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**GRAND JUNCTION CITY COUNCIL
MONDAY, DECEMBER 2, 2019**

**PRE-MEETING (DINNER) 5:00 P.M. ADMINISTRATION CONFERENCE ROOM
WORKSHOP, 5:30 P.M.
CITY HALL AUDITORIUM
250 N. 5TH STREET**

To become the most livable community west of the Rockies by 2025

- 1. Discussion Topics**
 - a. Redevelopment Area Discussion
 - b. 2020 Comprehensive Plan Update
- 2. Next Workshop Topics**
- 3. Other Business**

What is the purpose of a Workshop?

The purpose of a Workshop is for the presenter to provide information to City Council about an item or topic that they may be discussing at a future meeting. The less formal setting of a Workshop is intended to facilitate an interactive discussion among Councilmembers.

How can I provide my input about a topic on tonight's Workshop agenda?

Individuals wishing to provide input about Workshop topics can:

1. Send an email (addresses found here www.gjcity.org/city-government/) or call one or more members of City Council (970-244-1504);
 2. Provide information to the City Manager (citymanager@gjcity.org) for dissemination to the City Council. If your information is submitted prior to 3 p.m. on the date of the Workshop, copies will be provided to Council that evening. Information provided after 3 p.m. will be disseminated the next business day.
 3. Attend a Regular Council Meeting (generally held the 1st and 3rd Wednesdays of each month at 6 p.m. at City Hall) and provide comments during "Citizen Comments."
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Grand Junction City Council

Workshop Session

Item #1.a.

Meeting Date: December 2, 2019

Presented By: Tamra Allen, Community Development Director, Trent Prall, Public Works Director

Department: Community Development

Submitted By: Tamra Allen, Community Development Director

Information

SUBJECT:

Redevelopment Area Discussion

EXECUTIVE SUMMARY:

As part of the recent decision on transportation impact fees, Council requested review of the Redevelopment Area that currently provides for a significant reduction of transportation impact fees within the core area of the City. The redevelopment area as adopted by Resolution 15-13 in 2013.

The City Council met at a workshop on November 18th and requested staff bring back a proposal for a revised redevelopment area boundary.

BACKGROUND OR DETAILED INFORMATION:

Resolution 87-04 outlined areas and potential forms of City involvement in providing incentives for infill and redevelopment. In 2013, the City adopted Resolution 15-13 that amended the redevelopment boundary map and created a formula for reducing the required transportation impact fees within the area. The purpose was to encourage infill development as well as redevelopment of underutilized parcels within the designated boundaries as development in this met the following purpose(s):

- Make more efficient use of existing infrastructure including streets, water and sewer lines and other public facilities and services;
- provide opportunities to reduce commuting distance and automobile dependency;

- May help to provide affordable housing within the City; and
- Reduces the demand for and impact from "end of the road" suburban sprawl.

For projects within the Redevelopment Area, the fee is calculated based on the following formula and is variable depending on the number of building floors (except for single-family units).

$$rTCP = (tTCP/n) \cdot .5$$

Whereby: rTCP = Reduced Transportation Capacity Payment

tTCP = Total Transportation Capacity Payment

n = number of floors

Prior to the November 18th workshop, Council member Kraig Andrews provided a redevelopment map with expanded boundaries for consideration, as attached.

From input received at the November 18th workshop, staff provides the following modifications of the redevelopment area for considerations:

- 1) Expand the redevelopment area to include a portion of SH 50 corridor in Orchard Mesa. This area is an important entry into the community and the central business district of the City.
- 2) Expand the redevelopment area to include the area around Colorado Mesa University including both sides of North 7th Street between North and Orchard and from 12th Street to 15th Street between North Avenue and Orchard Avenue.
- 3) Expand the redevelopment area to include the areas east of 12th street, south of North Avenue and North of I-70 Business Loop extending to 28 Road and including the "salt flats" property that is an important infill site for the community.
- 4) For all areas within the redevelopment area, apply the formula $rTCP = tTCP \cdot .5$ (or 50% of adopted TCP).
- 5) For areas within the redevelopment area and within the listed area below, apply the formula $rTCP = (tTCP/n) \cdot .5$ that provides additional reduction for additional floors/building stories:

§ Any property within the North Avenue Overlay

§ Any property within the Downtown District

§ Any property within the River District

§ Any property within the Rail District.

These suggestions are made largely from the information that has thus far been derived during the Comprehensive Plan process about the areas in which the City should consider incentivizing or focusing infill and redevelopment. The input received has largely been focused around the need to provide further development opportunities to ensure thriving and vibrant environs within downtown, university area, rail and river districts as well as the gateways to the City with specific emphasis being placed on the need for aesthetic and gateway improvements along the SH 50 entryway in Orchard Mesa.

As also noted in the fiscal impact section, since adoption in 2013, the City has provided approximately \$953,000 in incentives (reduced Transportation Capacity Payment fees) for projects within the Redevelopment Area. The total TCP fees paid within the redevelopment area for projects has been approximately \$435,500. These fees have been collected over approximately 39 commercial projects, 4 small multi-family projects, 9 single-family homes and 22 accessory dwelling units (ADUs).

At the November 18th workshop, there was significant discussion regarding the desire to explore options for encouraging and incentivizing affordable and attainable housing within the City. Should this be an issue that City Council would like to develop an approach to/for staff recommends that the Council develop a comprehensive strategy to address these housing concerns after the Comprehensive Plan process is completed in order better understand the related goals and objectives related to this issue.

FISCAL IMPACT:

There is no fiscal impact from this discussion. Should direction be received to modify the boundary, future action regarding the modification of the Redevelopment Area will have fiscal impact regarding the amount of transportation impact fees for transportation capital facilities.

Since adoption in 2013, the City has provided approximately \$953,000 in incentives (reduced Transportation Capacity Payment fees) for projects within the Redevelopment Area. The total TCP fees paid within the redevelopment area for projects has been approximately \$435,500.

Several examples of the fiscal impact on a project specific basis of today's Redevelopment Area are below.

For example, a four story, 96 room hotel outside of the Redevelopment Area at today's fee rate would be \$231,072. If the project is within the Redevelopment Area, the TCP would be \$28,884.

For a three story multi-family apartment project of 48 units outside of the Redevelopment Area at today's TCP fee would be \$84,912. If the project is within the Redevelopment Area, the TCP would be \$14,152.

For a 35,000 square foot, four story office building outside the Redevelopment Area, today's fee would be \$109,935. If the building is within the Redevelopment Area, the TCP would be \$13,741.

SUGGESTED ACTION:

Staff seeks direction from City Council regarding modification to the Redevelopment Boundary.

Attachments

1. RESDOC 4927 Resolution No. 15-13 - 2013 Redevelopment Area
2. RESDOC 2893 Resolution No. 87-04 - 2004 (Modified by Resolution No. 15-13)
3. Redevelopment Area Information and Maps 12.02.2019
4. Councilmember Kraig Andrews Redevelopment Area Map proposed

**CITY OF GRAND JUNCTION, COLORADO
RESOLUTION NO. 15-13**

**A RESOLUTION ADOPTING AN AMENDED REDEVELOPMENT BOUNDARY MAP
AND CREATING A FORMULA REDUCING THE TCP REQUIREMENTS WITHIN THE
REDEVELOPMENT AREA**

RECITALS:

In September, 2004 the City Council reviewed and approved the Infill and Redevelopment Implementation Program by adopting policies outlined in Resolution No. 87-04. The Resolution described the framework of the infill and redevelopment program, defined terms and established infill and redevelopment areas.

The implementation of the program was adopted to encourage development of infill parcels and redevelopment of underutilized land within certain areas of the City of Grand Junction for several beneficial reasons. Such development:

- Makes more efficient use of existing infrastructure including streets, water and sewer lines and other public facilities and services;
- Provides opportunities to reduce commuting distance/automobile dependency;
- May help to provide affordable housing within the City; and
- Reduces the demand for and impact from “end of the road” suburban sprawl.

By adopting this resolution, the City Council reaffirms the original policies and guidelines set forth in the Infill and Redevelopment Implementation Program. However, City Council finds that there is a need to amend the Redevelopment Area and add additional clarification that would reduce the Transportation Capacity Payment for new development within the Redevelopment Area.

For the reasons stated in the foregoing recitals, the City Council of the City of Grand Junction does hereby amend the Infill and Redevelopment Implementation Program by the attached Redevelopment Area Map and Transportation Capacity Payment calculation for new development within in the Redevelopment Area.

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION,
COLORADO:**

The Infill and Redevelopment Implementation Program is hereby amended as follows:

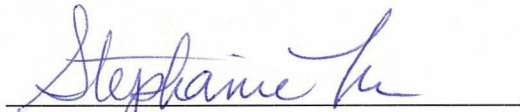
1. The attached Exhibit A is adopted as the new Redevelopment Area Map.
2. The attached Exhibit B is adopted as the calculation to reduce Transportation Capacity Payments for new development within the Redevelopment Area.

ADOPTED AND APPROVED THIS 6th day of March, 2013.



President of the Council

ATTEST:



City Clerk

Redevelopment Boundary Map

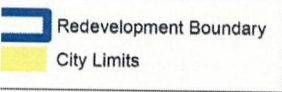
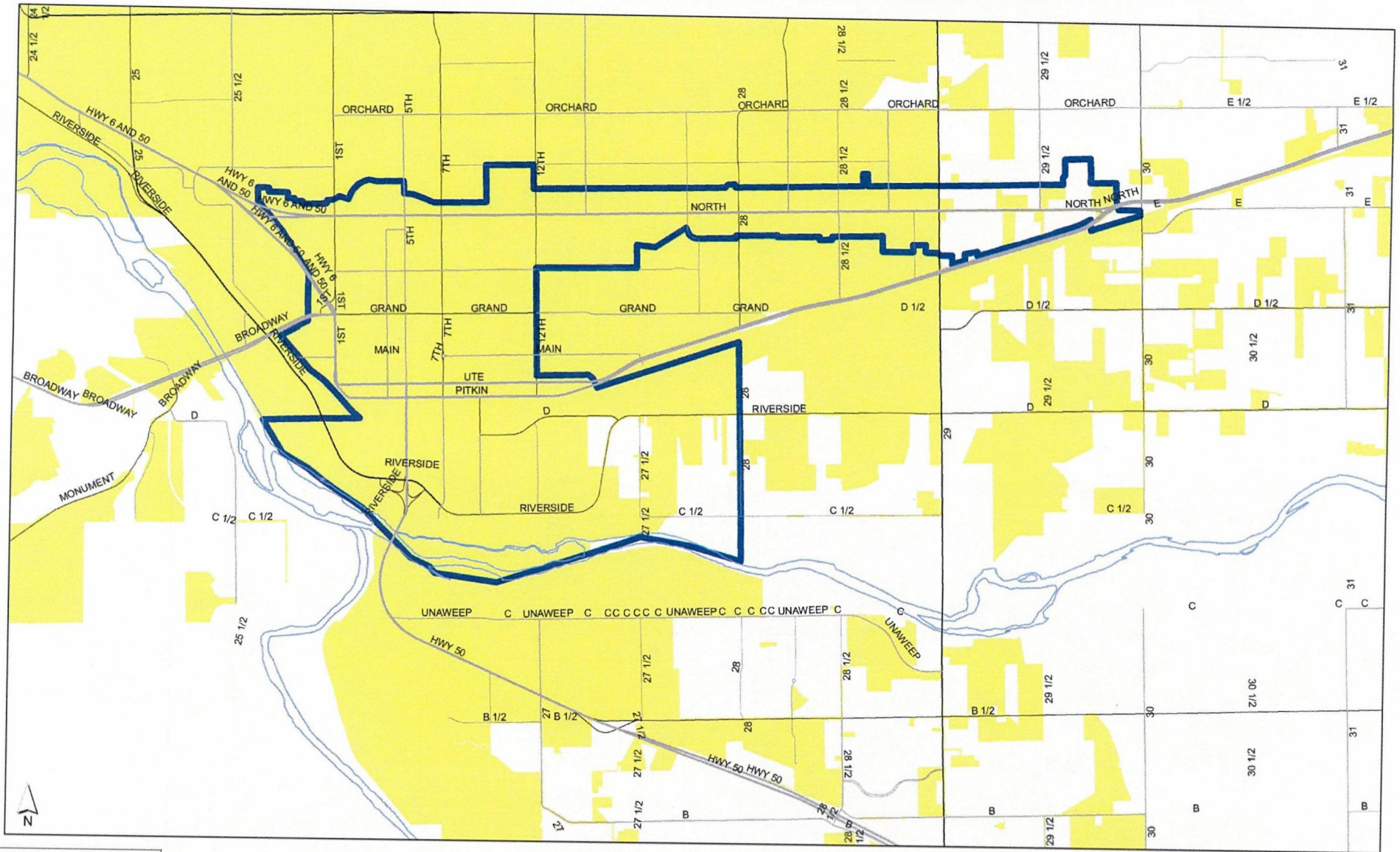


Exhibit B

Within the Redevelopment Area any new development would be assessed a TCP using the following calculation:

$$rTCP = (tTCP/n) \cdot .5$$

rTCP – Reduced Transportation Capacity Payment

tTCP – Total Transportation Capacity Payment calculated for all uses within the building

n – The number of floors

**CITY COUNCIL, CITY OF GRAND JUNCTION
RESOLUTION NO. 87-04**

**A RESOLUTION ADOPTING AN INFILL/REDEVELOPMENT
IMPLEMENTATION PROGRAM**

Recitals:

In September, 2002 the City Council reviewed and approved the framework of an infill and redevelopment program. At that time the Council considered definitions of the terms infill and redevelopment. This Resolution furthers that work by and through the adoption of an incentive program that will foster Infill and redevelopment projects as defined by the Council.

