

# VISIONING WORKSHOP SUMMARY

## Why Visioning?

Visioning serves as a critical milestone in any planning process. Not only is the visioning workshop the first opportunity for community members, stakeholders, and town staff members to meet, it is the time when the collective tone for the process to come is set. The goal of visioning is to guide the development of the Plan, ensuring it is reflective of overarching community goals.

While it is imperative to be realistic about what can be implemented, visioning is a time when participants are encouraged to ignore price tag and timing concerns. The process is meant to uncover needs, wants, and desires without being clouded by the constraints, at least initially. Visioning intentionally strips away what often holds people back from being truly honest about what they want to see. This is a time to be playful and let go of the “ifs,” “buts,” and “hows,” – it is a time to dream.

Once the needs, wants, and desires of the community have been fully explored, the constraints and roadblocks can be discussed. With the dream in mind and the openness that comes from sharing with one another about what is desired, a more informed conversation can be had about barriers, obstacles, and annoyances.

In addition to providing a dedicated time and space for community members to participate actively in the visioning process, this time is also important for the planning team, allowing them the opportunity to listen intently to what the community hopes to achieve from the project. Although the facilitated dialogue and exercises provide rich input, the act of simply listening to conversations being had between neighbors, acquaintances, town staff members, and town leadership with their constituents is invaluable to shaping the Plan.

## Overview

The visioning workshop was held on March 2 and 4, 2021 from 6:00 p.m. to 8:00 p.m. The event was held virtually via Zoom due to COVID-19 precautions. Attendees included the planning team, stakeholder committee members, and technical committee members.

### WHO'S WHO?

The **stakeholder committee** is the project's sounding board, made up of community members with a vested interest in the planning process, such as property owners, business owners, neighborhood representatives, special interest advocates, developers, and more. The **technical committee** is made up of representatives from various town departments that would, in part, be responsible for implementing portions of the Plan.



## OPENING INSPIRATION

Special opening remarks for the visioning workshop were given by David Eisenbraun, Senior Planner for the Town of Windsor. David expressed the importance of planning responsibly for present and future generations and that the visioning workshop is a time to dream about the vision for the future. David ended with thanking the group for participating in the workshop.

### Day 1

**Word Cloud.** The first two exercises simply asked the attendees – in three, single-word answers – what are three opportunities for the corridor and three challenges facing the corridor. Attendees responded using Mentimeter, an online polling platform, which compiled the responses into two word clouds (see **Figure B.1** and **Figure B.2**). The larger the word size in a word cloud, the more times it was repeated as a response to the question. Word clouds are helpful in finding similar trains of thought between respondents.

Opportunities identified by the stakeholder and technical committee members included entertainment, recreation, beautification, and employment. Challenges facing the corridor included traffic, safety, growth pressures, and existing land use.

FIGURE B.1

### “WHAT ARE THREE OPPORTUNITIES FOR THE CORRIDOR?”



FIGURE B.2

### “WHAT ARE THREE CHALLENGES FACING THE CORRIDOR?”



**Needs, Wants, Desires, Barriers, Obstacles, and Annoyances.** The next exercise asked attendees to record their needs, wants, desires, barriers, obstacles, and annoyances for the corridor, defined as follows:

- **Needs:** We need to address this critical issue.
- **Wants:** If we had the choice, we would choose to have this...
- **Desires:** Wouldn't it be nice if..., but if we don't get it, that's okay.
- **Barriers:** Immovable objects or obstructions that we must go around. (We cannot simply eliminate them; we must define a path that minimizes or mitigates them.)
- **Obstacles:** Things that can be surmounted or changed (hopefully in our best interest); get in the way of what we want to accomplish (but not just a nuisance). (We can go over, through, or around them, but we must engage directly with them.)
- **Annoyances:** Things we just do not like; tend to be nuisances and personal; do not prevent you from achieving your goals.

Using the Breakout Rooms feature on Zoom, participants were divided into small groups. Each small group was given ample time to record their responses using a real-time virtual commenting software called Konveio. Each category (needs, wants, desires, barriers, obstacles, and annoyances) had a separate sheet on the Konveio site. Participants navigated through the sheets using a drop-down menu and left comments by clicking on the appropriate sheet. All responses are recorded in ***Full Documentation of Responses - Visioning Workshop***.

