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**GRAND JUNCTION CITY COUNCIL
MONDAY, JUNE 14, 2021
WORKSHOP, 5:30 PM
FIRE DEPARTMENT TRAINING ROOM AND [VIRTUAL](#)
625 UTE AVENUE**

1. Discussion Topics

- a. Broadband Discussion
- b. Housing Strategy/Policy
- c. Mobility Hub Update

2. City Council Communication

An unstructured time for Councilmembers to discuss current matters, share ideas for possible future consideration by Council, and provide information from board & commission participation.

3. Next Workshop Topics

4. Other Business

What is the purpose of a Workshop?

The purpose of the Workshop is to facilitate City Council discussion through analyzing information, studying issues, and clarifying problems. The less formal setting of the Workshop promotes conversation regarding items and topics that may be considered at a future City Council meeting.

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."



Grand Junction City Council

Workshop Session

Item #1.a.

Meeting Date: June 14, 2021

Presented By: Greg Caton, City Manager

Department: Information Technology

Submitted By: Scott Hockins, Information Technology Business Operations

Information

SUBJECT:

Broadband Discussion

EXECUTIVE SUMMARY:

In May 2014, the Grand Junction City Council adopted a three to five-year Economic Development Plan (EDP) for the purpose of creating a clear plan of action for improving business conditions and attracting and retaining employers. In June 2016, City Council adopted a Wireless Master Plan (WMP) to serve as a general planning tool to limit unnecessary proliferation of wireless infrastructure while maintaining compliance with state and federal regulations and allowing expansion and improvement of networks and greater access to wireless technology in the community.

Broadband and wireless communication companies have been invited to discuss current and future efforts to provide and improve the connectivity for our community.

BACKGROUND OR DETAILED INFORMATION:

Broadband Project History

In May 2014, the Grand Junction City Council adopted a three to five-year Economic Development Plan to create a clear plan of action for improving business conditions and attracting and retaining employers. Section 1.4 of the plan focuses on providing technology infrastructure that enables and supports private investment. Expanding broadband capabilities and improving wireless and cellular coverage are key objectives of the Economic Development Plan.

In 2014 at the beginning of the broadband project, the City met and frequently

corresponded with CenturyLink, Charter, and UPN about the availability of fiber to City facility locations and business parks. Based on that discussion, staff learned that none of the business parks we surveyed had installed conduit for fiber during their development. CenturyLink provided us with an estimate of distance from the nearest fiber-optic cable splice-point to each business park. Those distances ranged from just under one mile to currently available in the park. At that time, CenturyLink was offering to waive construction costs for new customers who signed up for multiyear agreements when the distance was less than one mile.

At the spring election in 2015, voters approved an override of Senate Bill 152. That override allows the City of Grand Junction to take steps to improve the Internet services for our community. As surrounding communities compete for new business by offering high-speed Internet (frequently referred to as broadband) services, it became an objective of the Grand Junction City Council to explore ways to foster economic growth and development for our citizens and businesses. In the summer of 2015, City Council authorized a professional contract to provide the information and recommendations to make informed decisions regarding investments in broadband infrastructure and actions the City can take to expand its use in the community. The plan solicited input from various stakeholders – businesses, citizens, providers, carriers, legislative representative, and City staff. City Council directed staff to explore a public/private partnership that would accomplish broadband goals. City Council ultimately opted not to pursue a city-owned fiber network and chose to partner with existing broadband providers to improve service in the community.

FISCAL IMPACT:

This item is for discussion purposes only.

SUGGESTED ACTION:

This item is for discussion purposes only.

Attachments

None



Grand Junction City Council

Workshop Session

Item #1.b.

Meeting Date: June 14, 2021

Presented By: Tamra Allen, Community Development Director, Kristen Ashbeck, Principal Planner/CDBG Admin, Mollie Fitzpatrick,

Department: Community Development

Submitted By: Kristen Ashbeck, Principal Planner

Information

SUBJECT:

Housing Strategy/Policy

EXECUTIVE SUMMARY:

Staff began work in late December with Root Policy Research, a Colorado consultancy with extensive experience in the housing field, on the Grand Valley Housing Needs Assessment. Phase 1 of the project has been completed which included data collection, a community-wide survey and a series of focus group meetings with key stakeholders.

The regional housing assessment provides information for staff to draft the CDBG required Five-Year Consolidated Plan. The subsequent Phase 2 of the project is to develop a housing strategy for the City of Grand Junction which is to be completed in late summer 2021.

Root Policy Research will lead a discussion and look for input regarding strategies and policies for affordable and attainable housing that the City may consider implementing based on the results of the recently-completed Grand Valley Housing Needs Assessment.

BACKGROUND OR DETAILED INFORMATION:

Staff began work in late December with Root Policy Research, a Colorado consultancy with extensive experience in the housing field, on the Grand Valley Housing Needs Assessment. This discussion will be the first step in the second phase of the project of the project focused on initial review of potential strategies and policies to addressing

housing needs within the community.

The first phase included extensive data collection, a community-wide survey, a series of focus group meetings with key stakeholders, and individual stakeholders to author the Grand Valley Housing Needs Assessment. Root Policy Research launched a community-wide housing needs survey on February 3rd which was open for responses until February 28th. The survey received strong community feedback. A series of meetings with stakeholders' groups took place the week of February 15th. Information gathered through the survey and meetings with stakeholders and housing partners was used in conjunction with Census (2010), American Community Survey (ACS), DOLA, among other data sources to formulate the assessment report. The regional housing assessment provides information for staff to draft the CDBG required Five-Year Consolidated Plan.