In accordance with the adopted definitions, "Infill" relates to vacant parcels partially encircled by development. "Redevelopment" or a "Redevelopment Area" is defined as land/land uses that are in transition and comprise at least two acres containing or consisting of improvements that do not meet current socioeconomic potential.

Implementation of a program to encourage development of Infill parcels and redevelopment of underutilized land within certain areas of the City of Grand Junction is beneficial for several reasons. Such development:

- Makes more efficient use of existing infrastructure including streets, water and sewer lines and other public facilities and services;
- Provides opportunities to reduce commuting distance/automobile dependency;
- May help to provide affordable housing within the City; and
- Reduces the demand for and impact from "end of the road" suburban sprawl.

Additionally, there are other plans and policies of the City that support and encourage the development of an Infill and Redevelopment strategy. Those include:

- The City Council's Strategic Plan 2002 -2012, Shelter and Housing Solution, which encourages affordable housing through infill and redevelopment policies. The objective of this goal was to create infill and redevelopment policies which were accomplished with the adoption of the Growth Plan update (Objective 32). This implementation program furthers the Strategic Plan Objective by

providing several incentives that will encourage the development of affordable housing by possible financial and processing assistance.

- Adoption of an Infill and Redevelopment Policy as part of the City of Grand Junction Growth Plan as amended in May, 2003. The Growth Plan element includes definitions, framework policies and supporting guidelines.

In furtherance of those goals both the City Council and the Planning Commission have:

- Developed a map outlining the boundaries of “Infill areas” within the City;
- Developed a map outlining the boundaries of “Redevelopment areas” within the City;
- Considered a list of criteria for evaluating potential City involvement in Infill and Redevelopment Projects; and
- Considered a list of potential forms of City involvement including possible incentives for private applicants in infill and redevelopment projects.

The City Council has concluded its review and has given direction to the Staff to implement a program so that there may be some flexibility when approached by a project, some opportunity for exploration of incentives and establishment of criteria for City involvement and/or participation on a case by case basis.

By adopting this resolution the Council adopts the attached policies and guidelines and affirms its direction that the Staff follow through with implementation.

Furthermore, the Council instructs the Staff to develop an application process for potential applicants in order that an applicant knows that the City has a plan in place for identifying areas for Infill and Redevelopment ,so that those owners know what is planned or possible and such that consistency and flexibility will be maintained in the policy.

For the reasons stated in the foregoing recitals, the City Council of the City of Grand Junction does hereby adopt the program to implement the infill and redevelopment portion of the Growth Plan including the attached Infill Area Map, Redevelopment Area Map, list of potential forms of City involvement (incentives) and list of criteria for evaluating potential City involvement in infill and redevelopment projects (review criteria).

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

The program for implementing the infill and redevelopment policies as outlined in the recitals and guidelines of the City of Grand Junction Growth Plan are hereby adopted.

PASSED AND ADOPTED this 15th day of September 2004 by the City Council of the City of Grand Junction.

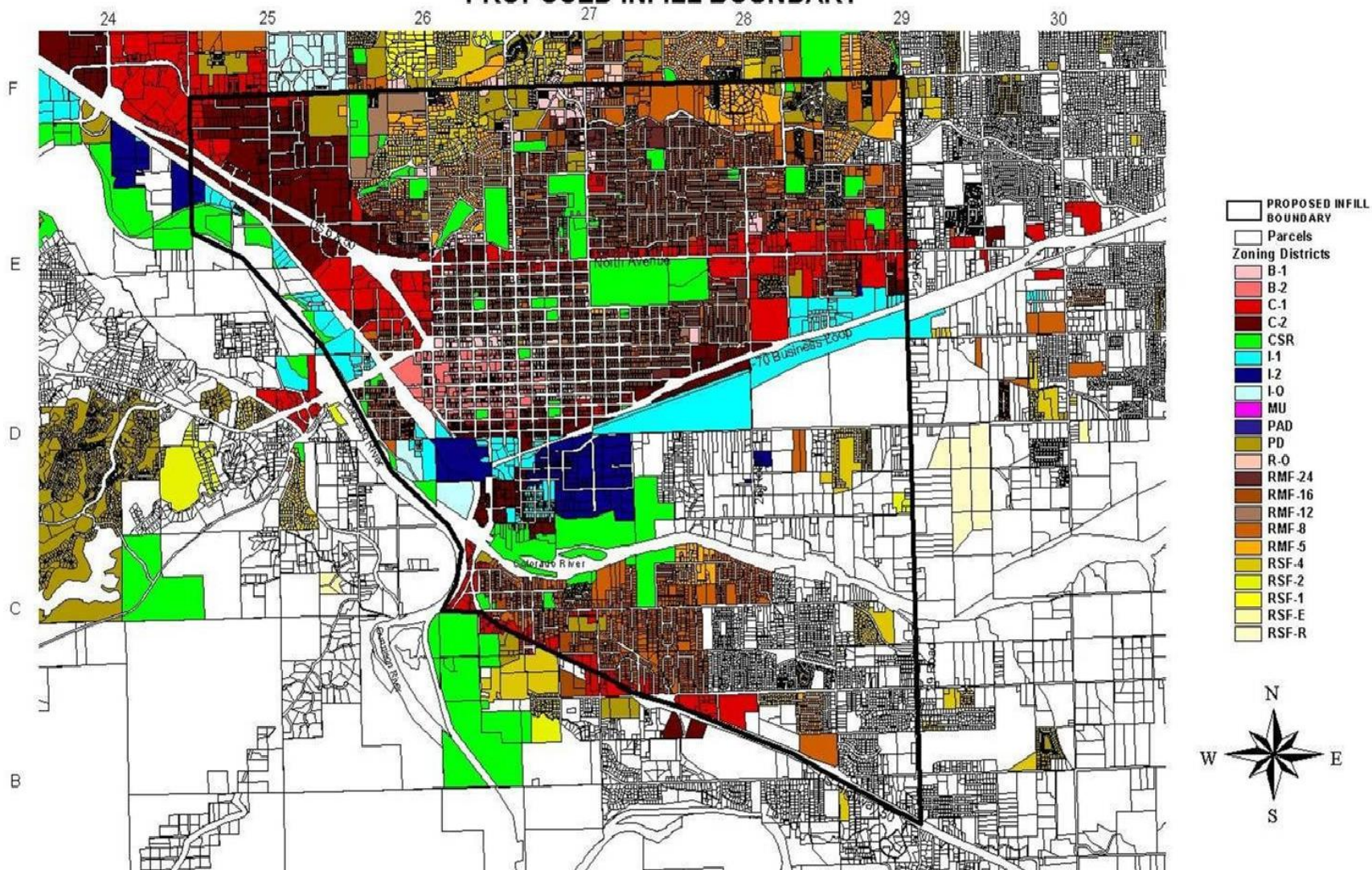
ATTEST:

/s/ Bruce Hill
Bruce Hill
Mayor

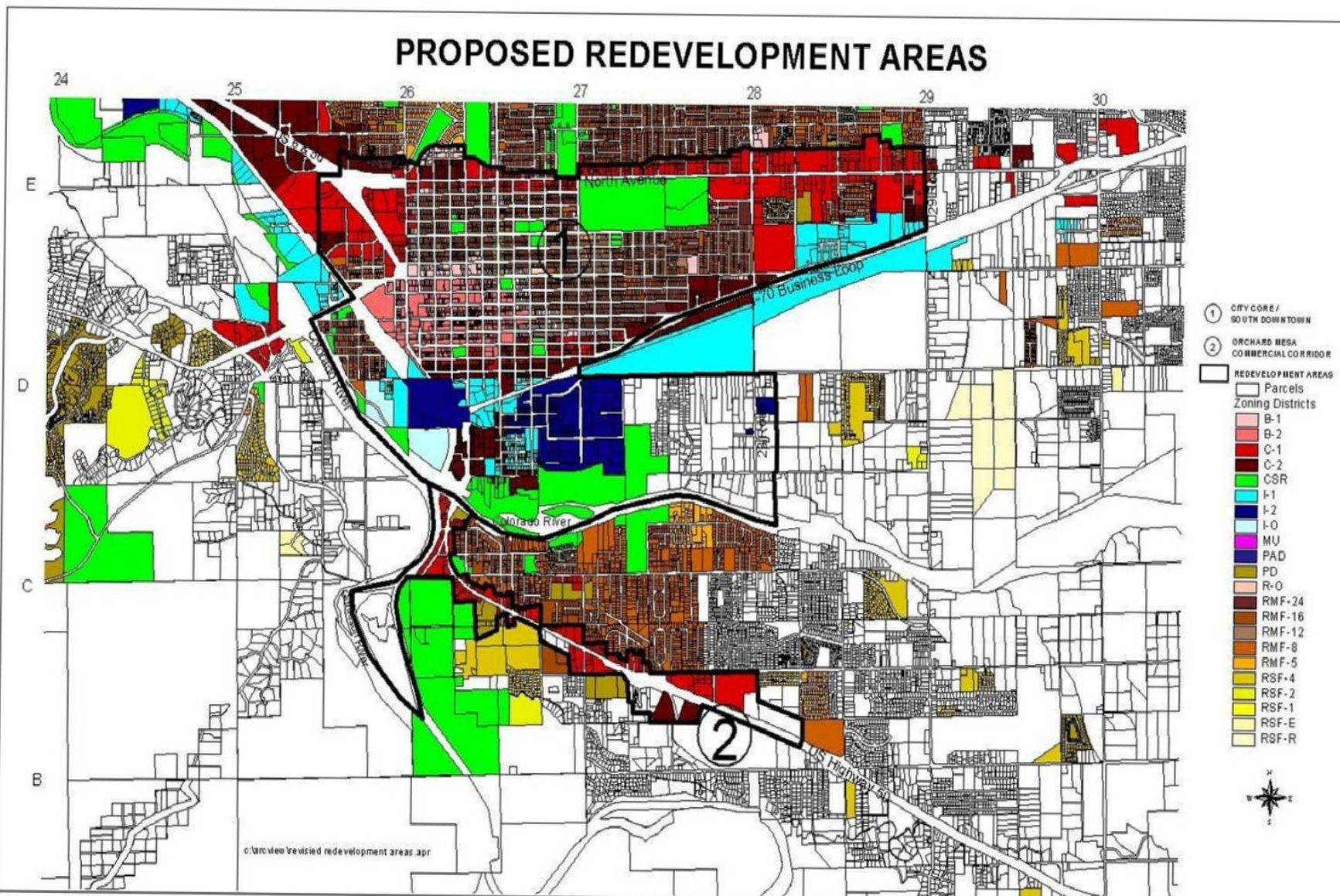
/s/ Stephanie Tuin
Stephanie Tuin
City Clerk

Attachment 2

PROPOSED INFILL BOUNDARY



PROPOSED REDEVELOPMENT AREAS



c:\arcview\revised redevelopment areas.apr

Potential Forms of City Involvement

1. Expedited development review process
2. Assistance with city agency review
3. Deferral of fees (examples may include permitting fees, tap fees and impact fees)
4. Density bonuses for residential projects
5. Proactive city improvements – i.e. “prime the pump” by investing in various city improvements prior to any private development commitment
 - a. Targeting the use of the Transportation Capacity Payment (TCP) funds
 - b. City initiated Limited Improvement District (LID), Business Improvement District (BID), General Improvement District (GID)
 - c. Reimbursement agreements either with the developer or the City (based on incremental development)
 - d. Shuffling priorities within the CIP (within a 3 year bracket, example: storm drainage improvements)
6. Financial participation - because many desired projects are not viable without city participation and/or to reduce the relative land cost for redevelopment versus vacant property
7. Contribution to enhancements / upgrades versus typical standards (for instance upgrading a split face block building treatment to a stone building treatment.)
8. Off-site city improvements required by Code – access, under grounding of utilities, streetscape, etc.
9. City assemblage of development parcels for redevelopment bids

Criteria for Evaluating Potential City Involvement in Infill and Redevelopment Projects

- 1) Is the site within City's geographically mapped area?**
- 2) Does the site meet the definition of "Infill" or "Redevelopment?"**
- 3) Describe how the site is compatible with the surrounding area and meets community values including compatibility with surrounding quality of design and site planning.**
- 4) Describe the project's feasibility. This should include the developer's resume of experience, whether project financing is in place and, for non-residential projects, what tenant commitments are in place.**
- 5) Within a distance of 1,000 feet, list any specific infrastructure projects planned and/or funded) by the City or any proposed off-site contributions anticipated by the proposed project that address existing deficiencies as defined by the City.**
- 6) What is the level of sharing of City vs. private participation for specific enhancement request or code requirements?**
- 7) Does the proposed project include a mixture of uses? If so, describe the types and percentage.**
- 8) Is the proposed project part of an economic development recruitment.**
- 9) Will the proposed project preserve or enhance any historic structure or site? Has the structure / site been inventoried by the City?**
- 10) Does the proposed project include an affordable housing element? If so, provide details including how the project meets different HUD definitions for affordable housing.**
- 11) Does the proposed project go beyond current Code requirements and provide enhanced architectural and design elements?**

