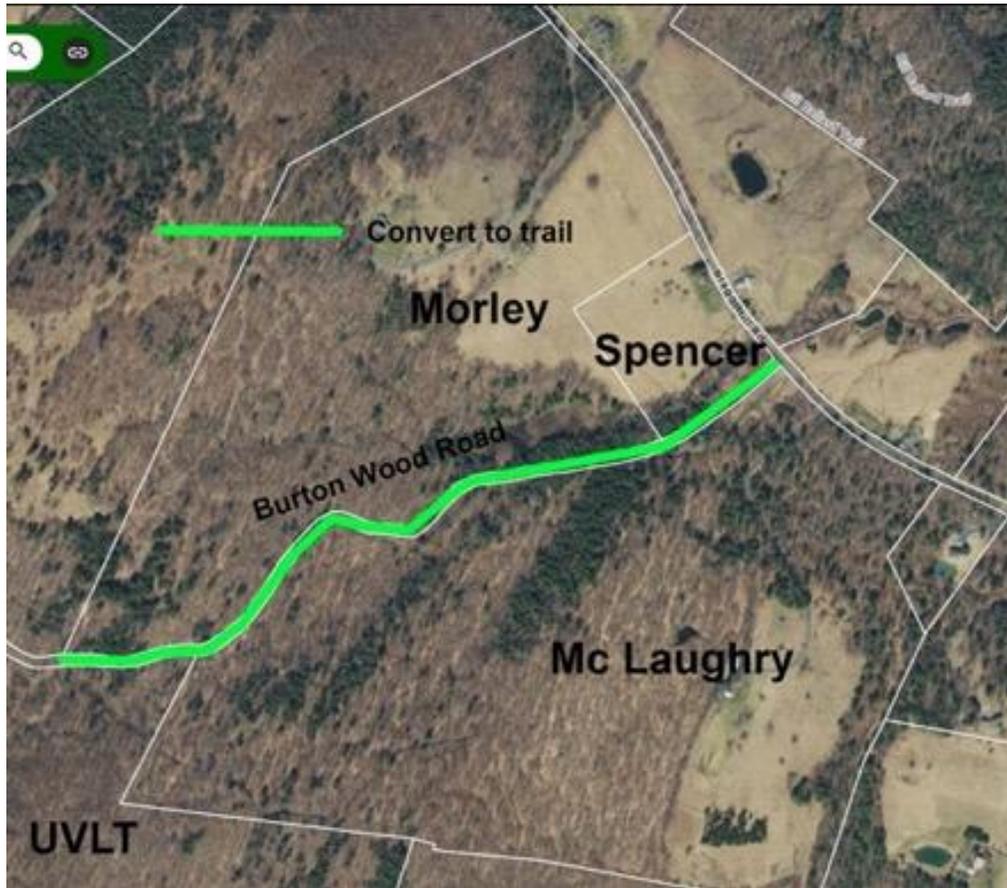
TO: NORWICH SELECTBOARD
FROM: NORWICH TRAILS COMMITTEE
SUBJECT: REQUEST: RECLASSIFY PORTION OF BURTON WOODS ROAD AS TRAIL
DATE: JULY 8, 2021
CC: NICK KREMBS, STEPHEN FLANDERS, LIZ BURDETTE (UVMBA CHAIRPERSON)

1. *Request* – The Norwich Trails Committee requests that the selectboard change the classification of the portion of Burton Woods Road between Bragg Hill Road and the ridge of Griggs Mountain from “Fourth-Class Road”, which allows the use of motorized vehicles, to “Trail”, where such vehicles are prohibited without a permit. The western side of the ridge would remain open to motorized traffic.



Site of proposed conversion to trail from Bragg Hill to the ridge of Griggs Mountain

2. *Justification* – The right of way (ROW) is steep and wet. Occasional recreational vehicle traffic exacerbates the erosion and prevents mitigation of damage. Conversion to a trail will allow implementation of sustainable erosion control measures that will greatly increase the usefulness of the trail to cyclists and hikers. More details are described in the **Image Gallery**.
3. *Abutters* –There are four abutting properties to the section of ROW proposed for conversion:
 - South side: Susan F. McLaughry Revokable Trust, 1093 Bragg Hill Road.
 - South side, near ridge: Upper Valley Land Trust, 19 Buck Road, Hanover, NH 03755
 - North side, on Bragg Hill Road: Catherine Spencer, 1141 Bragg Hill Road.
 - North side, west of Spencer to the ridge: Benjamin and Christianna Morley, 1219 Bragg Hill Road.