The Comprehensive Plan supports this work. It provides in Plan Principle 5: Strong Neighborhoods and Housing Choices, Goal 2. Partner in developing housing strategies for the community, Strategy a. Housing Strategy. Develop a targeted housing strategy to facilitate and incentivize the creation of affordable housing units for low-income residents and attainable housing for the city's workforce. Update the strategy periodically to address changing needs.

FISCAL IMPACT:

n/a

SUGGESTED ACTION:

This item is intended for the discussion and possible direction by City Council.

Attachments

1. Grand Junction Policy Toolkit
2. GJ Comp Plan: Plan Principle 5

| | Tool | Need Addressed | Description of Policy/Program | Benefits | Challenges | Outcomes | Keys to Success | Example Jurisdictions with Program | Currently Exists in Grand Junction | |
|---|---|--|---|--|--|--|---|---|------------------------------------|--|
| | Acquiring and Repurposing Land and Property | | | | | | | | | |
| 1 | Inventory Public Land for Housing Sites | Shortage of housing units below market rate. | It is increasingly common for local governments to donate vacant land or underutilized properties (e.g., closed schools, vacant or out-of-date public sector offices) for use as residential mixed-income or mixed-use developments. Some properties are acquired after businesses have been closed for illegal use or very delinquent taxes. These properties are then held in a "land bank," and eventually redeveloped by nonprofit or private developers through a Request for Proposal (RFP) process. Land banks vary in forms from single parcels to multiple, scattered site properties, to large tracts of land. A good starting point in this process for any community is creating an inventory of existing public land that could be used for housing sites in the future. | Initial inventory is a low/no-cost step; land banking and donation can reduce future development costs (particularly if acquired when land costs are low); maintains flexibility in meeting future needs | Acquiring land can be costly (depending on market cycle); limited supply and can require quick response to land available (staffing/authority concern); risk that future needs will not align with expected | Outcomes depend on existing land inventory and committed resources. Potential for high impact (substantial number of units). | Works best... - in community where there is land available to repurpose - when can acquire during a down market - have good partnerships with non-profit | Pueblo, Denver, City of Boulder, Longmont, Lyons, Westminster | | |
| 2 | Active Land Bank Program | | | | | | | | | Pueblo, Fort Collins, Denver, Boulder County, Longmont, Nederland, Westminster |
| 3 | Donation of Land/Homes Program | | | | | | | | | Pueblo, Denver, City of Boulder, Westminster |
| 4 | Land Trust | Barriers to homeownership. Special needs populations. Program helps low and moderate income renters who want to become owners (e.g., households with fixed incomes, persons with disabilities) | A land trust is typically a nonprofit that owns land on which units are developed and then sold at a discount to low and moderate income, often first time, homebuyers. The land is acquired through public and private donation and purchase. The buyers own the structure; the land trust owns the land. The buyers have a lease on the land (usually 99 years) for a modest monthly fee. Upon resale, the owners receive equity gains from appreciation and improvements made to the unit. The unit is sold to another qualifying low income buyer. | Preserves ownership in perpetuity (as opposed to a specified term); builds wealth for owner-occupant; operations and program management handled by non-profit | Only addresses needs for ownership; provides deep but not necessarily broad assistance (substantial assistance to relatively few families). | Outcomes depend on committed resources. Potential for high impact (substantial number of units). | From a policy perspective to challenge to making this work is partnership with a local land trust and deciding how the city will support the land trust (grant funding, land donation, operational support, | Elevation Community Land Trust, Habitat for Humanity | | |
| | Preservation | | | | | | | | | |
| 5 | Right of First Refusal for MF/Affordable Developments | Housing stability. Program helps low to moderate income renters at risk of eviction due to property sale. | Typically two forms: 1) Laws that require owners of affordable housing notify the public sector of intent to sell or redevelop property and allow period of potential purchase by public sector; or 2) Laws that give tenants the right to purchase a rental unit or complex (including mobile home park) before the owner puts it on the market or accepts an offer from another potential buyer. Laws typically allow residents to assign their "right of first refusal" to other entities, such as nonprofit partners that help the residents form a limited equity cooperative, or affordable housing providers that agree to maintain the property as affordable rental housing for a set period of time. | Preservation is much less costly than new development; prevents displacement of existing resident tenants, relatively low effort from an administration perspective. | Requiring notification can be easy but converting notification to preserved sale can be difficult: hard to compete with private sector in hot market and requires substantial capital for City to make a purchase or subsidize | Generates/preserves some affordable units, but only if resources are allocated to acquire when necessary. | Works best when there are state or other outside funds to leverage (e.g., Private Activity Bonds); very difficult to compete with private market buyers in a hot | Fort Collins, Denver | | |