Redevelopment Area

City Council
December 2, 2019

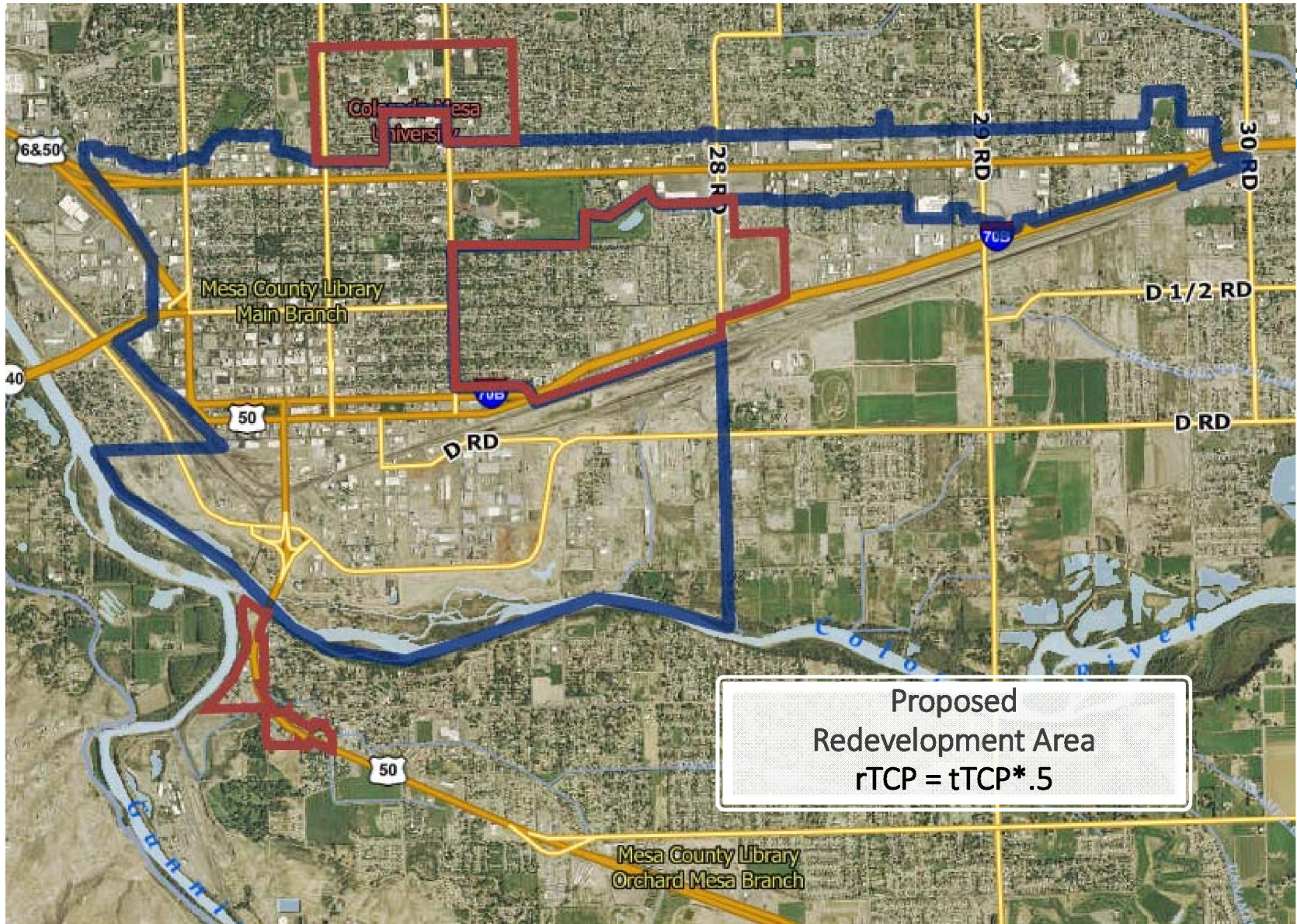
Redevelopment Area Purpose:

(Resolution 87-04 and 15-13)

- 1) Make more efficient use of existing infrastructure including streets, water and sewer lines and other public facilities and services;
- 2) Provide opportunities to reduce commuting distance and automobile dependency;
- 3) May help to provide affordable housing within the City; and
- 4) Reduces the demand for and impact from "end of the road" suburban sprawl.