## Day 2

Before the second day began, the planning team listed out and categorized each comment recorded on the sheets by category. New small groups were assembled at the beginning of the session. Each group cycled through the sheets to review all the responses and were asked to pick their top three priorities for each category.

Then, using a real-time collaborative platform via Google Slides, each group placed their prioritized responses on their own group slide. This exercise began the narrowing process to determine which items were most important. After each group had their top three responses for each of the six categories (needs, wants, desires, barriers, obstacles, and annoyances) the planning team asked the groups to pick their top response for each category. Then, every group chose a spokesperson to report back their priorities to the entire group. **Tables B.1** through **B.4** detail each groups' priorities, by category. Note that bolded items indicate the top prioritized choice per category. **Tables B.5** through **B.10** show the full list of responses by category.

**TABLE B.1 GROUP ONE**

**PRIORITIZED NEEDS, WANTS, DESIRES, BARRIERS, OBSTACLES, AND ANNOYANCES**

**NEEDS**

- **Safe pedestrian crossings at all major intersections**
- Aesthetics as a gateway
- Accommodate increased traffic

**WANTS**

- Restaurants (with outdoor seating)
- **Pedestrian bridge or underpass on (Hwy 257)**
- Outdoor/recreational/open space areas

**DESIRES**

- Pedestrian connectivity (sidewalks)
- Access to Poudre Trail
- **Keep small town feel (pedestrian-scale amenities)**

**BARRIERS**

- **Industrial character**
- Great Western Railroad tracks
- Limited roadway capacity

**OBSTACLES**

- Waterways/ditches/floodplains
- **School pick up and drop off**
- Existing driveways

**ANNOYANCES**

- **Truck traffic**
- Oil/gas well
- Lack of cohesiveness in land use types

**TABLE B.2 GROUP TWO**

**PRIORITIZED NEEDS, WANTS, DESIRES, BARRIERS, OBSTACLES, AND ANNOYANCES**

**NEEDS**

- **Safety**
- Traffic
- Multimodal

**WANTS**

- **Landscaping and open space**
- Separated pedestrian infrastructure
- Mixed retail uses (i.e., grocery store)

**DESIRES**

- Public art
- Public transportation
- **Cohesive design standards**

**BARRIERS**

- **Traffic (e.g., trucks, schools, stadium)**
- Existing land uses, right-of-way, and railroad
- Water (floodplain and ditch)

**OBSTACLES**

- **Funding (private/public)**
- Utilities and infrastructure
- Lack of small businesses

**ANNOYANCES**

- Aesthetics (strips of hideous-ness)
- **Sensory pollution (e.g., light, noise, etc.)**
- Construction (build out - neighborhood issues)

**TABLE B.3 GROUP THREE**

**PRIORITIZED NEEDS, WANTS, DESIRES, BARRIERS, OBSTACLES, AND ANNOYANCES**

**NEEDS**

- **Access and travel in the corridor needs to be safe, connected, and efficient for all modes**
- Stormwater master drainage plan needs to be thoroughly vetted and implemented
- Need businesses that provide sales tax revenue to town

**WANTS**

- Attractive and environmentally friendly (use of water, etc.)
- **More restaurants and retail activity**
- Open space

**DESIRES**

- **Bypass off 257 (Windsor crossroads)**
- Multimodal connections to other surrounding areas
- Water recreation

**BARRIERS**

- **Railroad**
- Availability of water
- Schools - safety, traffic, etc.

**OBSTACLES**

- Alternative truck routes
- **Water resources**
- Incompatibility of current uses due to zoning or use of deed restrictions

**ANNOYANCES**

- **Better lighting conditions/less light pollution, etc.**
- Long term construction/roads especially
- Poor landscaping

**TABLE B.4 GROUP FOUR**

**PRIORITIZED NEEDS, WANTS, DESIRES, BARRIERS, OBSTACLES, AND ANNOYANCES**

**NEEDS**

- Safety (foot/vehicular traffic and bike lanes/trails)
- **Traffic - multiple routes and remote parking shuttles**
- Minimize negative school impact/improve flow

**WANTS**

- **Retail shopping, restaurants and grocery store(s)**
- Xeroscaping/landscaping
- Footbridges traversing railroad, arterial roadways

**DESIRES**

- Additional controlled crosswalks
- Attractive amenities (restrooms, park area/play area, multi-season capable - ice rink, winter)
- **Family oriented year-round outdoor activities**

