

Community Workshop
October 27, 2016

Small Group Verbatim Responses

CONCEPT	LIKE BEST ABOUT	WHY	LIKE LEAST ABOUT	WHY
A				
MIXED USE NEIGHBORHOOD	<ul style="list-style-type: none"> - Amount of mixed use is good. - The blue area is already being improved and has existing businesses. - Residential areas. - Most balanced plan – probably the one that would best succeed. - Good balance of uses and disperses traffic with new roads. - Dog track property –great potential. - Mixed uses. - Four icons at Mt. View, diversity near UCCS to gain momentum. - Placing residential, office, retail, entertainment within bike/walking. - Lots of opportunities for variety. - Residential area along Monument Creek is very nice. - Our property stays in a business area.* - Supermarket needed for residents. - Preserving current residential area. - Improved infrastructure. 	<ul style="list-style-type: none"> - People gather at existing historical restaurants, mixed use south of Fillmore – it’s a cool area that encourages business. - Leaves affordable housing in place for seniors. - Has a little bit of everything for everyone. - Variety of uses acceptable to all. - Restaurants, entertainment. - Broader variety of uses capture different segments of market. - Promotes a variety of affordable housing. - Supports smaller businesses. - More flexibility. - Takes advantage / creates a demand for multi-modal transportation. - Easiest one to implement slowly. - Can create community. - Increase land value. - Least impact on business and my employees.* 	<ul style="list-style-type: none"> - Life cycle of malls / urban redevelopment is at 25 years. - No tunnel under Nevada at Templeton Gap Trail. - More in / out access (roads) for Cragmor neighborhood. - Provide more housing and entertainment for students at UCCS. - People will still drive for most shopping and social entertainment. - Feels very uncertain – lots of things up in the air. - Loss of residential area. - Road drawn over top of our property.* - Doesn’t clean up area enough. - Doesn’t address traffic. 	<ul style="list-style-type: none"> - This project is not feasible, especially with no real funding sources to do all these improvements. - Safety, connectivity. - Dangerous if emergency. - To attract more students to UCCS. - Worried about people losing housing. - Would affect ability for parking and deliveries.*

CONCEPT	LIKE BEST ABOUT	WHY	LIKE LEAST ABOUT	WHY
<p style="text-align: center; color: #FF00FF; font-size: 2em;">A</p> <p>MIXED USE NEIGHBORHOOD <i>(continued)</i></p>	<ul style="list-style-type: none"> - We like this one the best. - It would leave the trailer park residential. - Least traffic. - Least disruptive. - It allows development to be organic. i.e. develop in bits and pieces. - It would best represent what UCCS wants (housing and entertainment.) - Residential / mixed. - More flexible. - Lots of mixed use / flexibility. - Larger lodging parcel. - Least additional traffic. 	<ul style="list-style-type: none"> - Preserves low-income senior housing – residential. - It will take existing spaces to develop as opposed to re-developing everything. - Two full circles. 		

CONCEPT	LIKE BEST ABOUT	WHY	LIKE LEAST ABOUT	WHY
<p style="text-align: center;">B</p> <p style="text-align: center;">EMPLOYMENT HUB</p>	<ul style="list-style-type: none"> - Not many in favor. - Cyber security will drive development in this area. - Dog track. - Jobs. - Maintain historic business properties. - Not a lot. - Bring in more jobs, lots of job opportunities. - More manufacturing.* - First choice. - New roads / sidewalks – improved infrastructure. - Bridge over floodway. - Additional connecting roads but more are needed. 	<ul style="list-style-type: none"> - New business tax revenue for City. - Restaurant, entertainment. - Encourages both housing where people work and demand. - Encourages keeping historic properties / businesses both north and south of Fillmore (Navajo Hogan and Alexander Film). - Would be nice to have guaranteed jobs. - Creates real jobs.* - Streetcar line can service increased traffic. - Can build parking garage or offices over our ground-level (<i>illegible</i>) to accommodate offices, etc. - Employment. 	<ul style="list-style-type: none"> - <u>Too much commercial.</u> - What jobs are you talking about – strip malls, retail? - No park areas. - Very sterile area without more residential trail. - Too much business / manufacturing use. - A lot of people coming to work and leaving. - More office / employment loses an opportunity for more character. - Lose some residential. - Probably increase traffic. - Our manufacturing property is in center of residential area.* - Redevelops existing residential. - Most traffic (Nevada already gridlocks). - Could cost the most. - Overburdens Nevada. - Not enough unique. - Too industrial. - Traffic. - Very little mixed use. - Lack of residential use. 	<ul style="list-style-type: none"> - Takes away existing affordable housing for seniors. - Not realistic. - Safety, connectivity. - Overwhelms area. - Too much congestion. - Don't want to encourage industrial. - Worried about people losing housing. - Nevada can barely hold what it has now. - Bought that building for its location – close to my customers, easy access to I-25, easy to commute for me and my employees.* - Most disruptive to people who are there (business owners, property owners and to current residents) and most expensive to taxpayers.