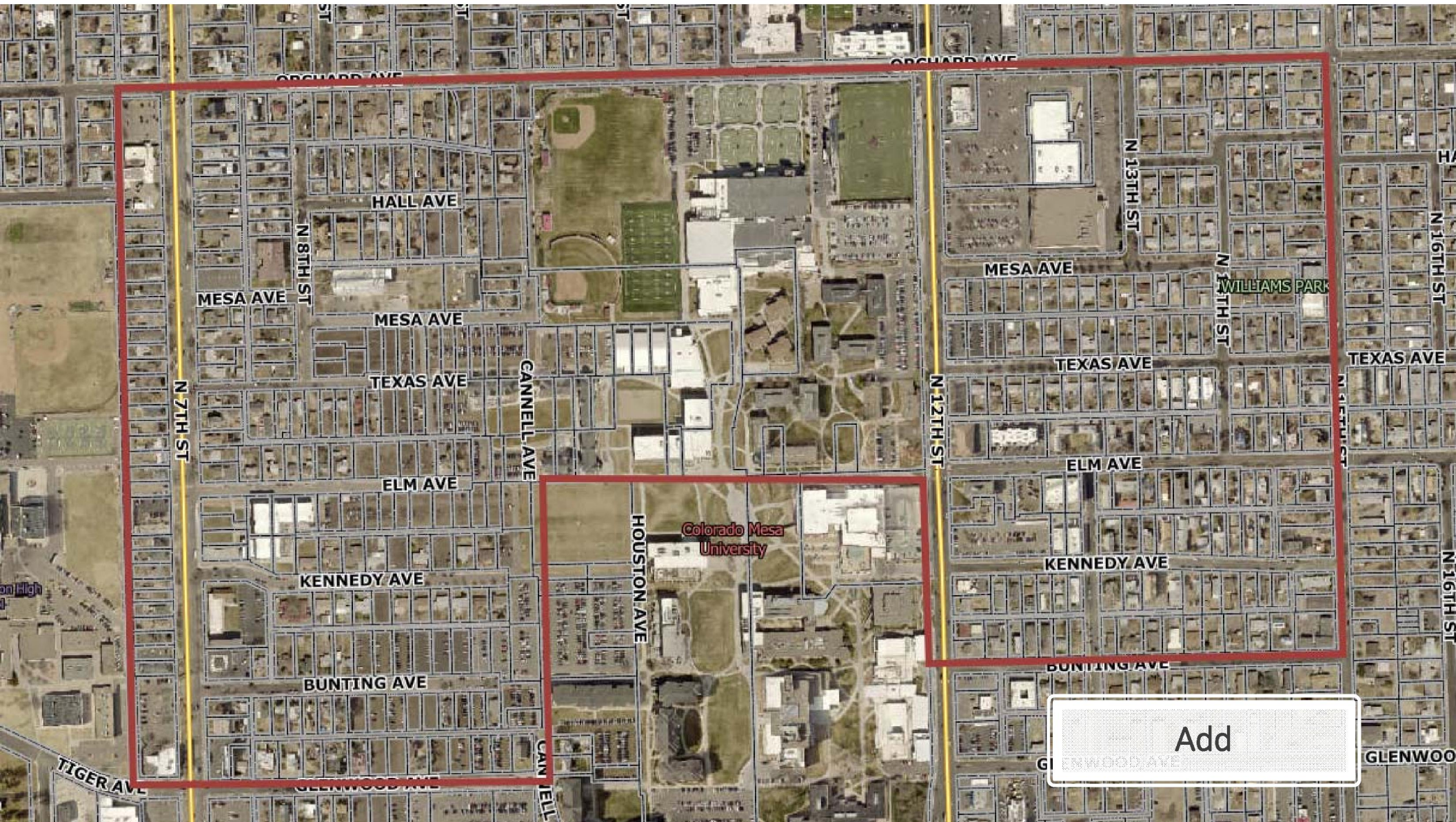


Existing Redevelopment Area
 $rTCP = (tTCP/n) * .5$

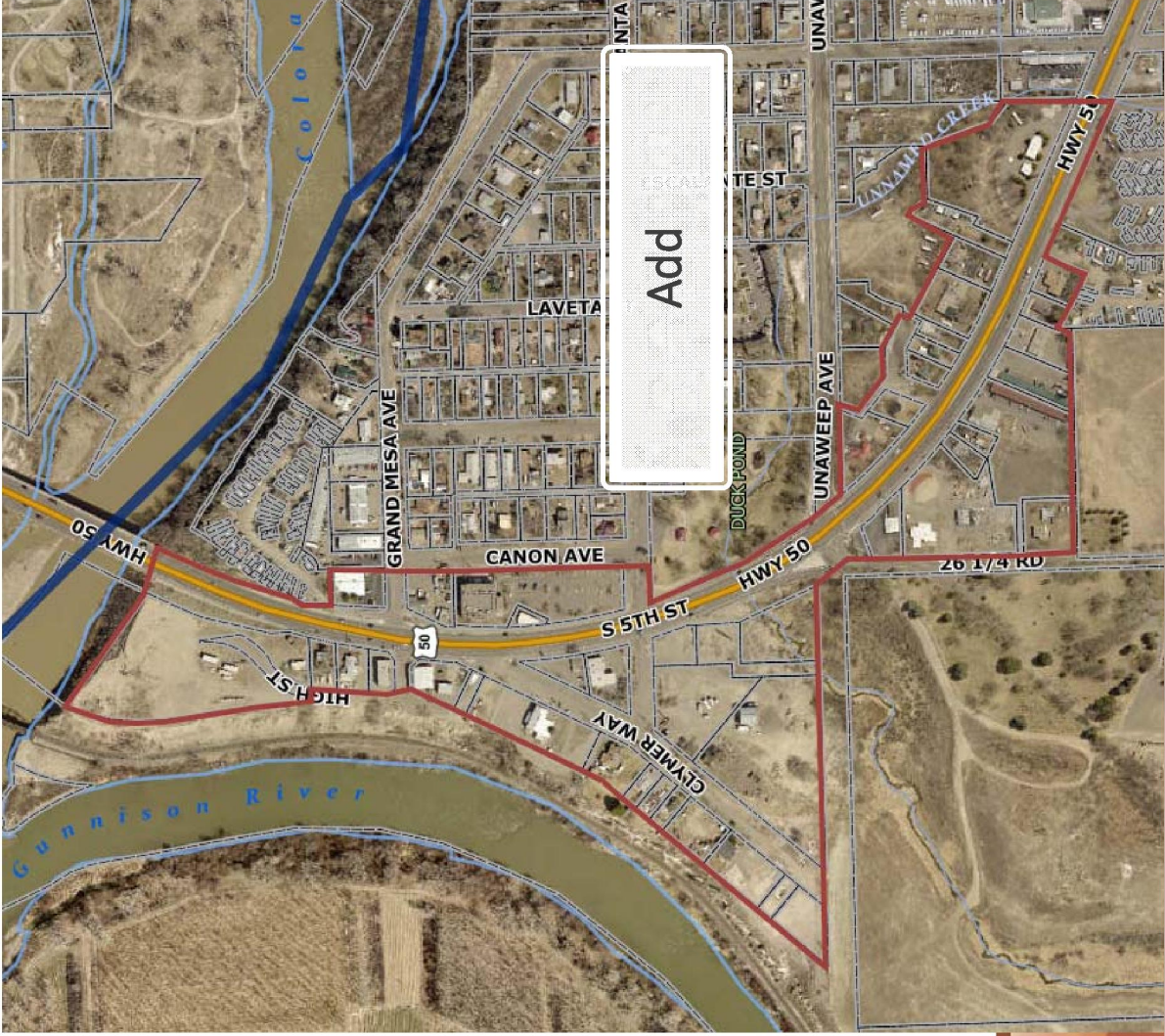


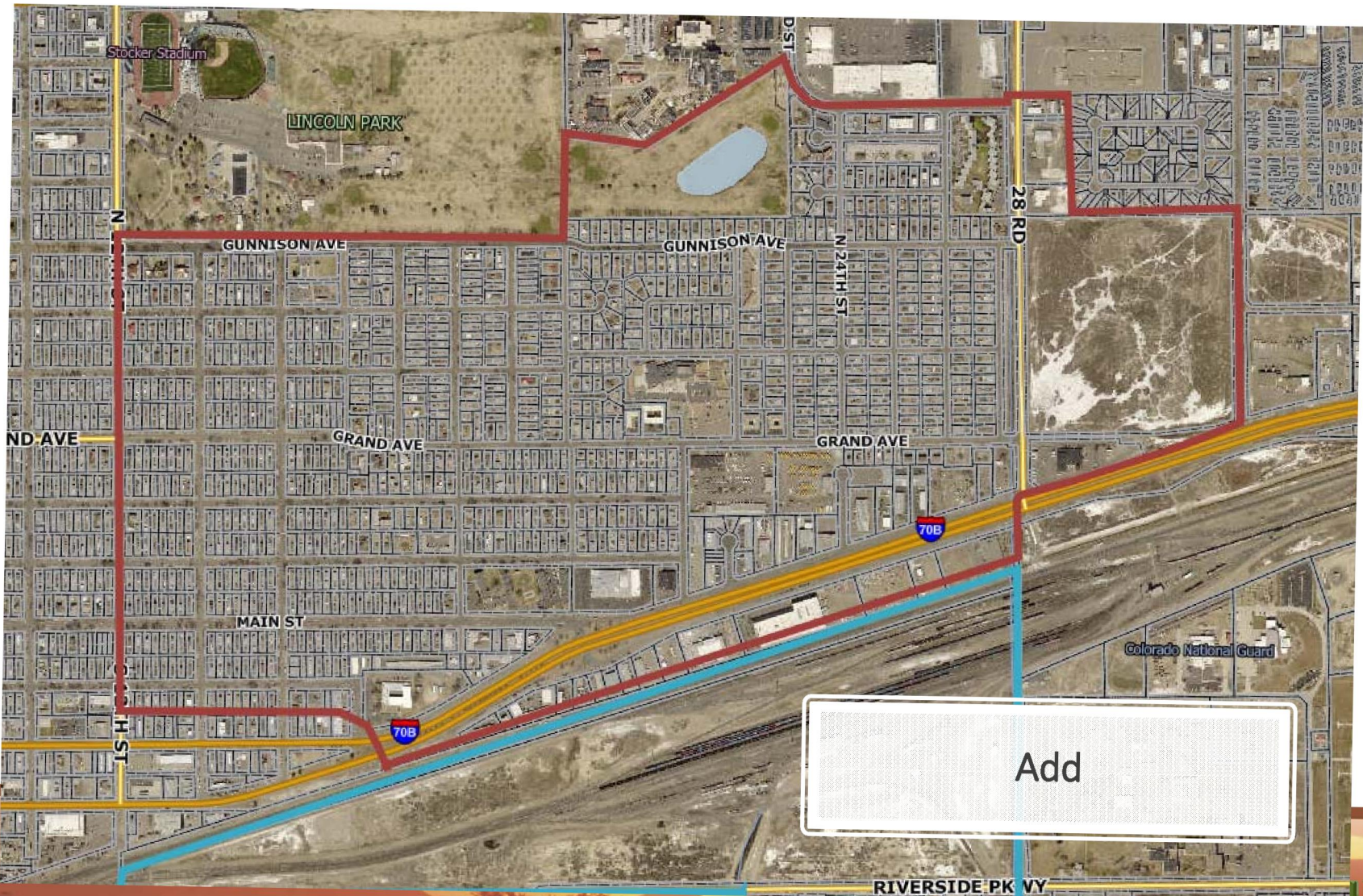
Proposed
Redevelopment Area
 $rTCP = tTCP \cdot .5$

Mesa County Library
Orchard Mesa Branch



Add

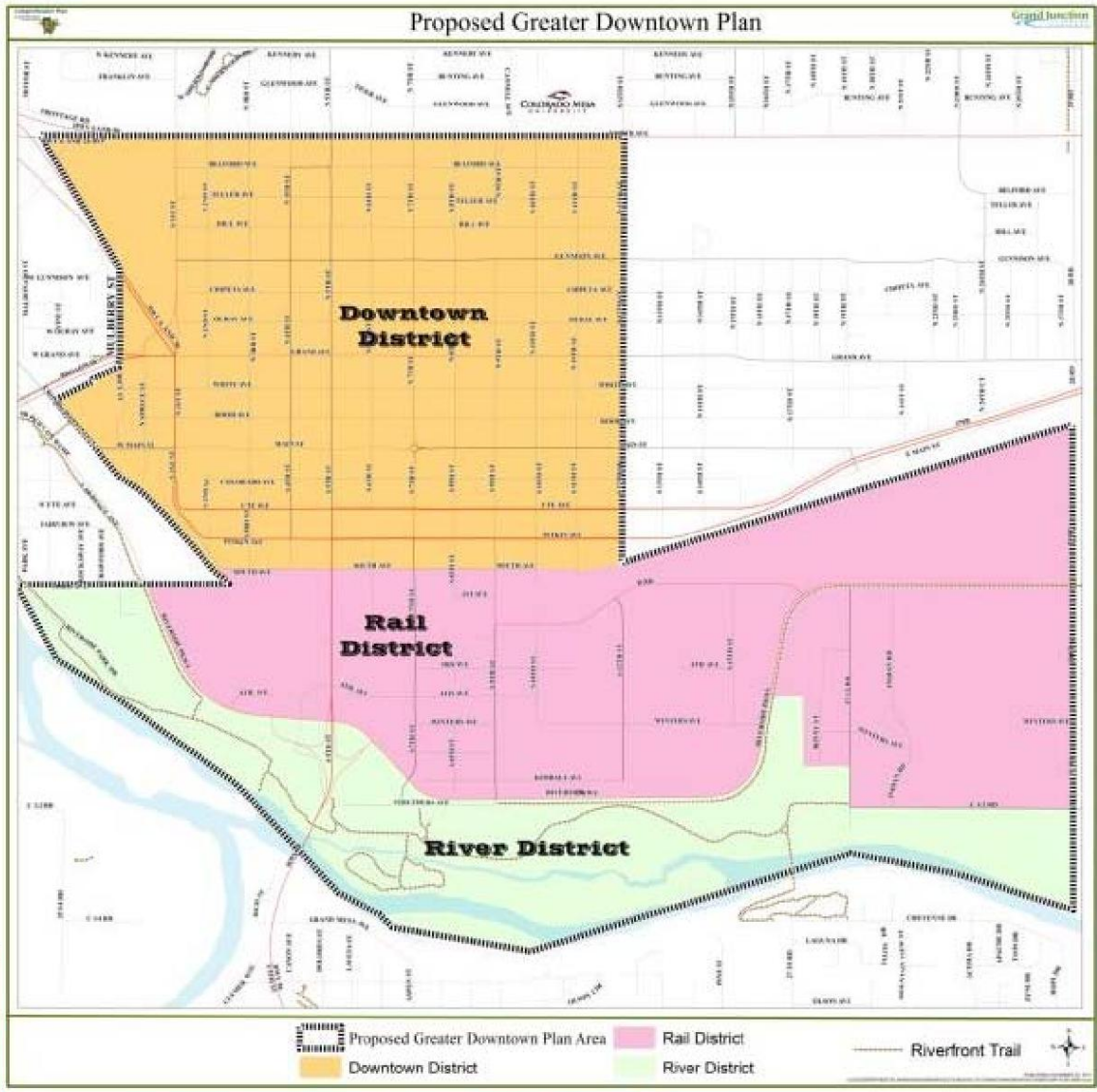




Add

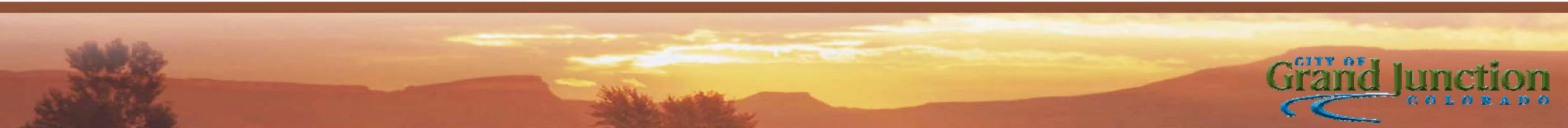
Calculation of Incentive

- Applies to All Redevelopment Area
- 50% of TCP
- Additional reduction by floor/story for all properties in:
 - North Avenue Overlay Zone
 - Downtown District
 - Rail District
 - River District