**BARRIERS**

- Railroad
- **Existing school**
- Hwy 257, Eastman, Hwy 392

**OBSTACLES**

- **Overall road network - roadway connection (north to CR 74, south to 34, and east/west)**
- Funding
- Connect existing/future competing development

**ANNOYANCES**

- **Truck traffic**
- Oil/gas well
- Lack of cohesiveness in land use types

# Full Documentation of Responses - Visioning Workshop

## TABLE B.5 NEEDS

### Multi-modal Transportation

- Make it pedestrian friendly and accessible for all modes of travel, motorized, walking, bikes.
- Should have access via multiple modes of transportation
- Accessibility for pedestrian and bicycle users
- Crossings for Eastman
- Create pedestrian and rec trail connections through this whole corridor and to the adjacent trails.
- Create a high standard for pedestrian safety.
- Walking paths
- Walking trails
- Pedestrian/bike trail connectivity
- Bike friendly
- Access and travel in the corridor needs to be safe, connected and efficient for all modes of transportation.

### Safety

- Safety for the kids and the schools.
- Pedestrian crossings are obstacles
- Traffic Safety around the area mainly the elementary school
- Clear signage on school zones
- Too many trucks move through the area hauling heavy loads, kicking up stones, going fast, wide sweeping turns.
- The truck traffic is very heavy and not at all conducive to multi-modal
- I would like to see the area safe for bikers and walkers and families.
- safety - kids, pedestrians, traffic
- Concern for people walking or biking safely while crossing #257
- We need to have a safe and organized entrance/exit into the corridor serving educational, commercial and residential needs.
- Good lighting for night time
- Safe, child friendly pedestrian access across 257
- Safety of pedestrians

### Traffic Flow and Road Capacity

- Traffic
- Dealing with a LARGE amount of traffic (ie games/schools getting out) effectively, safely and efficiently.
- Good traffic patterns considering the future and mass transit.
- More traffic flows, south flowing traffic, lights
- Road work completed over summer
- There needs to be good coordination from the sports park and GWIP on intersection alignment.
- Road Expansion
- Additional roads to be build in off school season.
- Majority of distributive construction to the WCA school to be done during summertimes.
- Intersection improvements

## TABLE B.5 NEEDS (CONTINUED)

- Addressing traffic with schools and businesses
  - THIS needs to be a TOP concern!
- If the area is going to be industrial traffic is less of a problem.
- Traffic on Main Street is an obstacle.
- How to handle railroad traffic on that side of town
- Need to move truck traffic from 257
- Traffic control and capacity improvements
- Traffic will be tough!
- Major road improvements will be needed
- Handling different traffic types like cars, trucks, trains
- Major traffic corridor needs to be determined
- How to deal with truck traffic through an industrial area - bypass of some sort?
- Efficient traffic movement
- Traffic impact
- Truck traffic needs to be addressed.
  - I agree!
- How will the extra traffic affect the Windsor Charter school traffic/safety during peak times?
- Road infrastructure expanded and improved
- Traffic flow that is conducive with school traffic
- Can industrial traffic be rerouted?
- Tie in the edges of the corridor for the best success.
- Fix the Eastman/Hwy 257/RR intersections

### **Access**

- Access to development south of Eastman Park Drive on 257
- Access points
- Access control
- Access
- There needs to be a solid transition (monument signage, etc) from HWY 257 to this corridor.

### **Parking**

- Parking
- Adequate parking for businesses

### **Infrastructure and Utilities**

- How are oil well pads going to be mitigated as they age ?
- Look into infrastructure.
- Use semipermeable surfaces to help with flood mediation attractively
- Need infrastructure to be in step with growth. Have weight limit for trucks.
- Renewable energy for powering the area
- Efficient garbage pickup so trucks are not going up and down the street every day to serve a few residents.
- Increased population needs increased public services
- Remedies for flooding
- How does water fit into the planning?