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| 6 | Acquisition/ rehabilitation | Shortage of housing units below market rate. Housing stability. Improves housing condition. Can reduce utility costs. | In this strategy nonprofits or for-profit affordable housing developers purchase privately-owned but low-priced housing options, or subsidized units with affordability periods ending ("at risk" affordable housing). Owners make needed improvements and institute long- term affordability. At-risk housing stock may include private rentals with rising rents, manufactured housing parks, or lower-cost single- family homes and real estate owned (REO) properties. Rental properties can be maintained as rental or convert to cooperative ownership. Ownership properties can be resold to lower-income families or leased as affordable rentals. | Generates guaranteed affordability out of existing stock (less costly than new development); can be used for rental or ownership. | Can be difficult to identify properties, though it can be structured at the city level as a resource pool for non-profits, which reduces the staffing and management burden on the city. | Generates some affordable units | Works best with a trusted non-profit partner | Widely used | |
| 7 | Rehab Program | Special needs populations. Typically seniors who are aging in place, persons with a disability needing accessibility improvements, and low income residents. Improves housing condition. Can reduce utility | Grants or loans to assist low income homeowners and (less common) multifamily property owners with needed repairs. Can be emergency repairs or maintenance needed to preserve homes. | Preservation is much less costly than new development; prevents displacement of existing residents. Can be used for rental or ownership. | Does not expand supply of affordable units. | Improves existing housing stock. | Works best with a trusted non-profit partner | Widely used | ✓ |
| 8 | Small landlord incentives | Housing stability. Shortage of affordable units. Low income renters and small landlords providing naturally occurring affordable | Public sector incentives that encourage small landlords to keep units affordable for a period of time in exchange for subsidized rehabilitation or tax or fee waivers. Requires identification of properties through rental registration. Could also be applied to current vacation rentals for conversion to longer term permanent rentals. | Can be low cost and accomplishes two objectives: improving housing stock and preserving affordability. | Requires allocation of resources; does not tend to generate large quantity of affordable units. | Improves existing housing stock (rehab) and generates some affordable units; efficacy of short term rental program is unknown (not widely used) | Works best if have (or are instituting) a rental registry. | Exploring in Fort Collins | |
| 9 | Foreclosure and eviction prevention. | Housing stability. Low to moderate income homeowners and renters at risk of foreclosure and eviction due to job losses/cutbacks, medical bills, tragedy in family affecting | Housing Counseling generally takes the form of providing assistance with mortgage debt restructuring and mortgage and/or utilities payments to avoid foreclosure; short-term emergency rent and utilities assistance for renters. Cities often partner with local nonprofits experienced in foreclosure counseling. Landlord-tenant mediation is similar but generally conducted by local Legal Aid for more involved disputes between the landlord and tenant. | Generally low cost and high impact; provides assistance to those who need it most and reduces public costs related to homelessness and other social services by preventing foreclosure and eviction. | Requires local non-profit or legal aid partner. | Reduces foreclosures and evictions. | Works best with a trusted non-profit partner | Very common application of federal block grant funding. | ✓ |
| Financial Resources | | | | | | | | | |

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| 10 | Dedicated Local Funding Source (Housing trust funds) | Shortage of housing units below market rate. Special needs populations. Depending on type of development receiving subsidies from the land trust; this can help extremely and very low income residents. Some trust funds specify use by renter/owner, | Local or state fund created to fund a variety of affordable housing activities. Trust funds have grown immensely in popularity with reductions in federal funding for housing. Revenue sources are varied and include: General Obligation Bonds, Real Estate Transfer Taxes (RETT), commercial linkage fees, impact fees, cash-in-lieu from inclusionary zoning buyouts, and other types of taxes, generally those that are directly tied to demand for housing. | Can be used on a variety of programs to address needs across the housing spectrum; flexible funding source without federal regulations. | Does not always have political support; efficacy is tied to level of funding; requires staff capacity to manage and allocate resources. | Can be very effective, depending on funding amount and priorities. | Works best when City has clear housing plan/goals and has staff capacity to manage. | Denver, Boulder County, Longmont | |
| 11 | Commercial and/or Residential Linkage Fees (or Impact Fees) | Shortage of affordable units. Program can help increase the supply of units for low and moderate income households; | Assessments on new commercial or residential development to produce affordable housing. These fees are calibrated to offset the impact of the new development housing availability and affordability by providing funding for new affordable housing developments. | Inherently fair in that it requires a nexus study to statistically establish the impact of development types on housing. Leverages private developer profits to generate funds for affordable housing (does not require city | Increases developer costs, which can either discourage development or get passed on to final tenants; requires a nexus study and some staff capacity to enact and manage. | Typically generates modest resources for housing as most programs assess fees well below nexus-proven amounts. | Works best in "hot" markets and in communities with additional capacity for development. | Denver, City of Boulder, Lafayette, Aspen, Eagle County | |
| 12 | Tax Increment Financing | Shortage of affordable units. | Revenue generated by borrowing against projected growth in property tax revenues within designated redevelopment (urban renewal) areas. All or a portion of the tax increment can be set aside for affordable housing preservation and production. | Can generate affordable units in targeted areas; leverages existing funding source. | Can impact total TIFF package as property tax revenue on affordable developments may be low. | Generates modest volume of affordable units | Works well when affordable housing is paired with uses that generate higher future tax revenue (e.g., retail) | Widely used. Colorado Springs, Fort Collins, Loveland, Denver | |
| 13 | Down Payment Assistance | Barriers to homeownership. Moderate income renters desiring to become owners; often first time buyers, single parents recently divorced. | Programs that help households attain homeownership through financial support for closing costs and down payments; help address one of the largest reasons that moderate income renters cannot become owners. Large down payments and/or "silent second" loans on mortgages may require a partial equity return upon sale or return contingent upon a length of time in ownership. | Prevents displacement of existing residents. | Does not expand supply of affordable units. Requires funding and administration. | Increase homeownership rate. Can help with workforce retention. | Appropriate targeting and structuring of the program. Structuring down payment assistance as a loan works well in hot housing markets but it can be difficult for borrowers to repay the loans if the market | Very common application of federal block grant funding. | ✓ |