Parcels adjacent to proposed trail conversion

4. *Impact* –Conversion to a trail would have the following effects.
 - The section does not connect to properties requiring motor vehicle access.
 - It is part of a variety of loops that serve cyclists and hikers.
 - The road beyond the west side of the trail serves several camps, which gain access from Tigertown Road and would be unaffected by the conversion.
 - It would allow sustainable erosion control measures that would benefit cyclists and hikers.

- Forestry operations using the ROW would be subject to a permit that could require repairing any damage to drainage structures.
5. *Statute* – [19 V.S.A. § 304](#) grants the selectboard the power to “lay out, alter, classify, and discontinue town highways”. [19 V.S.A. § 708 \(a\)](#) allows the selectboard to initiate laying out, altering, reclassifying, or discontinuing highways on its own. [19 V.S.A. § 709](#) requires the board to:
- Appoint a time and date both for examining the premises and hearing the persons interested.
 - Give 30 days' notice to the petitioners, and to persons owning or interested in lands through which the highway may pass or abut, of the time when they will inspect the site and receive testimony.
 - Give notice to any municipal planning commission in the town, post a copy of the notice in the office of the town clerk, and cause a notice to be published in a local newspaper of general circulation in the area not less than ten days before the time set for the hearing.
 - Give notice by certified mail sent to the official residence of the person(s) required to be notified.
6. *Ordinance* – The Norwich [ordinance relating to use of trails](#) says:
- Trail rights of way may be used for hiking, walking, bicycling, cross-country skiing, snowmobiling, horseback riding and other similar activities all at the risk of the user.
 - The operation of a motor vehicle is prohibited on any Trail, as defined herein, unless the operator of the motor vehicle has a valid permit issued by the Norwich Selectboard.
 - No person may alter or injure the right of way of any Trail by obstructing or diverting a stream, water course or sluice, or by dragging logs or timber or any other objects within the right of way or cutting brush or trees, or altering drainage or grades and slopes, or any other modifications within the Trail right of way without first having received a permit from the Selectboard.
7. *Draft motion* – “... to initiate re-classification of the portion of Burton Woods Road from Bragg Hill Road to the crest of the ridge of Griggs Mountain from “Fourth-Class Road” to “Trail”, to be named “Burton Woods Trail”, pursuant to the authority granted by 19 V.S.A. § 708 (a) and after completing the steps required by 19 V.S.A. § 709.”

Image Gallery

Images were shot on 20 June 2021 during semi-drought conditions.



Entry from Bragg Hill Road is narrower than a vehicle



Traffic observed was mostly mountain bikes.



Lower section is normally poorly drained.



The "road" passes through a beaver pond.



Multiple sections of the ROW are wet and drain through tire ruts.



Steep, rocky sections compromise vehicle passage.



This stream crossing near the ridge is usually much wetter.



The junction at the top of the proposed re-classification



The trail leading south at the junction



The trail leading north at the junction

Addendums:

Correspondence from and to David and Patricia Derrick:

To: Norwich Trails Committee norwichtrails@gmail.com

Norwich Select board selectboard@norwich.vt.us

From: David and Patricia Derrick, 33 Ravenswood Terrace, White River Jct., VT 05001
derrickpt@aol.com

Date: July 5, 2021

Subject: Conversion of Burton Woods Road to a trail

We are unable to attend the July 7, 2021 meeting of the trails committee where you will be taking up your request to reclassify portion of Burton Woods Road as trail, therefore we would like to have on the record our objection to converting any of Burton Woods Road or any class 4 road into trails.

Burton Woods Road travels through our property. Although our property is probably where you consider on the road on the west side of the trail serving several camps accessed from Tiger Town road and therefore not affected by the conversion you suggest, our family, including a disabled senior and grandson with Down syndrome and cystic fibrosis have enjoyed using our all terrain vehicles for generations to enjoy the entire area. We don't understand how you can consider limiting accessibility to a restricted group of users. Reclassifying the road to your definition of a trail would not meet the standards of the ADA.

There are private roads on our property that allow us to get around by 4 wheel drive truck and all terrain vehicles to get our firewood. We see many hikers, bikers, horse back riders and motorized vehicles and welcome them.

We feel strongly that class 4 roads should not be exclusive to hikers and bikers and should be left roads so that others are not excluded from the area. We are also concerned that fire and rescue would not have access.

If your suggestion is that we could apply for a permit, we feel that that discriminates against anyone who does not hike or bike.

We respectfully ask that you do not petition the Norwich select board to reclassify class 4 roads but instead find a way to include all people who enjoy the area.