## TABLE B.5 NEEDS (CONTINUED)

- Will need infrastructure upgrades
- Drainage
- Utilities.
- Stormwater conveyance
- Floodplain impacts this corridor
  - It is definitely a challenge on the east side.
  - Yes
- Waste Management
- Improved infrastructure ie, roadway, intersections, etc.
- Water always seems to be an issue. What does this look like?
- Fire protection

### **Design and Aesthetics**

- Green space
- Green building practices
- We need to add more landscaping; the corridor is pretty ugly.
- Lots of trees
- Make sure it is attractive
- We need green space
- Need iconic wayfinding and architecture to help brand this corridor that is currently less than desirable.
- What great branding!
- Signage
- Good landscaping

### **Character and Impact to Town**

- This needs to compliment What Windsor has already with a small town feel. I don't think anyone here has a desire to feel like a big town. Just more accommodations for the people here. So we don't need to go outside of Windsor for it.
- Noise level management to mitigate impacts on surrounding existing neighborhoods
- We don't want this to take too much away from the existing businesses downtown.
- Barriers - well pads, railroad
- I am still smarting from rampant, unchecked land grabbing, over-development, and inappropriate and unethical zoning and spot rezoning in Estes Park. That is one of the main reasons I moved away and into the valley four months ago. We need to ensure that the Eastman Park Corridor plans prioritize stewardship of the land, open and green spaces, walking/biking paths, along with development. It appears that planning in Windsor has been done thoughtfully, with protecting outdoor spaces in mind. I hope that culture will continue with the Eastman Park Corridor and all projects going forward. Thank you.
- Plan to manage additional income to support town infrastructure
- The impact on the natural areas

## TABLE B.5 NEEDS (CONTINUED)

### Development and Amenities

- What are the developers concerns and visions? Do these line up with the city?
- Compatibility of mixed use development needs to be addressed
  - Agree. There is commercial, educational, industrial traffic now, and adding retail and residential will require organization.
- Commercial vs Industrial - How much of the space will be allocated to each?
- access to additional retail
- With Centerra being up for sale, how does that impact investors? Does it make our little town a higher less desirable risk?
- Diversity of businesses
- Need businesses that have sales to provide sales tax revenue to town
- Maybe with all the industry that exists in this area, it should remain industrial. Maybe we need to look to other areas of town to develop entertainment, family fun etc.
- lodging, housing, hotels, for all the new incomers and visitors
- This needs to become a regional destination to be a success!
  - Agree. This needs to have a presence and sense of arrival.
  - That's what Centerra was supposed to be. Now it's up for sale!
- If it remains industrial, hopefully it is clean industry. Something unique that draws skilled labor.
- Strong sales tax base - we are sorely lacking that in the Windsor area
- Sales tax generation
- What about the railroad along 257? What are the chances that it can be moved? If it stays, what impact does it have on the development of the area?

### Cost

- Will there be tax implications for the Town residents?
- The fees for the town like road impact etc...What does this look like as some businesses that may want to come look at these fees. Does this change?

## TABLE B.6 WANTS

### Multimodal Transportation

- Foot traffic plan.
- Pedestrian connection along north side of Eastman
- Transit availability to other parts of Windsor
- Walking trails
- public transportation from sports park to downtown
- Pedestrian bridge over HWY to allow non drivers to get accross into the area.
- Access to Bike path
- Bus Stop
- A bridge for pedestrians!
- connection to the Greeley/Fort Collins bus
- Pedestrian access across 257 and Eastman

## TABLE B.6 WANTS (CONTINUED)

- Bridge over 257 for walk way.
- Connect to Poudre Trail without crossing Hwy. 257
- Elevated walkway crossing 257
- Added multi-modal connections i.e. bus stops, ride sharing, etc.
- good walking paths

### **Safety**

- Safe pedestrian and bicycle crossings and walkways
- Safe, clean facilities
- Pull in/out area for elementary school pick up drop off
- Collective and shared traffic plan to include emergency response coordinated plan.
- A safe way for kids to walk to the charter schools.
- Safe crossing of Hwy 257 for pedestrian and bike

### **Traffic Flow and Road Capacity**

- With Eastman Park Drive coming off 392 and the additional traffic the railroad crossings need to be looked at.
- Widen Eastman Park Drive
- The school traffic is an issue and would think that is a want to help that flow.
- Traffic control into adjoining neighborhoods
- Specific lanes for school traffic
- Connectivity to and from Downtown.
- Expanded 257
- wider roadways
- Send the trucks another way!
- a way to move lots of traffic
- 4-Lane Eastman Park Drive
  - Agree. And opportunity for some truck traffic to be enticed to alternate routes.