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| 14 | Buydown of ADA/accessible units | Special needs populations. Specifically, persons with disabilities, including | Provide subsidies to persons with disabilities who cannot afford market-rate accessible rentals, most of which are in multifamily developments built after 1990 (post Americans with Disabilities Act, or ADA). | Leverages existing housing stock to meet a need; increases supply/demand efficiency for accessible units. | Costs can vary and can be relatively high if most of accessible stock is new/luxury units. | Efficacy unknown; not widely used | Efficacy unknown; not widely used | | |
| Regulatory changes and Incentives | | | | | | | | | |
| 15 | Local Affordable Housing Goals Adopted | Shortage of affordable units. | Formally adopting local affordable housing goals (e.g., 10% of new rental units affordable to households earning <80% AMI) help set expectations for developers as they negotiate agreements with the city and establishes a target for the city to monitor progress. | Signals to development community the city's desire for affordable development; provides a benchmark for the city in navigating negotiations with developers and/or | Political challenges in defining goal; if goal specifies income category, may reduce flexibility in future. | Varies, depends on goal and other tools in place to achieve. Benefit from signaling to developers is hard to quantify. | Setting appropriate goal. | Fort Collins, City of Boulder, Longmont, Lyons | |
| 16 | Inclusionary Housing | Shortage of affordable units. | Policies that require or incentivize the creation of affordable housing when new development occurs, either within same the development or off-site. Some inclusionary housing ordinances allow the developer to pay fees "in lieu" of developing the affordable units. | No direct cost to city other than enforcement, has the ability to generate a substantial number of units. | Can only apply to ownership (not rental) in Colorado due to state law. | Generates substantial number of units when structured well. | Works best in "hot" markets and in communities with additional capacity for development. | Durango, City of Boulder, Lafayette, Aspen, Glenwood Springs, Crested Butte, Vail (for sale only) | |
| 17 | Community Benefit Agreements | Shortage of affordable units. Combats community resistance to development. | Agreements negotiated among community groups, a municipality and a developer that require specific terms in exchange for local support and/or planning approvals. CBAs aim to mitigate impacts of the project through local benefits like workforce training, local hiring targets and affordable housing investment. | Engages community in the discussion and allows for a participatory process. Can make development more palatable to the neighborhood. | Defining "benefits" proves challenging and can result in inconsistent outcomes. | Outcomes vary | Works best when primary barrier to development is community opposition. | Denver | |
| 18 | Development incentives | Shortage of affordable units. | Development incentives to encourage developers/builders to build affordable housing can take many forms: - Fast track development approval (see below); - A city-assigned, dedicated planning advocate to help move the development through the approval process; - Density or height bonuses (allows for more units to be built than allowed by right by zoning); - Building variances; - Fee waivers (Colorado state law allows impact fees to be waived for affordable housing); already allowed by City Code and - Annexation approval tied to development of affordable housing. Development incentives are tied to a commitment to produce an agreed-upon share of affordable units (can be rental or owner). Most policies mandate set asides of between 10 and 30 percent, depending on the market, and set affordability periods; Denver uses a formula that is based on gross square feet, which generally results in a 7 percent commitment. | Places burden on developers to create (or contribute to) city's housing goals but does so by providing benefit (typically in the form of additional profit) to developers--can be a win-win for developers and city. Can be structured to incentivize any kind of development (e.g., missing middle), not just affordable development. Signals city's development priorities to developers. | Requires staff capacity to monitor compliance; can be challenging to structure in order to create affordable units depending on existing zoning and development process. (For example, density bonuses only work if the entitlement density is low enough to entice developers to accept the incentive). | When well structured, incentives can be relatively high impact (generate moderate number of units) for very little cost to the city. | Works best in "hot" markets and in communities with additional capacity for development. | Widely used but in widely varying ways. Fort Collins, Denver, Boulder, Westminster, Broomfield, Lafayette, Louisville, Crested Butte, and Longmont all have some type of developer incentive. | ✓ |
| 19 | Expedited Development Review/ Streamlining development approval | Shortage of affordable units. | Permitting processes may restrict housing supply responsiveness to demand. A low cost way to expedite certain types of housing projects. | May reduce cost for developers lowering holding costs. Signals city's development priorities to developers. | May require additional staff capacity for development review. | Outcomes difficult to quantify--impacts perceived "friendliness" to development community. | Works best in competitive regional market. | Longmont, Nederland | |

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| 20 | Encourage development of accessory dwelling units (ADUs) | Shortage of affordable units. | Accessory dwelling units (ADUs) are smaller independent living spaces on the same lot as a single-family home. ADUs can be attached to the home itself or be separate structures on the owners' property. They have minimal impacts on the character of single-family neighborhoods. Strategies to encourage their development and affordability include: eliminating parking requirements, assist with site planning and provide free off-the-shelf plans, short-turnaround approval process for ADUs, provide financial assistance for homeowners to create ADUs, waiving development fees for ADUs that will be restricted to low-income occupants, provide low- and moderate-income homeowners interest-free loans for an ADU project. | ADUs can be a relatively inexpensive way to create low-cost housing units, free up low-income housing, and increase density in single-family areas, while reusing existing infrastructure such as water and sewer. | Requires additional staff capacity for development review. | Can expand the housing stock and allow low income owners to generate income from their property. | Works better with a rental license program and regulation of short term rental units. | | |
| 21 | Rental License Program | Housing stability. | Having a rental registration or license program (a program in which landlords are required to obtain a license from the city) make it easier to implement and enforce a variety of renter protections, promote best practices to landlords, and identify problem landlords. | Promotes equity, relatively easy to implement. | Monitoring and compliance is difficult (requires staff capacity). | Outcomes measured through other renter protection programs. | works in any market. | Denver, City of Boulder, Westminster, Exploring in Fort Collins | |

Plan Principle 5: Strong Neighborhoods and Housing Choices



Where We Are Today

Housing Stock

Much of the vacant residential land that is available in Grand Junction is designated for single-family housing development. This housing type has long been the predominant option available in the city, with residents continuing to express a preference for single-family homes and builders continuing to develop mostly single-family homes. However, other options are increasingly being explored to meet the changing needs of the community and to diversify the city's housing stock. Alternative housing types provide options for residents such as low maintenance, community open spaces, shared facilities, and affordability, and they can be less expensive to serve than conventional single-family housing.