From: Patricia <derrickpt@aol.com>

Subject: Re: Letter of concern regarding reclassification of Burton Woods Road

Date: July 8, 2021 at 11:33:39 AM EDT

To: "R.Gerry Plummer" <gerryplummer@yahoo.com>

Cc...

Thank you for hearing our objections to reclassifying class 4 roads however you missed a very important point in your reply.

Access to our property is not the only point made. Those of us who are not hikers or bikers are the majority of the population. Within that majority group are those with limited abilities. Every section of road that is restricted discriminates against those folks. We would no longer be able to enjoy the very part of our environment that you want to reserve for your rights only.

The abutting property owners, their family and friends are the very people who have cared for it with love and respect for generations. They are also the ones who can share the history and evolution of the area.

The people who object to reclassification are some of the volunteers who groom the roads for the snowmobile club. I'm pretty sure there are many of you who enjoy these groomed roads for cross country skiing.

On Thursday, July 8, 2021, 10:32:02 AM EDT, R.Gerry Plummer <gerryplummer@yahoo.com> wrote:

Hi -

Attached is a map showing Burton WR and nearby area, with parcels identified. This is from Gaia, and their parcel data for VT is updated quite frequently. It looks right but there is a chance something has changed recently.

I've also put a red line indicating roughly where the proposal would have the transition from Class 4 Highway to Trail.

Regards

-gerry plumber

Correspondence from Bob Fisken

On Thu, Jul 8, 2021, 09:46 Robert Fisken <rgfisken@yahoo.com> wrote:

This is a copy of my response to the Derrick letter. I read both at the Trails meeting last night.

The town of Norwich has about 24 sections of class four roads on its highway map. Around the year 2000 four were reclassified as town trails. Use on those sections has not been a hindrance to property abutters, with some logging operations and power-line upgrading taking place. The real advantage of those conversions has been the ability for the town trails committee to provide adequate erosion control for the first time in hundreds of years.

This has been the main reason for conversion. The uncontrolled access of motorized vehicles on roads which the town highway department does not maintain means erosion continues unabated. Eventually whole sections become nearly impassable to any kind of traffic.

The Derricks appear concerned that the possible Class Four-to-trail conversion of the Burton Woods road may mean their motorized access is limited in one dead-end direction from their property, assuming they do not choose to winch their 4-wheeler through the flooded section to reach Bragg Hill Road. They do make mention of a variety of trails and other town class four

roads to which they currently enjoy access and these would not be at all affected by this proposal.

Right now the eastern half, from the height-of-land back to Bragg Hill Road, has been severely washed by storm runoff in the last ten years. The western part, the section apparently bordering the Derrick property, is on a more gradual grade, and has not been nearly as affected by erosion. A possible approach on this committee's part might be to propose a chain at that height-of-land, and the reclassification not to include that western end of the Burton Woods Road.

This would allow the gradual re-grading and improvement of the Bragg Hill end to be made by trail workers, without the fear of tire tracks by motor vehicles ruining the efforts.

This principle of some hand maintenance versus no maintenance whatsoever from the town highway budget, could mean the rescue of several other eroded Class four roads in town. Some of the motorized use on those sections is only by the occasional large, specially equipped pickup trucks, which severely damages the road bed, making travel for all others afterwards very unpleasant. These drivers are apparently joy riding, finding a challenge in forcing their way through on the abandoned sections that still connect some of our well maintained dead-end residential roads.

If this issue reaches the selectboard, I may present a version of this as a personal commentary. In the last instance of a reclassification of a town class 4-to-trail, the selectboard turned down a proposal concerning Illsley Road in the southwestern corner of Norwich.

Correspondence with Jason Berard of UVLT:

From: Stephen Flanders <stephen.flanders@icloud.com>

Subject: Burton Woods reclassification questions

Date: July 13, 2021 at 4:08:42 PM EDT

To: Berard Jason <jason.berard@uvlt.org>

Cc: Krembs Nick <nick.krembs@gmail.com>, Faughnan Jim <jimfaughnan74@gmail.com>, Plummer Gerry <gerryplummer@yahoo.com>, Layne Craig <craig.d.layne@gmail.com>, Cody Williams <codywilliams@mac.com>, Hubbard David <dwhubbard@outlook.com>, McCormick John <john.atw.mcc@gmail.com>

Thanks you for these questions, Jason.

There hasn't been detailed discussion of maintenance standards, so far. Here are my thoughts:

- We're just trying to avoid damage from tires cutting through drainage structures, not trying to turn the ROW into a wilderness trail.
- Structures built by motorized equipment would be a suitable way to achieve this.
- If an abutter needed to do forestry operations with a permit to use the ROW, it would be appropriate to restore the structures with motorized equipment.