### **Utilities and Infrastructure**

- Car Charging Stations

### **Development and Amenities**

- Is there incentive from the town to attract small business?
- Tax revenue for the city
- connectivity between the two major developments
- Shopping centers to push small business
- have great entertainment on both sides of Eastman
- more restaurants
- Dining options
- Retail including grocery and dining
- Some retail uses
- More medium priced, fast casual restaurants
- Revenue generating uses
- Some restaurants to be available to the employees in the area
- Retail and restaurant expansion in area.

## TABLE B.6 WANTS (CONTINUED)

- A variety of retail
- Open Space
- Culvers
- Grocery store and/or Chik Fil A LOL!
- For the schools to relocate.
- Microbrewery
- Uses that would compliment and amplify the Legends facility
- Wide variety of commercial amenities.
- Fuzzies Tacos
- General merchandise store
- Push for more restaurants
- In & Out Burger
- Jamba Juice
- Retail opportunities
- Pub
- Creating safe and equitable opportunities for both infill and green/brownfield development.
- Restaurants
- Something unique to the area that will draw business/people in
- Restaurants that serve the businesses and residents in the area as well as the sports park.
- extra mixed retail that includes a grocery store
- Grocery Store
- Businesses needed for the convenience of east side residents
- Develop the area so it blends/works with the current industrial nature of that area rather than cut it off and make it difficult for those types of businesses to maintain operations.
- great resttaurants
- Restaurants
- retail stores
- Windsor needs motels/hotels and sit down restaurants.
- Light industrial to support larger industries
- Grocery store
- Several new restaurants in the area
- Really great nightlife entertainment options.
- Create incentives for new vibrant businesses to come be a part of this area.

### **Recreation**

- More diversified sports at complex, including outdoor skating rink including inline and ice
- Will the new park be tied in with the rec sports?
- Water Park
- Parks
- Open space to create attractive outdoor areas

## TABLE B.6 WANTS (CONTINUED)

### **Housing**

- Residential and multifamily housing
- Housing

### **Parking**

- Enough parking for entertainment space/Legacy park

### **Character and Impact to Town**

- Want a balance of open space/trails and business development. There is so much money in businesses, and no money in green/open space and trails; but if they are not balanced, it can ruin all that is attractive about Windsor.
- Regional identity.
- For this to all happen within the next five years.
- Better economic development.

### **Design and Aesthetics**

- Plant trees.
- Trees and Landscaping
- Overhaul and beautification of the corridor and adjacent properties.
- Want structures to fit into the landscape, not be eyesores.
- Preserve all access to natural area along river
- Beautiful landscaping to accent the property, but xeriscape as much as possible and/or be very water conscious about what is planted.
- Sculptures around the area
- Attractive architecture
- Corridor is welcoming and memorable
- Environmentally friendly
- Grass
- Landscaping
- Art Work
- Trees
- The corridor becomes a welcoming experience rather than just utilitarian.
- Open air greenscape approach to continued building, with abundant walkways.
- Require businesses to landscape, the same way HOAs do for houses
- The corridor should be beautified and welcoming to visitors to the businesses, schools and sports park.
- a draw for families
- nice open spaces
- great landscaping
- Whatever we do must protect the environment.

## TABLE B.7 DESIRES

### Multimodal Transportation

- Good access to Poudre trail
- brick or up scale wide side walks
- Scooter Rental
- Walking paths / trails.
- Have electric golf cart access from Water Valley to this project. It would decrease auto traffic and increase electric vehicle use for city.
- Bike Rental
- A trolley.
- Underground walkway from our building to restaurants
- Pedestrian/Bike overpass/underpass across Hwy 257
- SAFETY
- grade separated crossing of Eastman
- Crosswalk.
- Sensitivity of lighting and keeping the sky dark even amongst stadiums and other high light intensity uses.
- great cross ways

### Traffic Flow and Road Capacity

- Some kind of bypass off of 257 to the far east side where more of the industrial / rail businesses are located to cut down on some of the truck traffic
- higher speed limit
  - Why higher speed limit?
- Keep traffic speeds down.
- As much as I appreciate roundabouts, please don't just slap a bunch in this development...there is such a thing as too many roundabouts! ;-)
- UTILITIES AND INFRASTRUCTURE
- Improvements to reduce Floodplain impact
- DEVELOPMENT AND AMENITIES
- Additional usages for venue space. Other reasons to visit if you are not baseball fans. I.e. concerts,
- Family oriented restaurants like Panera, Sweet Cow Ice Cream
- Eastman Park swag.
- big box home improvement store
  - Menards!!!
- Movie theater.
- Farmer's market area
- Drive in theatre / multi-purpose community gathering area ;-)
- outdoor concert area
- Hotel
- Library
- gathering space
- Museum
- venue space