Amenities and Access

Residents currently express a preference for homes in neighborhoods that are walkable and are located near amenities such as shopping and dining or that have access to parks and trails. Today, though, many neighborhoods within the city do not provide easy access to commercial services or outdoor recreational amenities.

Housing Costs

Since 2011, the community has experienced an increase of over 70 percent in the cost of for-sale housing with most recent years showing upwards of nine percent year-over-year increases in sale price. At the same time, the city continues to see a rising number of households that are cost-burdened by rent or mortgage payments (paying more than 30 percent of their income on housing costs) with more than 50 percent of renters being cost-burdened. This number tracks with Colorado trends per National Low Income Housing Coalition, 22 percent of Colorado renter households are extremely low income, and 74 percent of those are severely cost-burdened. Cost-burdened households are challenged with their ability to pay for other basic needs such as food, healthcare, childcare, and transportation. Combined, these issues have created a new sense of urgency for the community to participate in the formulation of a housing strategy that ensures affordable and attainable housing options are available in the city.

Rising Homelessness

Simultaneously, concern has risen about the increase in the population of those that do not have a home and the need for continued partnerships within the community to address both the causes and impacts of homelessness. The City has cooperated with housing providers to produce an assessment of housing needs in the past and has found a significant gap between need and provision of housing and homeless services.

Where We Are Going

Expanded Housing Options

By the year 2040, residential development in Grand Junction has kept pace with demand and the variety of housing options meets the needs of residents and families of all ages and income levels. The city's diverse range of housing types includes large and small single-family homes as well as apartments and condominiums. This balance has expanded the city's reputation for livability and affordability. Grand Junction has been active in protecting, maintaining, and creating attainable housing opportunities to attract new residents to the community, accommodate long-time residents, and encourage Colorado Mesa University students to remain in Grand Junction after graduation.

High Quality Development

Many residents prefer living in neighborhoods that are located close to local shopping and dining with access to outdoor activities and other amenities. The range of available housing types is integrated into the character of each neighborhood with many residents living in mixed-use areas. The city's neighborhoods have focused on connecting residences to surrounding commercial areas and amenities providing a high level of walkability and bikeability. Working closely with the development community and property owners, the City has ensured that residential areas are supported by walkable and bikeable connections between neighborhoods, commercial areas, and parks and open space. The North 7th Street Historic Residential District and the other established historic areas represent the community's commitment to preserving its historic homes, and providing another housing choice. New development remains sensitive to preservation in these key areas of the city.

Resolving Homelessness

Additionally, the City has continued to work with its community partners to provide permanent supportive housing for its homeless population. The rate of homelessness and the amount of time spent in homelessness have fallen significantly. People of all income levels can meet their needs and have access to amenities that provide for a meaningful, high-quality life.

Strong Neighborhoods

Neighbors tend to know each other because they share places and institutions regularly and have diverse, interwoven social ties. The presence of local gathering places like cafes, parks, trails, and restaurants, as well as the sharing of local institutions like schools, fosters a comfortable environment and a high level of community trust. Neighborhoods also reflect unique and distinguishing design characteristics in their architecture, streetscapes, and landscapes. Visitors to Grand Junction can feel the difference between neighborhoods and districts and this is an attractive feature to residents and tourists alike. Diverse and interspersed housing options have created an environment where people of all ages, incomes, and backgrounds interact frequently, contributing to local culture, safety, and a feeling of community.

Neighborhood Connections

Bridging the gap between neighborhoods created by natural and manmade barriers.

Neighborhoods

- Appleton
- City Center
- Clifton
- Fruitvale
- Garfield
- Horizon
- North West Grand Junction
- Orchard Mesa
- Pear Park
- Redlands