CONCEPT	LIKE BEST ABOUT	WHY	LIKE LEAST ABOUT	WHY
<p style="text-align: center; color: orange; font-size: 2em; margin: 0;">C</p> <p style="text-align: center; margin: 0;">URBAN VILLAGE</p>	<ul style="list-style-type: none"> - In some ways it's a more balanced plan than Concept B. - Residential use is increased. - Good balance of business and residential. - Dog track property has development potential to drive residential development. - Fits well with Old North End so very compatible. - Prefer this option as an opportunity for major residential development along Nevada Avenue north of Winters Drive (new North End – North) (Add dog track). - And...between Cascade Avenue and Prospect along Nevada Avenue bordered north by Fillmore Street and south by Lilac Street (new North End – South) and extend new North End – South east to Prospect Street. - Additional residential development around the dog track. - Walking distance between housing, commercial, retail. - More housing on north end. - Residential along Cascade. - Strong residential areas. - Less mixed use. - More residential on the south side. - All seem about the same as far as my concerns.* - More residential – more people, less business. - It would leave the trailer park residential. - More residential. - Least amount of change. - Lots of residential (maybe too much). 	<ul style="list-style-type: none"> - Leaves affordable housing. - Hopefully provides housing that is affordable for young families. - Carries compatibility of residential to Old North End Neighborhood. - Restaurant, park, entertainment development of dog track would be great. - Compatible. - Large neighborhood with common design themes and some mixed use. - Middle class housing for CC and UCCS and Penrose Hospital. Stapleton and Lowry in Denver provide a Victorian example for this project. Will strengthen Old North End. - Sense of community, personal ownership and sense of pride and attachment to place. - Support UCCS. - Would it make sense to have more residential on Cascade and more commercial on Nevada? - Keep people's housing. - More stability. - Helps keep the historical area. - Could be a pleasant place to live; must be well thought out. - Downtown workers have short commute. - Less traffic. 	<ul style="list-style-type: none"> - What type of residential? Will there be enough arterials to move people to and from jobs? - More mixed use is needed. - Very little lodging. - Not enough park space. - Too much residential. - No tunnel under Nevada at Templeton Gap Trail. - No mallow road over T-Gap. - Land assembly and clearance required. - No light rail! - Lost residential area by Monument Creek. - Would like to see Nevada finished. - Our manufacturing property is in center of residential area.* - Where's anything about a streetcar system on the Nevada corridor? - Traffic is heavy on this one, but not as bad as B. - Don't like the transit interchanges. - Lack of business and mixed use. 	<ul style="list-style-type: none"> - Need more housing that is affordable for young families; not indicated on plan. - Connectivity. - Better access to Cragmor. - Need good housing for CC and UCCS and Penrose. Make downtown region a desirable place to live (as shown by Old North End). - We want it! - This would help increase land value. - Sidewalks and curbs would increase safety and make it look nicer.

General comments submitted

- In all these plans it seems that traffic will continue to be a problem.
- Trolley on Shooks Run, trail bed up to Austin Bluff Parkway.
- Not sure how wise it is to put all our eggs in the UCCS basket. Manufacturing in area provides good part-time jobs for UCCS students. Close to school and works with their schedules. Would like to see “proposed vehicular connection” east of Nevada and north of Mt. View Lane moved to Lee Street instead of over the top of half of my building.*
- It is notable to me that UCCS can exempt this building (the Expo) from the “plan” in the same way the City did the power plant. Neither are shaded on any of the maps.*
- Why does re-vitalizing Nevada overburden Nevada Ave. with traffic on all of these plans, especially on B?
- Recommendation for the New North End in the North Nevada Avenue corridor from the Old North End Neighborhood Historic Preservation Committee:

(Fits into Urban Village, Concept C)

Could one historic neighborhood inspire another? The Old North End in Colorado Springs, Colorado, is a thriving neighborhood characterized by historically significant homes constructed at the beginning of the 20th Century, most of them now more than a century old. The Old North End includes two National Register Historic Districts.

It is suggested that a new community of homes designed with an Old North End eclectic mixture of accommodations and historic architectural styles (Victorian, Craftsman, Bungalow/cottage and mid-century modern homes) be built in the North Nevada Avenue Corridor, just north of the Old North End.

The New North End would be a substantial new housing development that would cover many square blocks and provide a compatible transition from the North Nevada Avenue Corridor into the Old North End and other nearby neighborhoods.

Although the exact location for the New North End neighborhood will be determined later in the planning process, a potential location for the New North End would be a quadrangle formed by the old Rock Island railroad tracks on the south, N. Cascade Avenue to the west, E. Fillmore Street to the north, and N. Prospect Street to the east. (The area in the quadrangle from N. Stone Street to N. Prospect Street would have to be added to the Planning Influence Area).

New historic neighborhoods are not a revolutionary idea. The Stapleton development in Denver, built on empty land at the site of the former Stapleton airport, could serve as a general model. Construction techniques would be all brand new, but architectural details, such as gable roofs and large front porches, would give a historic look and thereby related the area to the Old North End and other nearby neighborhoods.

The New North End should be designed with housing appropriate for families from a variety of middle class economic levels. A mix of large and smaller homes is how this goal was accomplished in the Old North End. An appropriate amount of mixed uses can be allowed to provide residential-style commercial services, such as a convenience store. Public transportation services will be provided by city bus services, already operating through the Old North End, and a streetcar system, that uses historic equipment.

The New North End would be equipped with the amenities that have helped to make the Old North End a pleasant place to live. These would include landscaped street medians, historic-looking street-name signs, historic-looking entryway signs, historic preservation zoning, landscaping sidewalk-to-curb, tree-planting programs, ready-access to the city bike trail system, and a neighborhood park (such as Steele School Park). Some of these amenities, such as historic-looking street-name signs and historic-looking entryway signs, might exactly resemble those in the Old North End.

This historic-looking new housing and the proposed neighborhood amenities (listed in the paragraph above) should prove particularly attractive to employees of three nearby public-service institutions – Colorado College, Penrose Hospital, and the University of Colorado at Colorado Springs. The shopping center north of Garden of the Gods Road on North Nevada Avenue, which includes a Costco, a Kohls, and a Lowes, will provide convenient shopping. Bon Shopping Center and the adjacent businesses are within walking distance.

Here is the opportunity to build new housing with a popular historic neighborhood as the model. Each neighborhood, new and old, would buffer, support, and strengthen the other.

*One small group was comprised of one couple and their children.