## TABLE B.7 DESIRES (CONTINUED)

- Open space buffer
- Farmer's markets.
- Keep in mind--the east side of 257 was intended to be mostly industrial. Not everything industrial can be made attractive--some of those uses simply aren't pretty. It is the only industrial area we have except on top of Crossroads.

### **Recreation**

- Ponds and or water for recreation.
- Open space / dog park
- Sledding hill
- Disc Golf course
- Tennis Courts
- Fitness center
- Fly Fishing
- Dog Park
- Water Tubing area..
- Outdoor spaces for family recreation
- Parks
- PARKING
- Parking areas that make sense
- Public parking garage with transport
- parking

### **Character and Surrounding Impact**

- A broader vision for the final development of GWIP to ensure it is in alignment with this project.
- Opportunities to give back to the business owners and residents along the corridor.
- For Windsor Villages to build out ASAP.
- Maintain small town character.
- Strong Windsor connections.

### **Design and Aesthetics**

- add art in public spaces
- it would be nice if a portion of this area utilized a campus layout system it would provide open space and trees
- Make it beautiful
- Lake
- Develop natural areas and open space that reflect the area character (i.e. Poudre River)
- It would be nice if there were more open/green space than concrete and other buildings.
- Flowers
- Some common themes/elements that attempt to tie the mix of uses in the corridor together.
- More Trees
- Fountain
- Picnic benches
- Sculpture
- family space

## TABLE B.7 DESIRES (CONTINUED)

- Preserve some open space
- Water fountain feature (like in old town FTC) or Fairgrounds park in Loveland
- Trees
- Consistent design standards and wayfinding signage to provide a high quality of architecture and built environment in the corridor.
- Attractive space that also conserves resources.
- State of the art, world class architecture with living walls, interactive displays, and tech integration.
- Well-planned transitions between residential, commercial, recreational, and industrial zones
- Elaborate architectural structures

## TABLE B.8 BARRIERS

### Traffic and Road Network

- Alternate Truck route
- industrial area truck traffic...reroute?
- Highway 257
- narrow road with (?) little room for expansion on 257 between Garden and Eastman Park
- School congestion.
- industrial area truck traffic...reroute?
- traffic
- Vestas traffic with wind turbine blades
- Vestas traffic with stopping the light when they are leaving with wind turbines
- Trains, Trucks, out of the industrial area
- School drop off / pick up at peak times
- School pick up and drop off
- Traffic during school drop off and pick up
- Dealing with a state highway running through that area
- Current development and streets., including current improvements, Highway 257 and railroad.
- TRAFFIC
- Pedestrian safety and stadium level traffic on roads not designed to handle either.
- The existing land use development patterns and street accesses that were created decades ago present challenges with planning for anticipated traffic levels, as does the existing rural street cross section that does not include bike or pedestrian connections.

### Access

- Poor parcel layout equals poor secondary road access points.
- Location of existing roads
- Access
- Weld County Commissioners removing O Street from the regional transportation map has eliminated an important east-west connection.
- too many access points onto Eastman.
- SAFETY

## TABLE B.8 BARRIERS (CONTINUED)

- Windsor Charter school zone, drop off and pick up must be top priority to safety and traffic flow
- school zone
- Safety

### **Infrastructure and Utilities**

- Town Water Infrastructure - Capacity?
- Town Water Infrastructure - Capacity?
- Utility Requirements

### **Railroad**

- Rail Tracks
- Trains
- Trains
- Railroad
- Railroad
- Rail Road
- train traffic
- Railroad
- The RR is a barrier along the north boundary of the study area, and we don't have any north-south road connection for two miles between SH 257 and WCR 23.
- Railroad tracks

### **Land Use and Development**

- Trying to get what is already in place to fit with what is coming. We have a school, we have industrial with a new sports park coming with hotels and what else? This seems tough. Typically there seems like a more distinct separation of this
- private developers
- charter school
- existing industrial uses
- The difficult mix of uses will be hard to ignore.
- Oil & Gas development
- There is already a lot of industry in this area. what do we do with that? I don't think it can move.
- Grocery Store
- Space
- Space
- industrial area