Multimodal Grade Separated Crossings

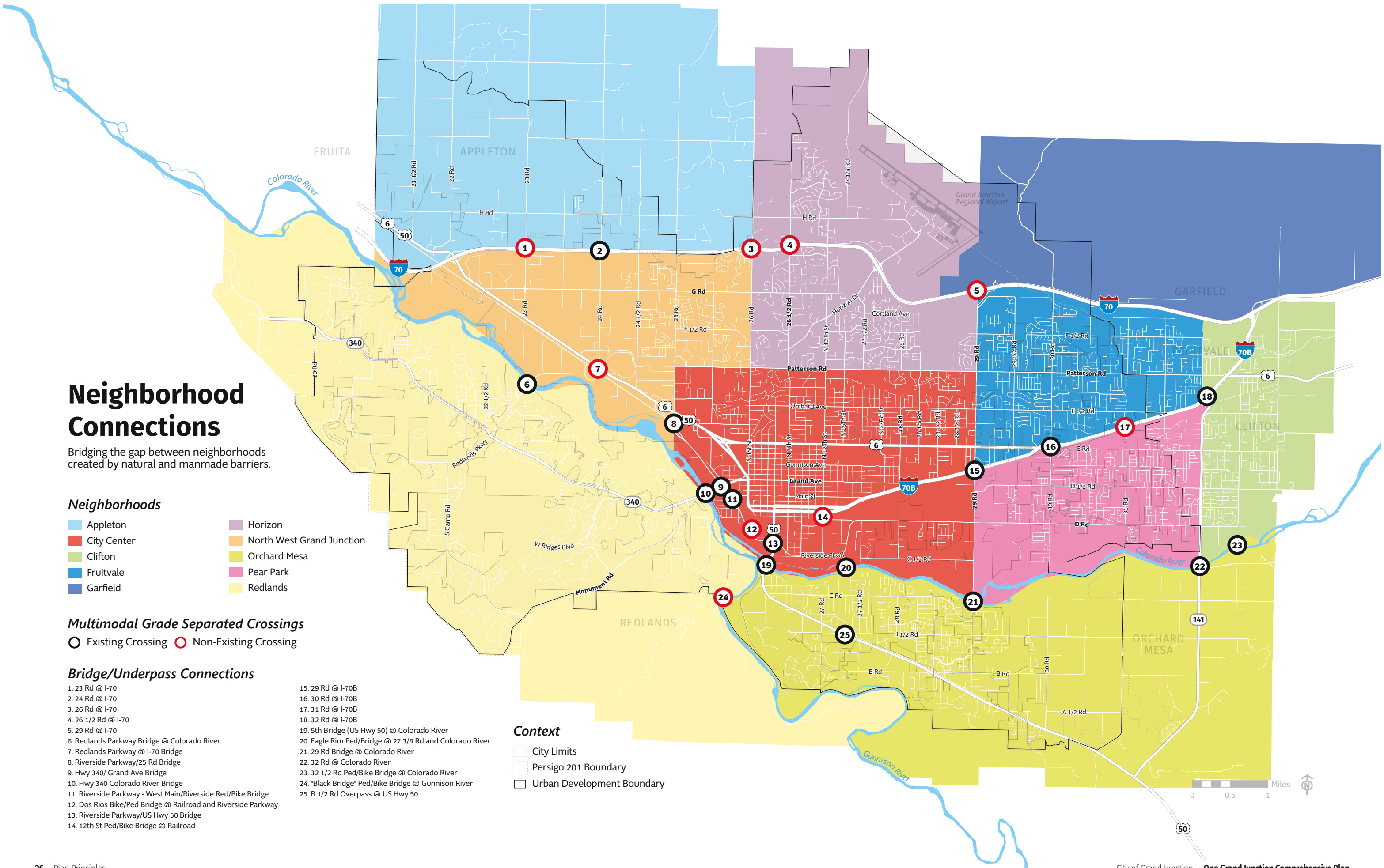
- Existing Crossing
- Non-Existing Crossing

Bridge/Underpass Connections





- | | |
|---|---|
| <ul style="list-style-type: none"> 1. 23 Rd @ I-70 2. 24 Rd @ I-70 3. 26 Rd @ I-70 4. 26 1/2 Rd @ I-70 5. 29 Rd @ I-70 6. Redlands Parkway Bridge @ Colorado River 7. Redlands Parkway @ I-70 Bridge 8. Riverside Parkway/25 Rd Bridge 9. Hwy 340/ Grand Ave Bridge 10. Hwy 340 Colorado River Bridge 11. Riverside Parkway - West Main/Riverside Red/Bike Bridge 12. Dos Rios Bike/Ped Bridge @ Railroad and Riverside Parkway 13. Riverside Parkway/US Hwy 50 Bridge 14. 12th St Ped/Bike Bridge @ Railroad | <ul style="list-style-type: none"> 15. 29 Rd @ I-70B 16. 30 Rd @ I-70B 17. 31 Rd @ I-70B 18. 32 Rd @ I-70B 19. 5th Bridge (US Hwy 50) @ Colorado River 20. Eagle Rim Ped/Bridge @ 27 3/8 Rd and Colorado River 21. 29 Rd Bridge @ Colorado River 22. 32 Rd @ Colorado River 23. 32 1/2 Rd Ped/Bike Bridge @ Colorado River 24. "Black Bridge" Ped/Bike Bridge @ Gunnison River 25. B 1/2 Rd Overpass @ US Hwy 50 |
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Context