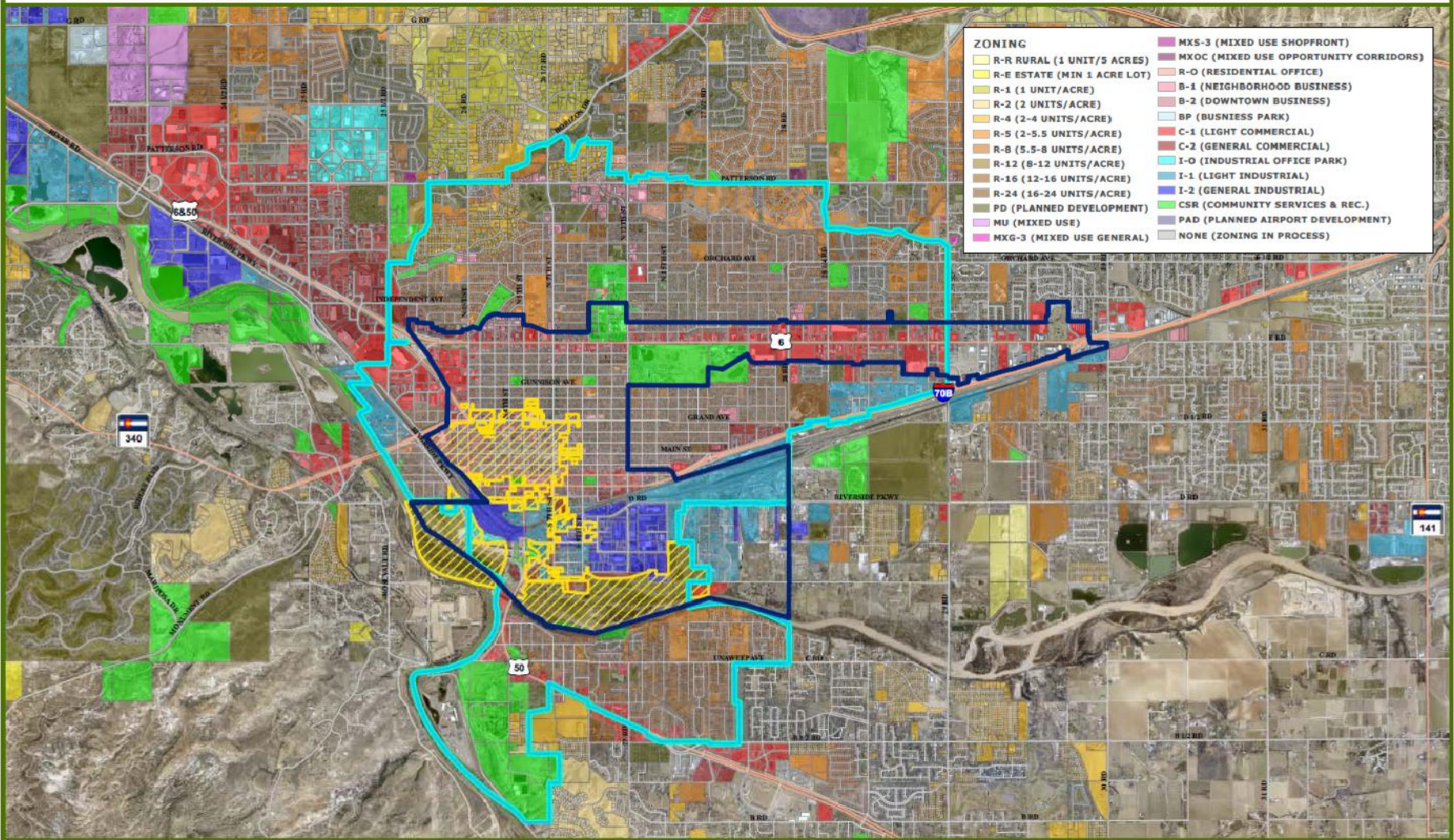




Proposed
Redevelopment Area
 $rTCP = (tTCP*/n)*.5$



REDEVELOPMENT BOUNDARY

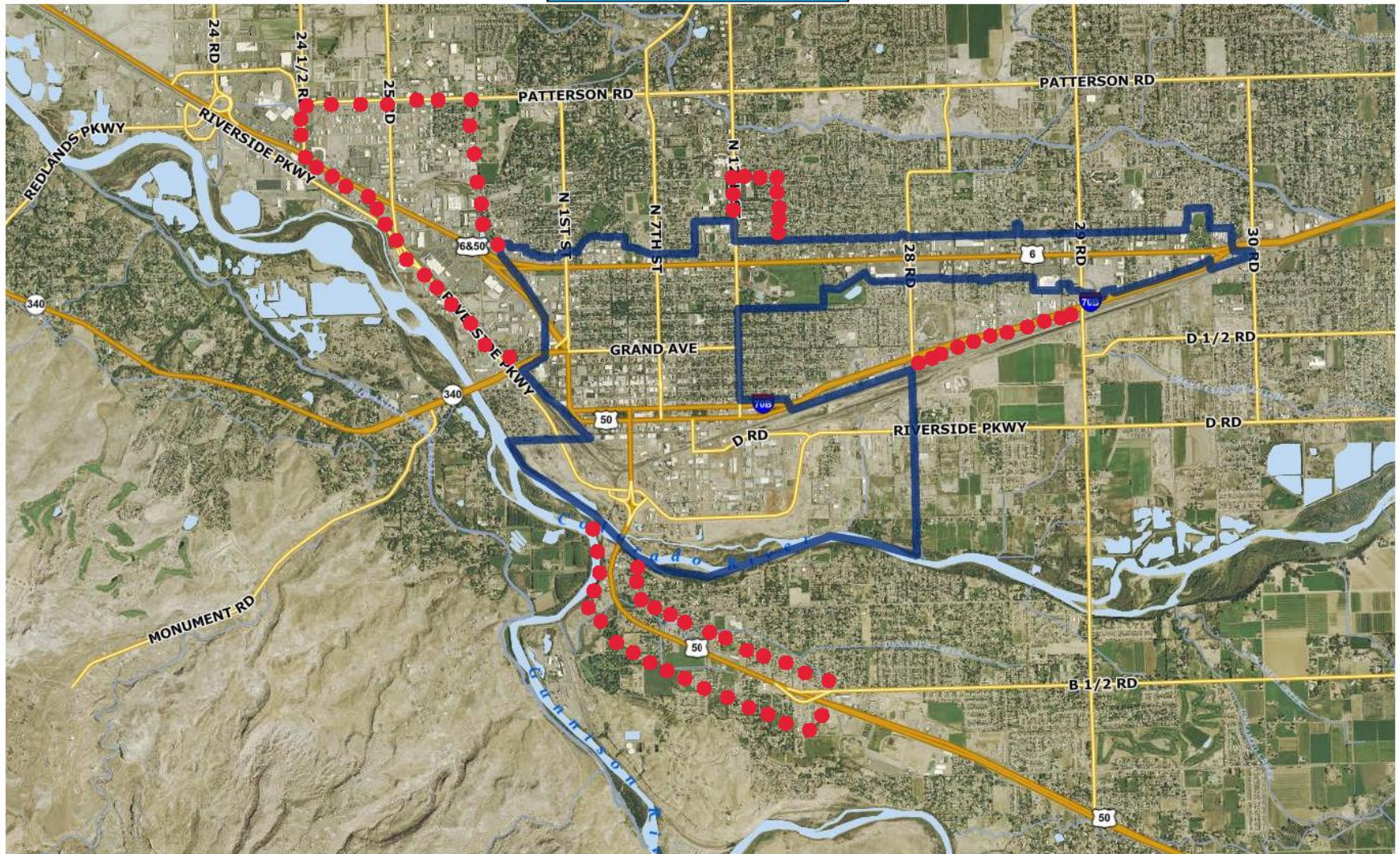


ZONING	
R-R RURAL (1 UNIT/5 ACRES)	MXS-3 (MIXED USE SHOPFRONT)
R-E ESTATE (MIN 1 ACRE LOT)	MXOC (MIXED USE OPPORTUNITY CORRIDORS)
R-1 (1 UNIT/ACRE)	R-O (RESIDENTIAL OFFICE)
R-2 (2 UNITS/ACRE)	B-1 (NEIGHBORHOOD BUSINESS)
R-4 (2-4 UNITS/ACRE)	B-2 (DOWNTOWN BUSINESS)
R-5 (2-5.5 UNITS/ACRE)	BP (BUSINESS PARK)
R-8 (5.5-8 UNITS/ACRE)	C-1 (LIGHT COMMERCIAL)
R-12 (8-12 UNITS/ACRE)	C-2 (GENERAL COMMERCIAL)
R-16 (12-16 UNITS/ACRE)	I-0 (INDUSTRIAL OFFICE PARK)
R-24 (16-24 UNITS/ACRE)	I-1 (LIGHT INDUSTRIAL)
PD (PLANNED DEVELOPMENT)	I-2 (GENERAL INDUSTRIAL)
MU (MIXED USE)	CSR (COMMUNITY SERVICES & REC.)
MXG-3 (MIXED USE GENERAL)	PAD (PLANNED AIRPORT DEVELOPMENT)
	NONE (ZONING IN PROCESS)



 REDEVELOPMENT AREA
 DDA BOUNDARY
 CITY WATER SERVICE AREA

Redevelopment Area





Grand Junction City Council

Workshop Session

Item #1.b.

Meeting Date: December 2, 2019

Presented By: Tamra Allen, Community Development Director, David Thornton, Principal Planner

Department: Community Development

Submitted By: Tamra Allen, Community Development Director
David Thornton, Principal Planner

Information

SUBJECT:

2020 Comprehensive Plan Update

EXECUTIVE SUMMARY:

Staff will provide an update to City Council on the 2020 Comprehensive Plan planning process and discuss recent events held October 30th and November 19th seeking community input.

BACKGROUND OR DETAILED INFORMATION:

Staff will provide an update with City Council on several components of the 2020 Comprehensive Plan process, including information regarding draft goals and objectives, community outreach, sub-area workshops and next steps for the development of the plan.

FISCAL IMPACT:

N/A

SUGGESTED ACTION:

This item is for discussion only.

Attachments

1. Subareas Workshop Summary
2. Values and Vision Slides Packet



Subarea Plans Workshop Summary

Wednesday, October 30, 2019 – Lincoln Park Barn, 1240 Gunnison Avenue, Grand Junction

The City of Grand Junction hosted a Subarea Plans Workshop on Wednesday, October 30, 2019, at the Lincoln Park Barn in Grand Junction as part of the outreach process for the *One Grand Junction Comprehensive Plan*. The purpose of this workshop was to gain feedback on two identified subareas: the 24 Road Corridor and Lower Downtown. Participants were asked to identify issues and priority projects they would like to see in these subareas. The workshop was attended by 41 participants made up of community residents, stakeholders, and City staff. Input received at this workshop and through additional outreach avenues will assist the *One Grand Junction* planning team in determining policies and recommendations for the Subareas chapter of the Plan.

WORKSHOP FORMAT

The workshop was divided into two parts: a Visual Preference Survey (VPS) and a mapping exercise.

PART ONE: VPS

The workshop began with a VPS for attendees to participate in with their mobile devices. The VPS was not intended to be prescriptive or to directly correlate to future development patterns in the subareas; rather, it was intended to get participants thinking about design, character, and built form, and to consider how certain developments or design elements may or may not be applicable in the two subareas.

Participants were shown a series of images with design, character, and built form examples from five categories. Some of the photographs provided were from Grand Junction, while others were from different communities. Participants were asked to rate each image on a 1-5 scale, where 1 represents **Inappropriate or Undesirable** and 5 represents **Appropriate or Desirable**. The five categories were:

- **Downtown**
- **Commercial Corridor**
- **Business Park and Industrial Areas**
- **Gateways and Wayfinding**
- **Streetscape**

PART TWO: MAPPING EXERCISE

Participants were then assigned to five groups who were charged to work as a team to prepare their vision for the 24 Road Corridor and Lower Downtown subareas. The exercise involved mapping desired improvements and development. Each group was provided a workbook packet that included guidelines for discussion along with two large maps of the identified subareas and surrounding area. Suggested topics included:

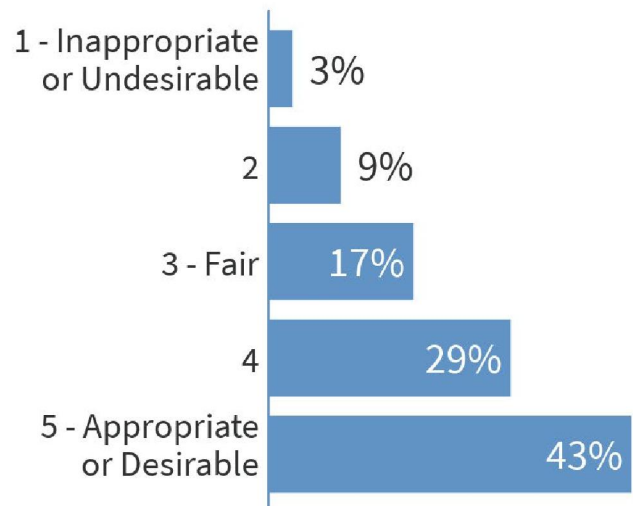
- **Unique Assets**
- **Development/Redevelopment Opportunities**
- **Roadway Network**
- **Pedestrian Network**
- **Urban Design and Streetscape Improvements**
- **Parks, Plazas and Gathering Places**
- **Other Topics**

Subarea work-maps accompany this summary in a separate document.

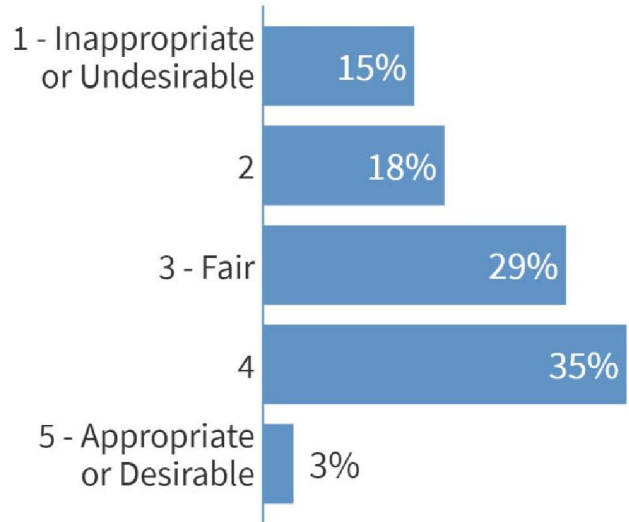
VISUAL PREFERENCE SURVEY RESULTS

The following is a sample of the results from the VPS. Participants were able to see voting results and images in real time on their phone as well as on the screen. The results below were determined by participants during the workshop and do not represent recommendations for the *One Grand Junction Comprehensive Plan*.

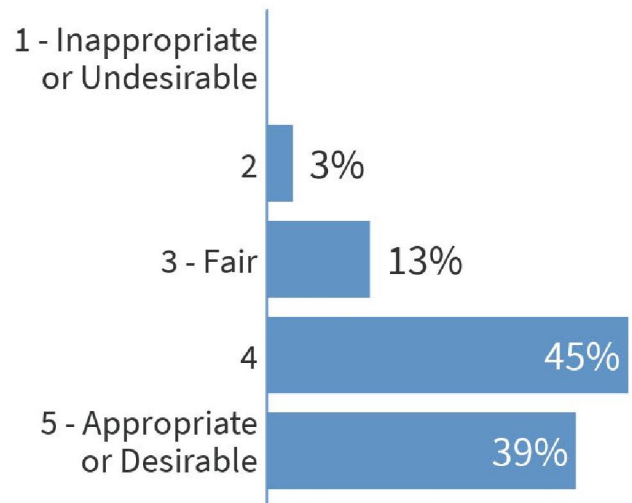
DOWNTOWN



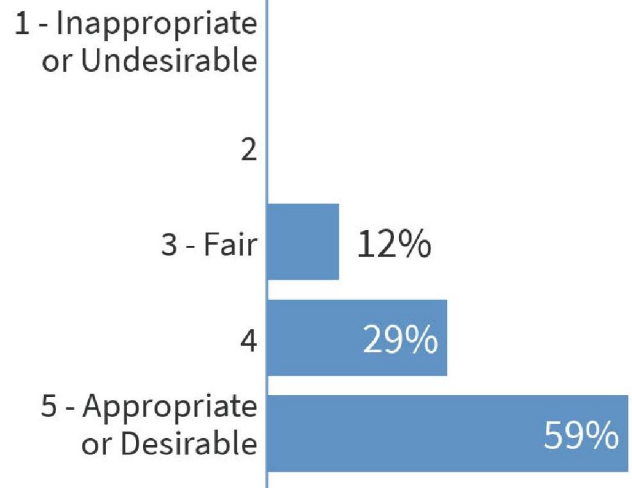
COMMERCIAL CORRIDOR



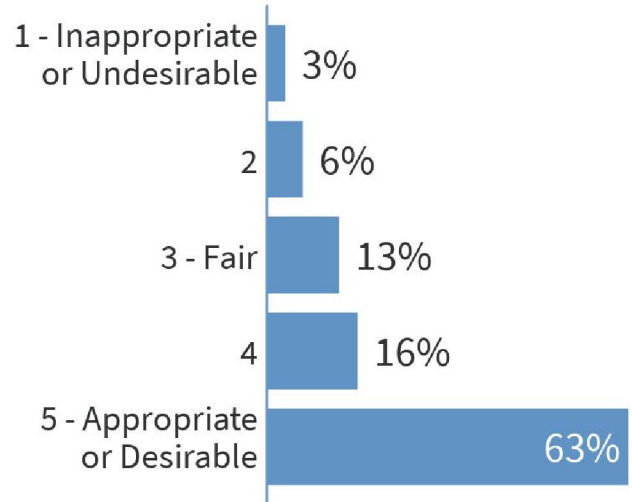
BUSINESS PARK AND INDUSTRIAL AREAS



GATEWAYS AND WAYFINDING



STREETSCAPE



LOWER DOWNTOWN SUBAREA THEMES

For the Lower Downtown Subarea, a common theme across groups was a higher density of development with a mix of uses including retail and residential. 7th Street was emphasized as both an asset and an opportunity for mixed infill development and a variety of improvements, recognizing it as a key route between Downtown and the riverfront. Participants also identified the need for additional bike and pedestrian infrastructure throughout the subarea, indicating that most see the area evolving beyond its traditional industrial character. Most wanted to preserve certain elements of that character for the subarea, and to that end, the sugar beet factory was frequently identified as a unique asset to preserve.