The most analogous situation is the reclassified trail section between Bradley Hill Road and Kerwin Hill Road. Abutters have done logging operations there in recent memory.

Thanks for the ADA FAQ document. If the town elects to reclassify the road, there will be a hearing process. The ADA issue would apply to trails throughout the town, so any adjustments would have to be made to the town's ordinances.

Cheers, Steve

On Jul 13, 2021, at 1:29 PM, Jason Berard <jason.berard@uvlt.org> wrote:
The road reclassification, I'd say that UVLT would have to have some questions answered before we could express support for the project as an affected abutter. Questions like:

- 1) what would the maintenance standard be for the reclassified section? Would that section be turned into what is essentially a single track trail? With hand-built drainage structures? If so, then would the expectation be that an abutter that needs to access the town trail with motorized vehicles for management purposes be required to rebuild the impacted sections by hand to the same standard, or would a machine-built alternative be suitable?
- 2) are there other landowners that have been impacted by similar reclassifications of road sections to town trails that would be willing to comment on their experiences with the questions raised above?

In regards to the accessibility issue raised by the neighbors further up the road beyond Areson, someone in town might want to check out DOJ guidance as it relates to OPDMD usage on trails that are publicly accessible.

Here's a resource we put together quite a while back: https://uvlt.org/docs/pdf/ADA-FAQs_3_6_13.pdf

Correspondence from Jerry Terino to the Norwich Selectboard:

From: Jer Terino <jenyterino18@gmail.com> Date: July 7 ,2021 at 8:13:48 PM EDT

To : PMullen@,norwich.vt.us Subject: Burton Woods Road

Hello all.

I was sent an email from a neighbor that borders our property in Norwich about a meeting looking to reclassify the Burton V/oods road from a class 4 road to a trail. For what it's worth, I and my family are against any such move to change Burton V/oods road to a "trail".

Our 170 acres is only accessible from Sue Spaulding, but given the storms we have received over the past few years Sue Spaulding was impassable, I tried to get some help from the Town Manager but to no avail.

One suggestion was to put a small amount of work to get away into out camp from Burton V/oods Road, that did not happen.

I ended up hiring someone to open Sue Spaulding so that we could at least get to our property.

It is Comforting to know that Burton Woods is there if we would ever need it, anyone that hikes around our property will know the only Vehicles they encounter on Burton are 4 wheels and side by sides.

There is no reason to reclassify Burton Woods road.

Please leave it alone as you did for me with the Sue Spaulding road.

If there is a meeting to present this to the town I would like to be notified before the town takes any action.

Thank you for your time.

Jerry A. Terino 802-299-6998 cell

Appendix C: Parking budget proposal

DRAFT MEMORANDUM

TO: NORWICH SELECTBOARD
FROM: NORWICH CONSERVATION COMMISSION
SUBJECT: NORWICH TRAILS CAPITAL BUDGET PLAN FOR 2023
DATE: MONTH X, 2021
CC: TOWN MANAGER, NORWICH TRAILS COMMITTEE

1. *Summary* – This memo summarizes capital budgetary priorities for the fiscal year 2022-3 and beyond. It is a result of a survey of trail infrastructure on town-owned land, which is summarized here by categories.¹ It is presented by fiscal year.
2. *Budgetary plan for FY 2022-3* – The capital spending items, supporting Norwich trails for FY 2022-3, include installation of expanded parking at the following locations (costs to be determined):
 - Construction of the Gile Mountain trailhead expanded parking lot.



Area for expansion of the Gile Mountain parking lot

- Happy Hill Road installation of parking beyond power pole on south side to avoid conflict with turn-around. Existing parking would receive a sign, defining the area reserved for turn-around.

¹https://docs.google.com/spreadsheets/d/1W_Ua2HNDVy2KGUAmzq7lY2nGbS3GeDoYSOZ3sFkAWVs/edit#gid=0



Area for expansion of Happy Hill parking lot

- Elm Street parking improvements, as follows: Utility ROW (subject to coordination with neighbors), augmented shoulder parking, and augmented shoulder spillover parking on Hickory Ridge Road.



Area for expansion of Elm Street parking

- Bragg Hill Road: Gravel turnout opposite the Heyl Trail entrance for two spaces.
- Hazen Trail: Expansion of parking by two spaces.

- Two-vehicle off-road parking at Burton Woods Trail (if agreement with McLaughry is not achieved or sustained).



Alternative areas for a Burton Woods Road parking lot