- City Limits
- Persigo 201 Boundary
- Urban Development Boundary

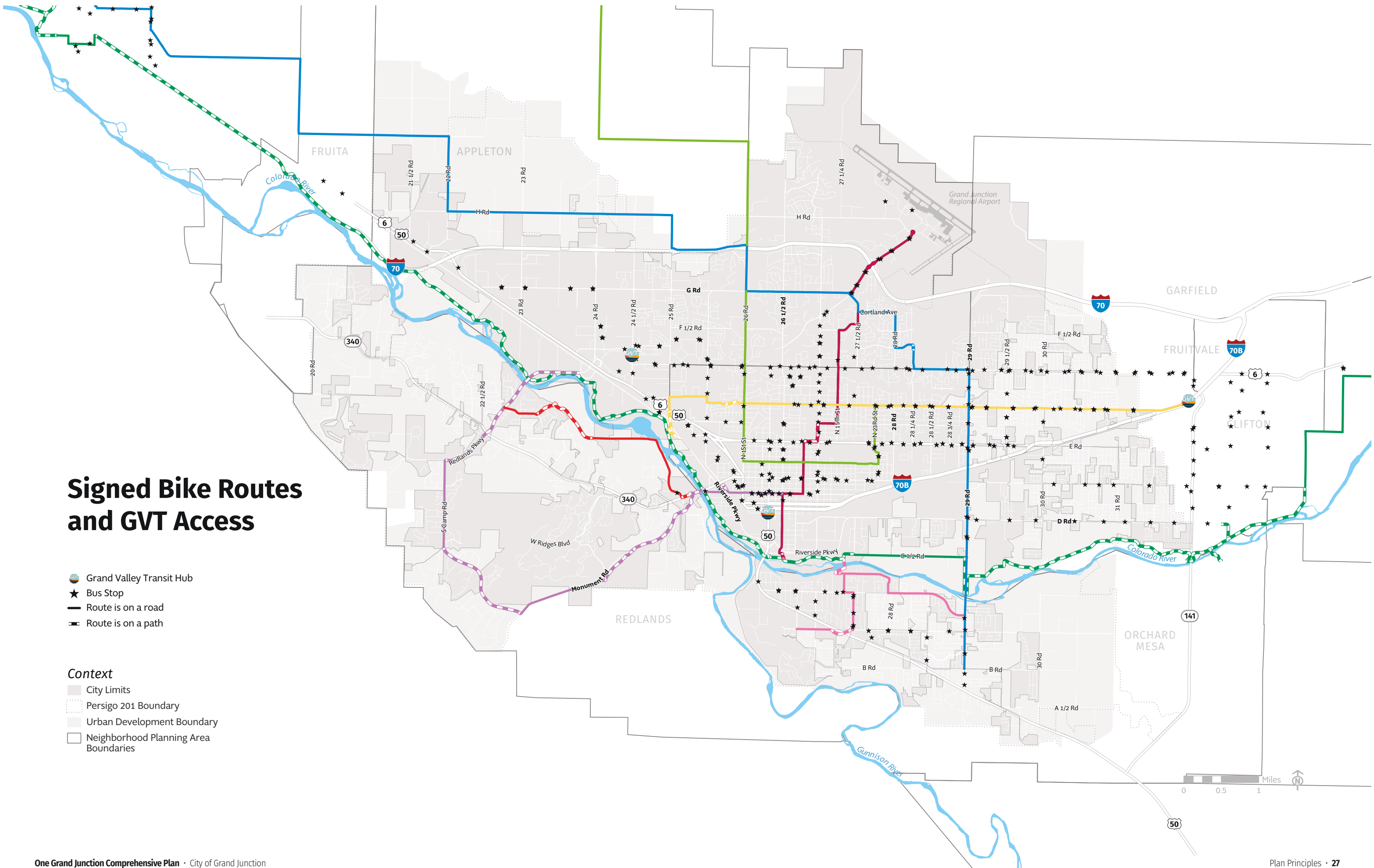


Signed Bike Routes and GVT Access

-  Grand Valley Transit Hub
-  Bus Stop
-  Route is on a road
-  Route is on a path

Context

-  City Limits
-  Persigo 201 Boundary
-  Urban Development Boundary
-  Neighborhood Planning Area Boundaries



How We Will Get There

1. Promote more opportunities for housing choices that meet the needs of people of all ages, abilities, and incomes.

- a. **SUPPLY OF LAND.** Monitor and periodically update the Land Use Plan to ensure the City has an adequate supply of land designated for a wide variety of housing types based on demand.
- b. **GEOGRAPHIC DIVERSITY.** Ensure that the Land Use Plan accommodates a mixture of housing types and sizes in all areas of the city, including single-family and multi-family home types at varying densities, sizes, and price points.

c. **HOUSING TYPES.** Promote a variety of housing types that can provide housing options while increasing density in both new and existing neighborhoods, such as duplexes, triplexes, multiplexes, apartments, townhomes, and accessory dwelling units, while maintaining neighborhood character.

d. **SPECIALIZED HOUSING NEEDS.** Plan for populations that have specialized housing needs. Integrate residential-care and treatment facilities, shelters, permanent supportive housing, group homes, and senior housing throughout the city in areas that are well served by amenities and public transportation.

e. **AGE IN PLACE.** Encourage housing options and infrastructure designed to accommodate multigenerational needs to increase the ability of residents to remain in their homes as they enjoy old age.

f. **STUDENT HOUSING.** Plan for and encourage new housing for students on and near campuses and in areas well-served by bike and pedestrian infrastructure, and transit. Avoid encroachment into established neighborhoods unless the design is contextually appropriate.

g. **PARKING.** Evaluate parking standards to ensure both sufficient parking for the context and area of which a project is planned to occur. Parking should be evaluated based on specific areas and should be consistent with the City's Urban Intensification goals.

2. Partner in developing housing strategies for the community.

a. **HOUSING STRATEGY.** Develop a targeted housing strategy to facilitate and incentivize the creation of affordable housing units for low-income residents and attainable housing for the city's workforce. Update the strategy periodically to address changing needs.

b. **HOUSING INCENTIVES.** Explore options for providing incentives for projects that incorporate units affordable to income levels identified in the housing strategy.

c. **REGIONAL HOUSING INITIATIVES.** Work cooperatively with Mesa County, the Grand Junction Housing Authority, Catholic outreach, Homeward Bound of the Grand Valley, Karis Inc., and other partners to pursue regional efficiency in all matters related to affordable housing:

- i. pursuing funding regionally at all levels;
- ii. retaining and maintaining existing affordable housing stock;
- iii. publicizing and marketing affordable housing opportunities throughout the region, including rehabilitation and funding;
- iv. working to preserve viable affordable housing stock and ensure long-term affordability for new units built with financial assistance; and
- v. providing supportive housing for at-risk and homeless populations.

3. Support continued investment in and ongoing maintenance of infrastructure and amenities in established neighborhoods.

a. **RETENTION OF EXISTING HOUSING STOCK.** Encourage ongoing maintenance and promote reinvestment and improvements in established neighborhoods. Support property owners, residents, neighborhood associations, and non-profit organizations in bringing substandard housing and unmaintained properties into compliance with City codes and to improve overall conditions.

b. **CODE ENFORCEMENT.** Enforce municipal code standards related to noise, weeds, and occupancy in residential areas.

c. **PRESERVING HISTORIC HOMES AND CHARACTER.** Encourage the preservation of the city's historic homes and neighborhoods.

d. **NEIGHBORHOOD AMENITIES.** Promote land use patterns that provide neighborhoods with local services and gathering places, including parks, grocers, and cafes.

e. **UPDATE NEIGHBORHOOD AND SUBAREA PLANS.** Review and update the adopted neighborhood and subarea plans.