The following is a list of ideas, suggestions, and concepts identified by the groups, written in the workbooks and/or on maps pertaining to the Lower Downtown subarea and organized by group. They should be read with the accompanying maps. The ideas below were stated by participants and do not represent recommendations of the *One Grand Junction* planning team.

GROUP 1

UNIQUE ASSETS

- The railroad, Police and Fire stations, and the old historic Sugar Beet Factory
- Green spaces
- 7th Street and the Riverside connection
- 9th Street across the tracks

DEVELOPMENT/REDEVELOPMENT OPPORTUNITIES

- The Sugar Beet factory could be developed for a hospitality/recreation function, or for a public market
- Retail development along 7th Street, and urban style housing with more density along 7th Street, closer to Las Colonias
- Affordable housing near Whitman Park

ROADWAY NETWORK

- 7th Street: bike lane

PEDESTRIAN NETWORK

- 7th Street: bike/pedestrian improvements
- Develop ways to cross Riverside
- Green space/retail/hospitality access between 9th and 12th Streets
- Pedestrian overpass at 12th Street
- Lighting along pedestrian paths

URBAN DESIGN AND STREETScape IMPROVEMENTS

- Streetscaping is important along 7th Street
- Concerns about restricting height

PARKS, PLAZAS AND GATHERING SPACES

- Retail, hospitality, and recreation uses are important

OTHER TOPICS

- Create a sound barrier to decrease sound from Las Colonias as new housing development occurs

GROUP 2

UNIQUE ASSETS

- Sugar Beet Factory
 - 7th Street corridor
 - Rail spurs
 - Major employers
-

DEVELOPMENT/REDEVELOPMENT OPPORTUNITIES

- 7th Street residential uses – Single family attached homes, multifamily, dense single family
 - Commercial retail
 - Mixed use
 - Grade separation should be considered in certain areas along the railroad
-

ROADWAY NETWORK

- Grade separation at railroad and 9th Street
 - Bike lanes
 - 7th Street
 - D Road, along Riverside
-

PEDESTRIAN NETWORK

- D Road into Lower Downtown
 - Along 9th Street and near the bike path interchange
 - Ute Pitkin crossing
-

URBAN DESIGN AND STREETScape IMPROVEMENTS

- 7th and 9th Streets Landscaping
 - Widen sidewalk and improve bike lanes
 - Distant future: Reuse of rail spurs
-

PARKS, PLAZAS AND GATHERING SPACES

- Gathering along north side corridors
 - At alleys
-

OTHER TOPICS

- Dedicated pedestrian/bicycle access
 - Downtown
 - CMU

GROUP 3

UNIQUE ASSETS

- Las Colonias
 - Botanical Gardens
-

DEVELOPMENT/REDEVELOPMENT OPPORTUNITIES

- Make it more like the beet factory
 - Multifamily with lofts
 - The draw is Las Colonias
 - Affordable housing, high density, next to jobs
 - Restaurants/bars
 - Hotel
 - Grocery store
-

ROADWAY NETWORK

- Bike lanes too narrow on 7th Street to get from Downtown to Las Colonias
 - 7th Street: major connection to Parkway, widowed, bikes
 - Commercial district on 4th Avenue
 - Industrial development adjacent
-

PEDESTRIAN NETWORK

- Electric scooters so people can get from Main Street to Las Colonias
-

URBAN DESIGN AND STREETScape IMPROVEMENTS

- Make 4th Avenue nice
 - Walking community
 - Live/work/play/shop/eat
-

PARKS, PLAZAS AND GATHERING SPACES

- Along roadways and bike paths

GROUP 4

UNIQUE ASSETS

- River
 - Bike paths
 - Historical sites – beet factory
-

DEVELOPMENT/REDEVELOPMENT OPPORTUNITIES

- Dining
 - Retail
 - Market Area: adjacent to Riverside Parkway
 - Residential
 - Retail (small shop)
-

ROADWAY NETWORK

- Non-vehicular connectivity corridors
 - Non-vehicular bridge/tunnel crossings
 - Parking
 - Event overflow and visitor parking for Las Colonias
 - Residential and retail – centralized
-

URBAN DESIGN AND STREETScape IMPROVEMENTS

- Non-vehicular bridge tunnel (circles on map)
 - No parking on Riverside Parkway
-

OTHER TOPICS

- Urban farm/market
- Centralized (hidden) parking/mass transit
- Retain and encourage light industrial and highway commercial

GROUP 5

UNIQUE ASSETS

- 7th Street – turn it into a Nightclub District
-

DEVELOPMENT/REDEVELOPMENT OPPORTUNITIES

- 7th Street
 - Event/community center
-

ROADWAY NETWORK

- Ute Avenue
 - Pitkin Avenue
 - 9th Street
 - D Road
 - Winters Avenue
 - Riverside Parkway
-

PEDESTRIAN NETWORK

- 7th Street
- Riverside Parkway
- Future pedestrian bridge at 12th Street

24 ROAD CORRIDOR SUBAREA

For the 24 Road Corridor Subarea, a common theme across groups was the need for corridor-wide beautification to increase its prominence as a gateway. Groups articulated a desire to see additional bike and pedestrian infrastructure along 24 Road, and in the general area around the corridor. Most highlighted Canyon View Park as an important asset for the northwest side of the City and indicated that development along 24 Road should connect and complement both the mall and the park.

The following is a list of ideas, suggestions, and concepts identified by the groups, written in the workbooks and/or on maps pertaining to the Lower Downtown subarea and organized by group. They should be read with the accompanying maps. The ideas below were stated by participants and do not represent recommendations of the *One Grand Junction* planning team.

GROUP 1

UNIQUE ASSETS

- Connection to I-70 are important – it is the gateway for many folks to Grand Junction, providing the first view in this area
- Canyon View Park
- Movie theater
- Medical area
- Transit station

DEVELOPMENT/REDEVELOPMENT OPPORTUNITIES

- Increase development at 24 and G Road, including middle income housing

ROADWAY NETWORK

- Widen roads, including 24 Road, F ½ Road, and G Road
- Add trees to separate walkway from roadways
- Improve G and 24 Road intersection as traffic is backing up
- F ½ Road connection

PEDESTRIAN NETWORK

- Walking path from Canyon View to the mall, and connecting transit station, Western Colorado Community College

URBAN DESIGN AND STREETScape IMPROVEMENTS

- Plant more trees along 24 Road
- Signage is needed
 - Visitors can be confused how to get to Downtown from 24 Road exit
 - It is also potentially confusing taking this exit to go to Monument

PARKS, PLAZAS AND GATHERING SPACES

- Somehow improve attractiveness of F ½ and 24 Roads, including all parking lots
- There are no pretty spots for outdoor dining

GROUP 2

UNIQUE ASSETS

- Canyon View Park
 - Mesa Mall
 - Leach Creek
 - I-70 exit – G and 50
 - Community hospital
-

DEVELOPMENT/REDEVELOPMENT OPPORTUNITIES

- Redevelopment site
 - Multifamily
 - Bike paths separated from 24 Road and Leach Creek
 - Canyon View retail
-

ROADWAY NETWORK

- Cross streets east west
 - Bike paths/trails
-

PEDESTRIAN NETWORK

- Trail connections
 - Canyon View and Mesa Mall
 - Leach Creek
 - Access from surrounding communities
-

PARKS, PLAZAS AND GATHERING SPACES

- Pocket parks along Leach Creek
-

OTHER TOPICS

- Cross connections
- Built form
 - Height
 - Buildings to street
 - Mixed corridor

GROUP 3

UNIQUE ASSETS

- I-70
Soccer
- Leach Creek
- Hotels
- Movies
- Community hospital

DEVELOPMENT/REDEVELOPMENT OPPORTUNITIES

- West and east of subarea

ROADWAY NETWORK

- 24 Road
- F ½ Road

PEDESTRIAN NETWORK

- 24 ½ Road
- 5 Road
- F ½ Road
- 24 Road

URBAN DESIGN AND STREETScape IMPROVEMENTS

- Gateway at north end of I-70
- Carry gateway to boat launch

PARKS, PLAZAS AND GATHERING SPACES

- South of community hospital
- Leach Creek
- 25 Road and 24 Road

GROUP 4

UNIQUE ASSETS

- Canyon View Park
- Gateway art/features at I-70
- Existing commercial

DEVELOPMENT/REDEVELOPMENT OPPORTUNITIES

- Multimodal corridor
- Encourage curb appeal
- Interchange improvement (roundabout) at G Road
- Streetscape is important
- Avoid industrial development and a sterile aesthetic
- Promote professional and residential mixed use
- Professional and youth sports lunch break amenities

OTHER TOPICS

- Develop active outdoor recreation, including a water park
- Shared parking – medical parking on weekdays, parking for Canyon View on the weekend

GROUP 5

UNIQUE ASSETS

- Canyon View Park
- I-70 Access

DEVELOPMENT/REDEVELOPMENT OPPORTUNITIES

- Between F ½ Road and Leland

ROADWAY NETWORK

- G Road
- F ½ Road

PEDESTRIAN NETWORK

- G Road and along Leach Creek
- Connecting 23 ½ Road and F ½ Road

URBAN DESIGN AND STREETScape IMPROVEMENTS

- Signage
- Boulevard style for 24 Road



Values and Vision Workshop

Tuesday, November 19, 2019 at 6:30 PM
Convention Center – 159 Main St, Grand Junction

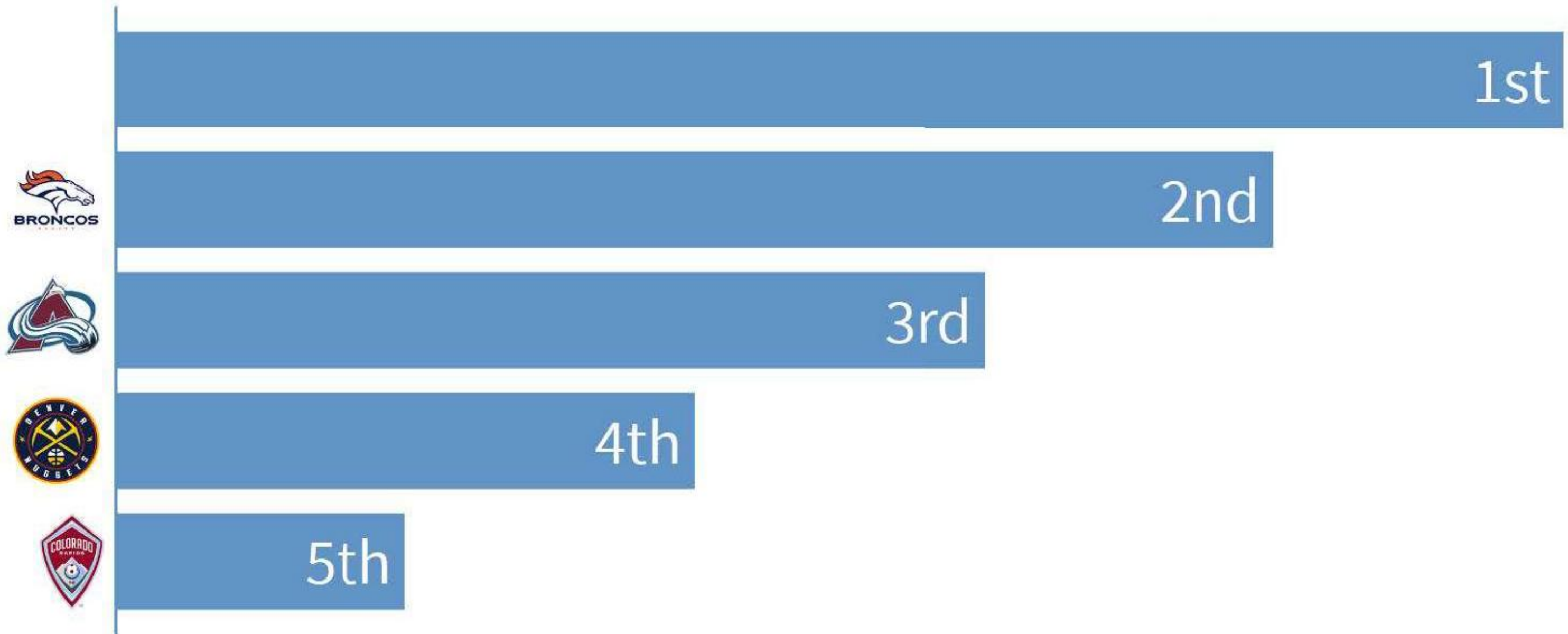
The City of Grand Junction hosted a Values and Vision on Tuesday, November 19 as part of the outreach process for the One Grand Junction Comprehensive Plan.


At the session, attendees provided feedback on draft goal statements derived from community feedback received to date. The workshop was conducted using a system that polled attendees via smart phone or tablet, providing participants the opportunity to see results in real-time, while learning how other residents feel about specific issues.

Discussion was facilitated around the voting and ranking exercise. The votes and rankings in the following slides represent results from of the polling exercise. The rankings are not recommendations of the One Grand Junction planning team; rather they are presented in the interest of compiling community input and aiding discussion.

 Poll locked. Responses not accepted.

Rank Colorado's major professional sports teams.