### **Environmental Factors**

- flood plane
- Protect safe and sufficient water supply - water is life. More homes and businesses take more water and other resources. The way the earth is changing, water may become a finite source.
- irrigation canals
- is this a flood plan area
- Drainage
- Stormwater Conveyance

## TABLE B.8 BARRIERS (CONTINUED)

- Floodplain
- Floodplain
- Floodplain
- Floodplain
- Water table level
- Stormwater and flood plain mediation costs

### **Design and Aesthetics**

- Run down homes and businesses along the corridor (visible to the public ROW).

### **Cost**

- Having the capital/taxes/metro districts to maintain a highly designed corridor.
- The fact that Olsson can't do every project. You guys rock!
- The need for grant money similar to downtown for Façade improvements.

### **Regulations**

- Local and State code
- existing easements

## TABLE B.9 OBSTACLES

### **Traffic and Road Network**

- Alternative Truck route
- To help traffic flow add a road north to connect to 392
- if each youth sports participant comes in a private car, there will be much more traffic.
- Lack of east/west connections north of Eastman.
- A highway between Water Valley houses and the charter schools
- Good traffic connectivity north-south between the sports park and windsor villages
- Many trucks are required to use state highways when available. Can the state highway be diverted
- Traffic
- a lot of truck traffic
- Trains and trucks from the industrial area
- truck traffic
- Charter school drop off traffic.
- Moving the main intersection (257/Eastman) further south to ease some congestion?
- Excessive truck traffic
- Semi truck traffic - have to work with that logistically and safely. It was there first.
- Creating a plan to expand road to handle the industrial traffic
- Need to reroute Great Western traffic to future Crossroads

### **Access**

- Existing access locations
- Some existing access points to Eastman Park Drive may need to be combined or moved further from SH 257 to allow adequate room for modern traffic stacking, as well as to align with future access points on the south side of the road.

## TABLE B.9 OBSTACLES (CONTINUED)

### **Safety**

- school zone
- Pedestrian safety and connectivity outside of the major developments.
- Mixing large scale events, school children and regional visitors with safety as a number one priority.

### **Infrastructure and Utilities**

- Durability
- Oil & Gas
- Underground Utilities
- Gas or Oil Extraction systems
- Power Lines
- Managing the impact to our infrastructure systems (water, sewer, etc.).

### **Railroad**

- Railroad
- Trains
- Railroad-Foot bridge over them

### **Multimodal Transportation**

- Trail connections.
- Ped crossing on Eastman.
- Side walks...

### **Land Use and Development**

- What businesses are wanting to come to Windsor?
- Projects pushed through and developers putting up lots of money without planning for infrastructure and open space to keep Windsor an attractive place to live.
- Existing building locations
- Changing land uses / rezoning.
- existing industrial property
- a plan to meld industrial and retail into a cohesive design
- Making sure current business doesn't suffer with new competition
- Surrounding businesses.
- Determining a proper mix of uses to maintain small town character.
- industrial area
- incorporate existing industrial uses into this new plan without it looking incongruent
- Supporting existing businesses along this vital corridor.
- Impact on existing businesses
- Mixing sustainability and growth.
- Current mix of tenants/owners. Businesses have needs including construction and crane companies which must be accompanied along with students/parents and eventually residents.

### **Environmental Factors**

- Floodplain
- Water
- Ditch.

## TABLE B.10 ANNOYANCES

### **Traffic and Roads**

- Overflow parking
- Railroad
- Access heading east or north to not use 257 to get to 392.
- Road Construction
- Missing alternative routes for trucks.
- Foot Traffic

### **Safety**

- Dark Streets at night
- Lack of crosswalks and/or drivers ignoring them.
- Pavement is rutted and dangerous in this area

### **Aesthetics**

- Beautifying with current buildings to south
- Poor corridor architecture, landscaping, etc.
- Poor or no landscaping
- Lots of pavement, minimal landscaping

### **Nuisances**

- Long term road construction in neighborhoods
- Noise
- Light Pollution
- Light and sound pollution
- Pollution
- View obstruction
- Not being able to attend events in person.
- Lighting