 Answers to this poll are anonymous

Draft Goal: Great Places and Recreation Opportunities

**Plan, build, and expand the community's recreation
and open space assets.**

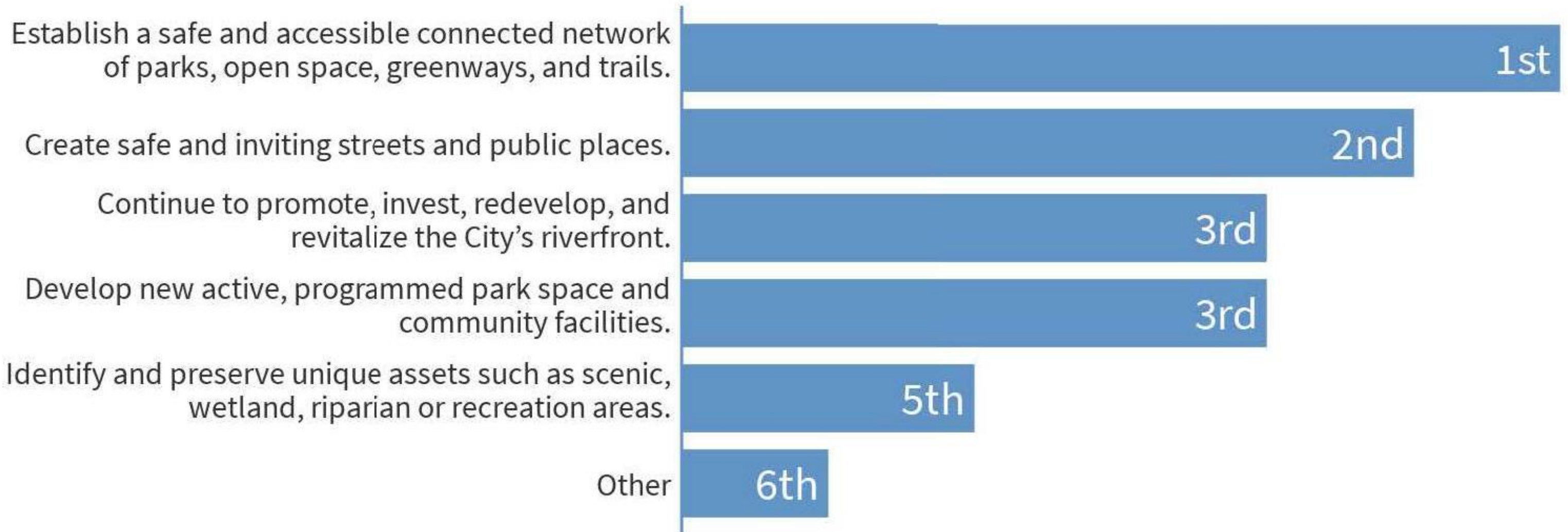


**Not Important /
Not Applicable**

Very Important

 **Poll locked.** Responses not accepted.

Please rank the following in order of importance as each relates to the previous goal.



 Answers to this poll are anonymous

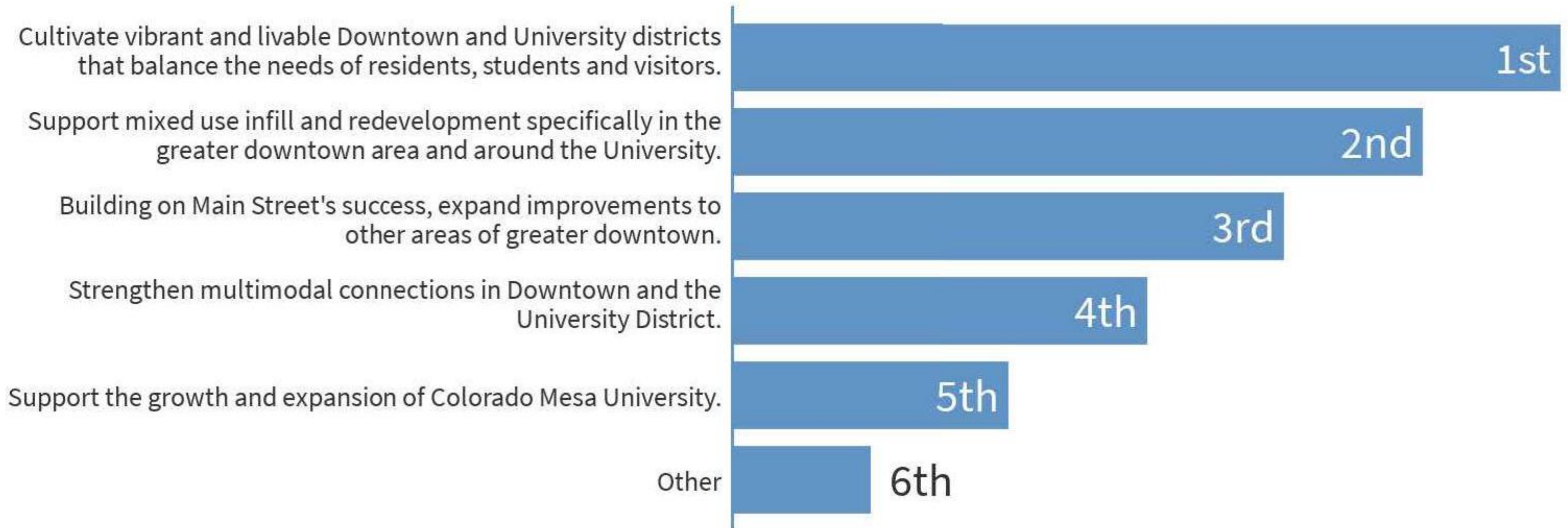
Draft Goal: Vibrant Downtown and University Districts

Enhance the greater downtown and Colorado University districts to provide quality housing and desirable destinations, spur private investment, and create experiences for all.



 **Poll locked.** Responses not accepted.

Please rank the following in order of importance as each relates to the previous goal.



 Answers to this poll are anonymous

Draft Goal: Strong Neighborhoods and Housing Choices

**Preserve and develop connected
neighborhoods that offer a mix of uses and
diverse housing types.**

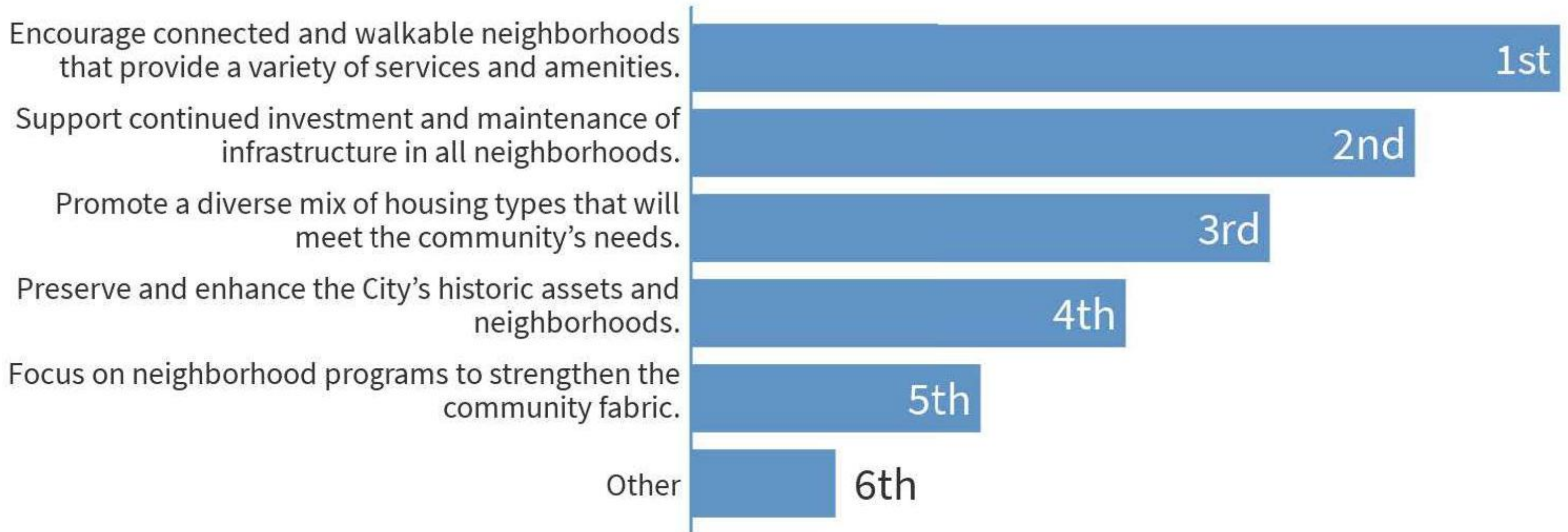


**Not Important /
Not Applicable**

Very Important

 **Poll locked.** Responses not accepted.

Please rank the following in order of importance as each relates to the previous goal.



 Answers to this poll are anonymous

Draft Goal: The City's Reimagined and Refined Identity

Establish a brand for Grand Junction that will promote a strong sense of place with an emphasis on business assets and livability.

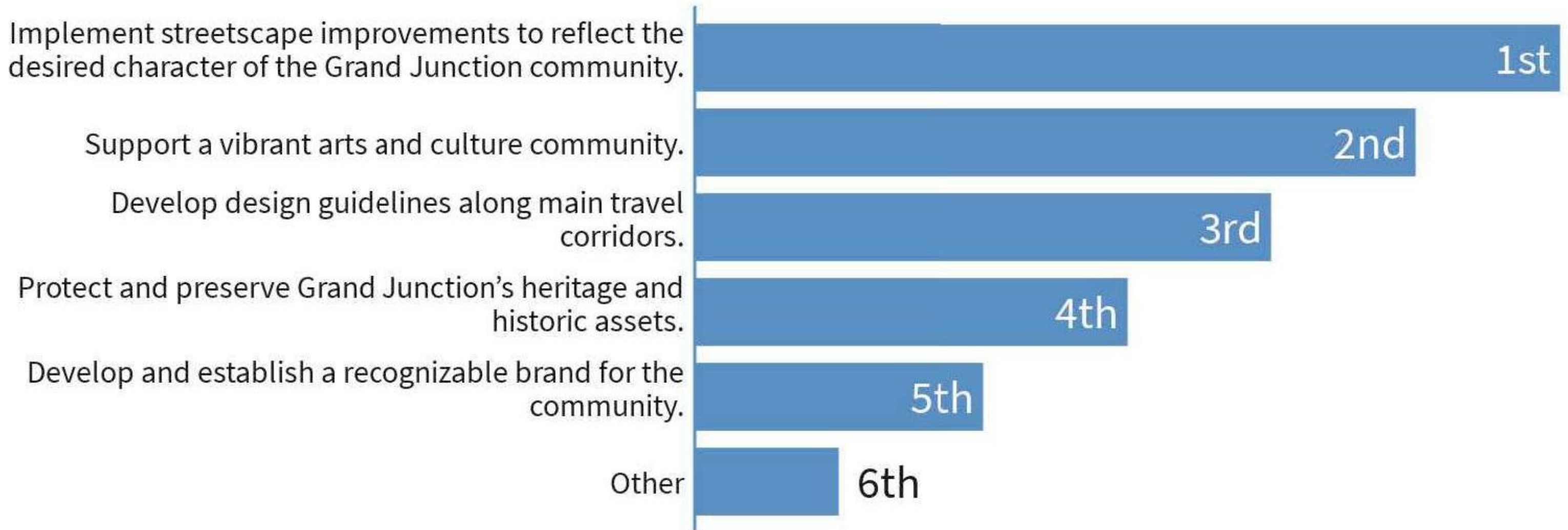



**Not Important /
Not Applicable**

Very Important

 **Poll locked.** Responses not accepted.

Please rank the following in order of importance as each relates to the previous goal.



 Answers to this poll are anonymous

Draft Goal: Resilient and Diverse Local and Regional Economy

Promote employment growth supported by a ready workforce, available technology, healthy business climate, and public and private investment.

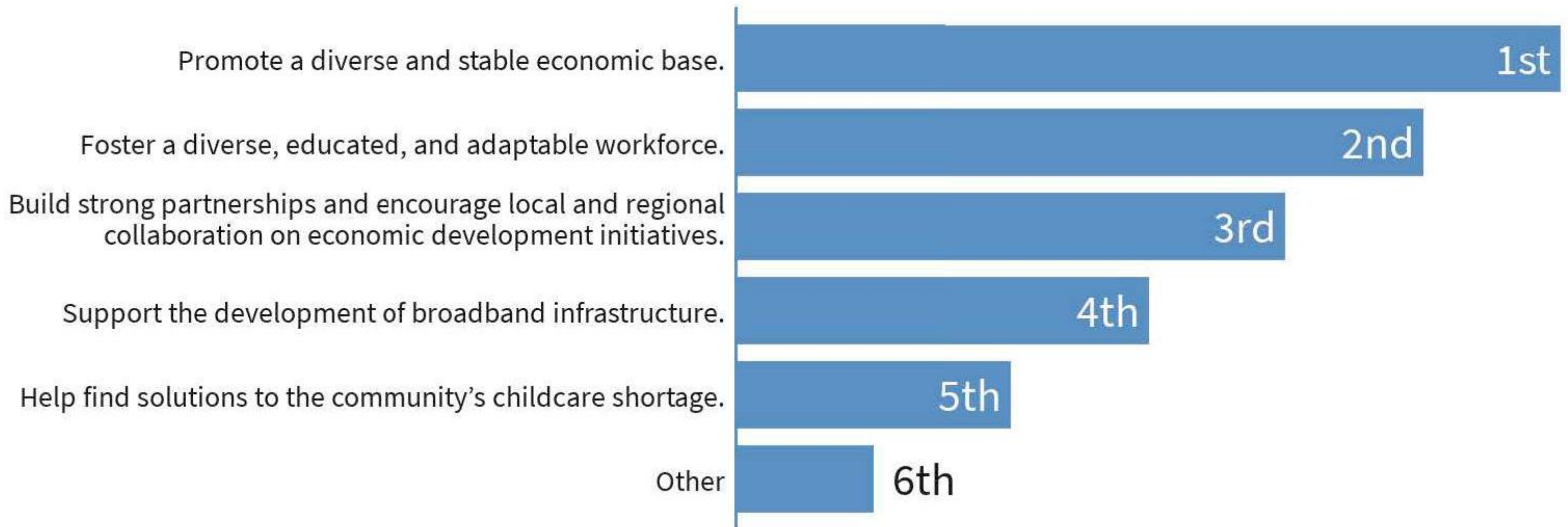



**Not Important /
Not Applicable**

Very Important

 **Poll locked.** Responses not accepted.

Please rank the following in order of importance as each relates to the previous goal.



 Answers to this poll are anonymous

Draft Goal: Well Balanced and Connected

Transportation System

Support a safe and convenient multimodal transportation system.

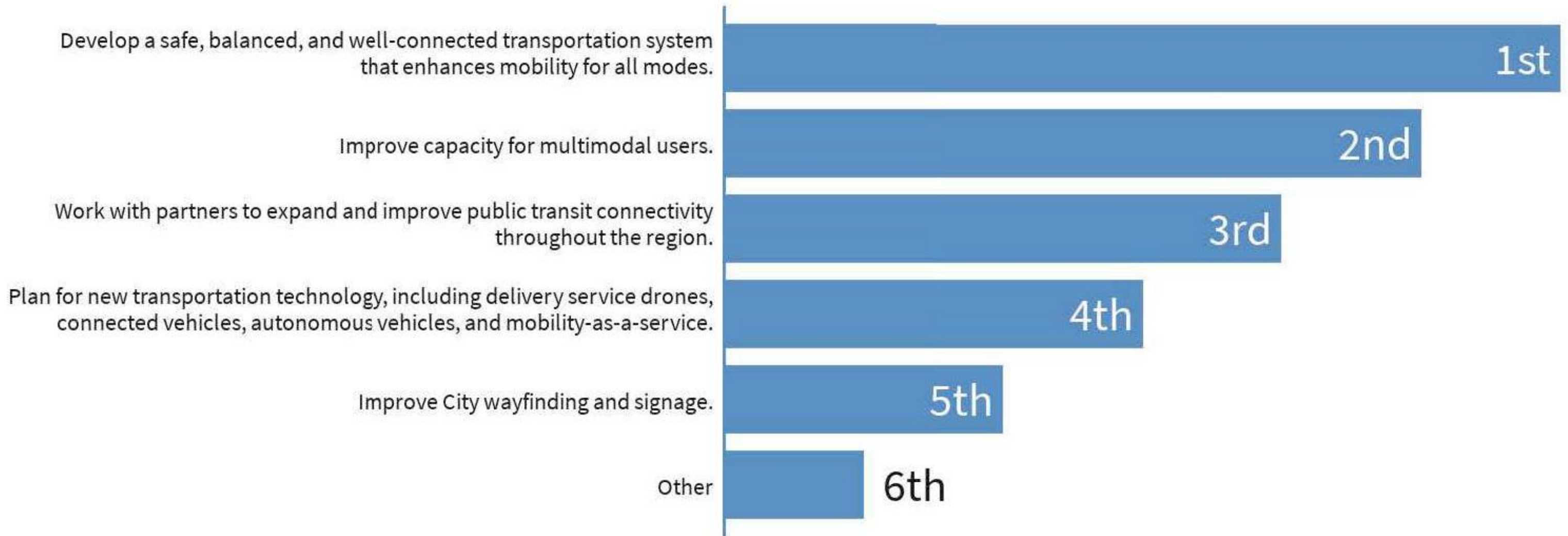



Poll locked. Responses not accepted.

Answers to this poll are anonymous

 **Poll locked.** Responses not accepted.

Please rank the following in order of importance as each relates to the previous goal.



 Answers to this poll are anonymous

Draft Goal: Sustainable and Well Managed Growth

**Manage growth through infill and
redevelopment to preserve rural areas and
the natural environment.**

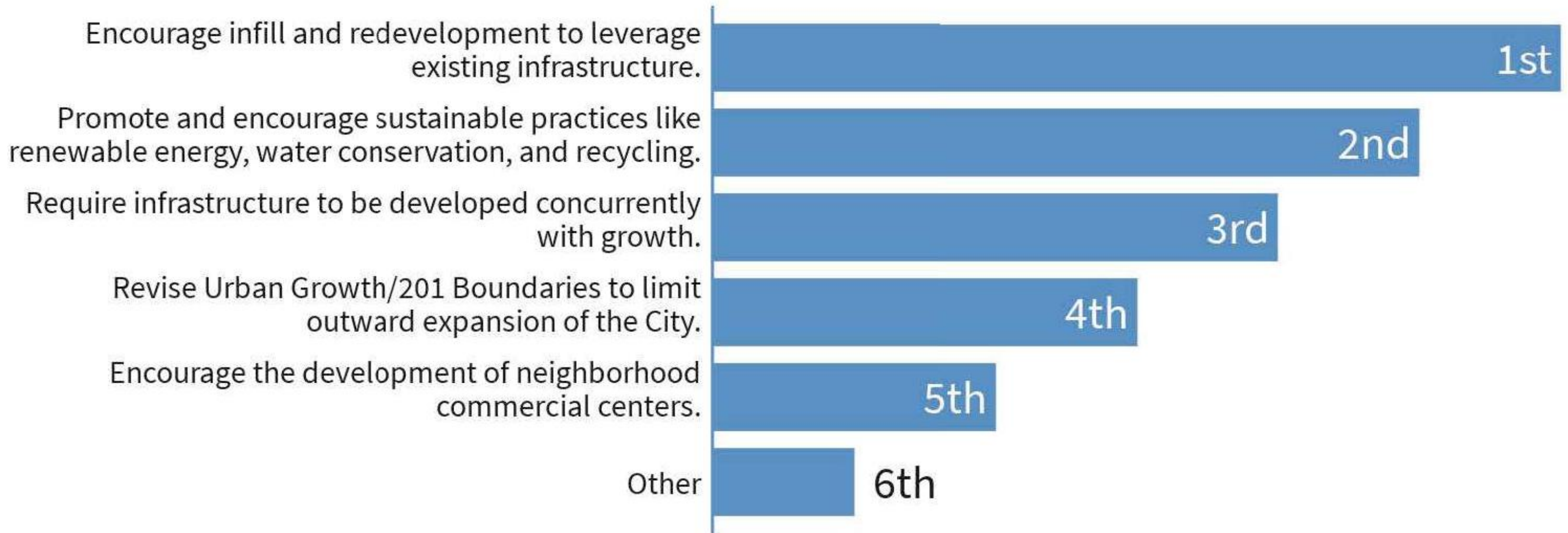



**Not Important /
Not Applicable**

Very Important

 **Poll locked.** Responses not accepted.

Please rank the following in order of importance as each relates to the previous goal.



 Answers to this poll are anonymous

Draft Goal: Safe, Healthy, and Inclusive Community

Provide high quality public safety and emergency response, promote public health and wellness, and work with community healthcare organizations.

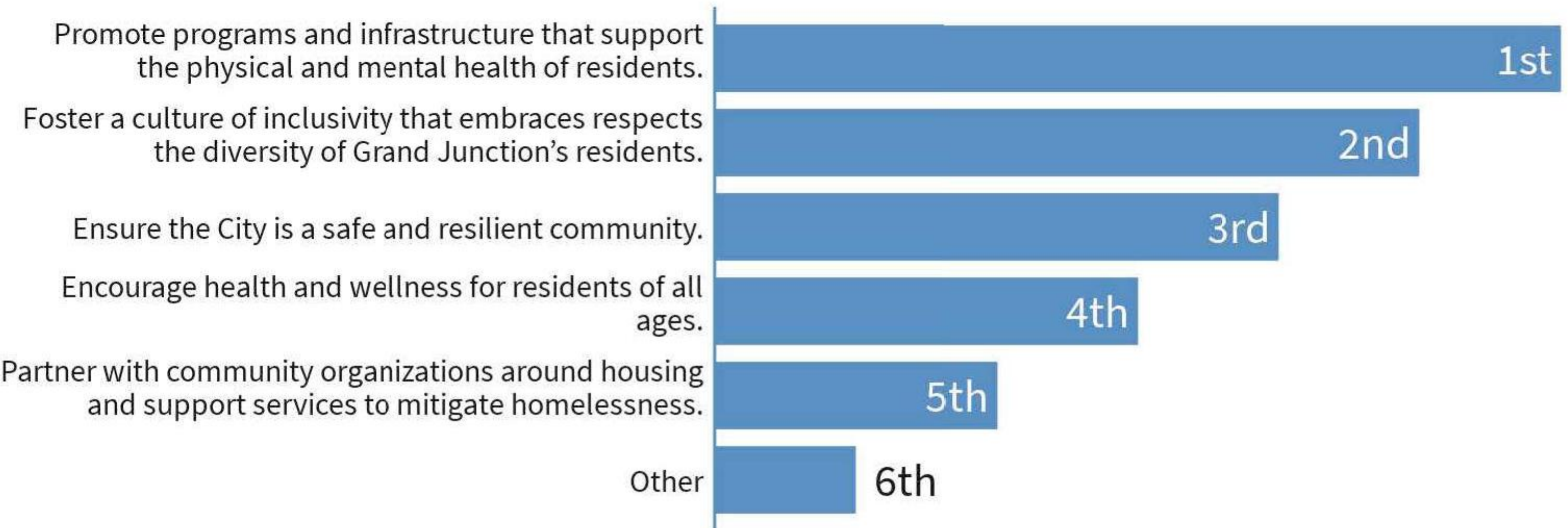



**Not Important /
Not Applicable**

Very Important

 **Poll locked.** Responses not accepted.

Please rank the following in order of importance as each relates to the previous goal.



 Answers to this poll are anonymous

Draft Goal: Effective and Transparent Government

Provide infrastructure and services in a fiscally prudent, collaborative, and transparent manner that maintains a high quality of life for residents.

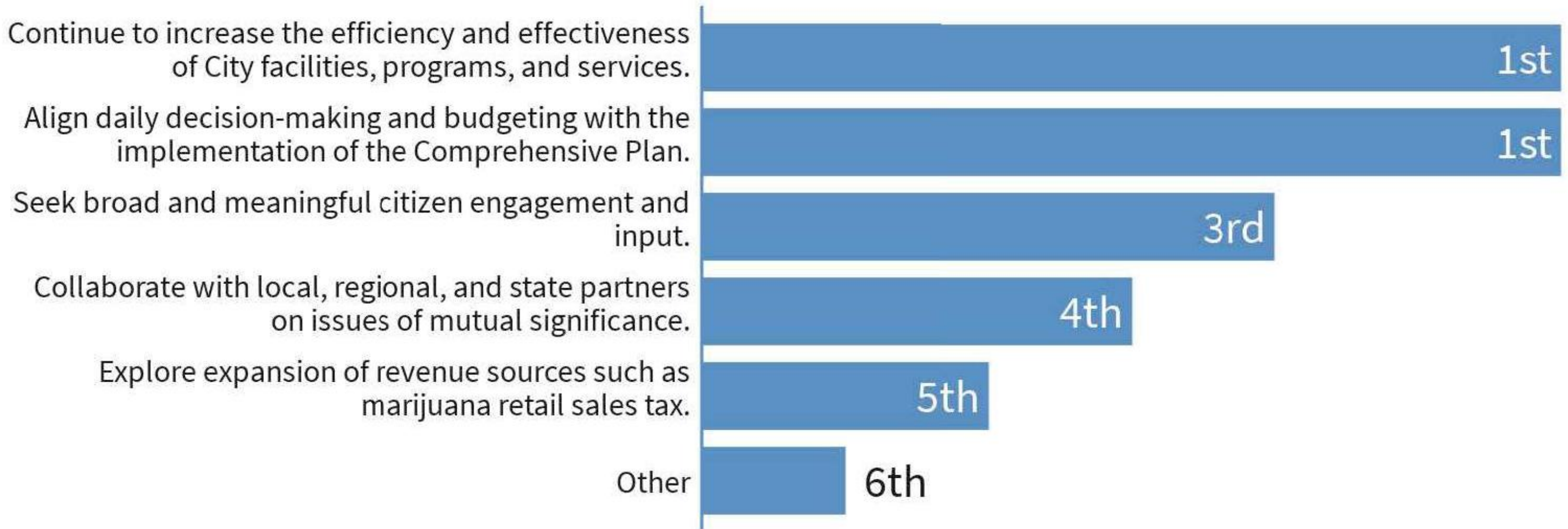



**Not Important /
Not Applicable**

Very Important

 **Poll locked.** Responses not accepted.

Please rank the following in order of importance as each relates to the previous goal.



 Answers to this poll are anonymous