4. Promote the integration of transportation mode choices into existing and new neighborhoods.

- a. NEIGHBORHOOD CONNECTIONS.** Connect new and existing neighborhoods with features such as sidewalks, trails, parks, schools, community gardens, and other gathering spaces to provide opportunities for interaction and strengthen a sense of community.
- b. CONNECTIVITY AND ACCESS.** Promote housing density located near existing or future transit routes and in areas where pedestrian and bicycle facilities can provide a safe and direct connection to neighborhood and employment centers.

- c. MISSING LINKS.** Prioritize walking and bicycling infrastructure improvements needed to complete gaps or “missing links” between existing neighborhoods and other community destinations such as schools, transit stops, neighborhood centers, parks, public open space, and trailheads.
- d. INFRASTRUCTURE IMPROVEMENTS.** Prioritize infrastructure improvements, such as traffic calming enhancements, sidewalk repairs, bikeways, street tree plantings, and undergrounding of overhead utilities to improve safety and quality of life for neighborhood residents based on documented deficiencies.

5. Foster the development of neighborhoods where people of all ages, incomes, and backgrounds live together and share a feeling of community.

- a. NEIGHBORHOOD PARTNERSHIPS.** Foster partnerships with Neighborhood Associations to identify specific needs, develop and implement programs/projects, identify infrastructure deficiencies, and otherwise assist in building capacity in individual neighborhoods.

- b. CONNECTEDNESS.** Continue to implement programs and events that convene neighborhoods, help build relationships, and foster a feeling of connectedness among neighbors, especially those that are underserved or identify as minorities.
- c. INNOVATIVE DESIGN.** Encourage creativity, flexibility, and innovation in the design and construction of new developments and neighborhoods to adapt to unique site conditions and that promote an engaged community and facilitate active and healthy lifestyles (e.g., co-housing, community gardens, and recreational amenities).

Neighborhood and Subarea Plans

The **Greater Downtown Plan (2013)** includes three subdistricts: Downtown, Rail, and River, and provides goals and policies for each district. Each was analyzed separately due to its unique characteristics, and each includes specific recommendations and implementation actions. The plan incorporates an overlay district as part of the recommendations and guides zoning and streetscape design for primary corridors in the Downtown area. Recommendations and implementation strategies are provided, including proposed zoning, future land use recommendations, policies around traffic analysis, and identification of major street corridors.

The **Orchard Mesa Neighborhood Plan (2014)** focuses on managing growth in the Orchard Mesa neighborhood with specific emphasis on community image, rural resources, housing trends, economic development, public services, stormwater, future land use and zoning, and open space and trails. The plan implements a blended residential land use map to provide additional housing opportunities within the Orchard Mesa Plan area.

The **Pear Park Neighborhood Plan (2004)** focuses on managing and directing growth and development as this largely unincorporated area on the southeast side of the City becomes annexed into Grand Junction. Establishing a transportation, circulation, and access plan; providing adequate schools and other community facilities and services; and establishing higher density residential and neighborhood commercial uses are goals of this Plan.

The **Redlands Neighborhood Plan (2002)** the Redlands Neighborhood Plan creates a growth management plan to remove inconsistencies in the future land use map. Created for the Redlands Planning Area on the west side of the City, the plan examines geological hazards, mineral resources, potential impacts to wildlife, and open space and trailhead access. The goals for the plan include character preservation, maintaining the Fruita-Grand Junction buffer zone, and natural area conservation.

The **North Avenue Corridor Plan (2007; 2011)** promotes the revitalization of the North Avenue thoroughfare from the Interstate 70 Business Loop to 29 Road. Components include a Student and Entertainment District, a mixed use Neighborhood Center, higher-density residential neighborhoods, civic gathering spaces throughout, and a regional retail anchor on the east end of the corridor. In 2011 a corresponding zoning overlay district was established.

The **H Road/Northwest Area Plan (2006)** addresses the development of a 250-acre area around the 21 ½ Road and H Road intersection. It includes the reclassification of rural land uses to commercial and industrial. The plan’s policies and performance standards mitigate impacts on residential neighborhoods and establish a street network to accommodate potential growth.

The **Horizon Drive District (2020)** incorporated consistent standards for the Horizon Drive Business Improvement District area. These standards include achieving high quality development and distinctive character for the area.



Grand Junction City Council

Workshop Session

Item #1.c.

Meeting Date: June 14, 2021

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

Department: Public Works - Engineering

Submitted By: Trent Prall, Public Works Director

Information

SUBJECT:

Mobility Hub Update

EXECUTIVE SUMMARY:

The Colorado Department of Transportation's (CDOT) Statewide Transit Plan envisions a modally integrated transit system that provides local, regional, and interregional connectivity and is affordable, efficient, and easy to use.

With the recent closure of the downtown bus terminal that served both Bustang and Greyhound, CDOT commenced a mobility hub analysis for the Grand Junction area to determine where a facility would be located as well as what services would be provided.

CDOT is working toward a federal grant application in mid-July that would leverage CDOT transit and regional priority project funding along with City of Grand Junction funding for the construction of the mobility hub along with the Dos Rios to Downtown bicycle/pedestrian facility.

BACKGROUND OR DETAILED INFORMATION:

The CDOT's Statewide Transit Plan envisions a modally integrated transit system that provides local, regional, and interregional connectivity and is affordable, efficient, and easy to use. Similarly, the City's recently adopted Comprehensive Plan provides in Plan Principle 6: Efficient and Connected Transportation, a goal to "Continue to develop a safe, balanced, and well-connected transportation system that enhances mobility for all modes. In addition, the plan provides a strategy e. Public Transportation:

Support a robust public transportation system that includes local transit, paratransit, and other fixed-route elements that collectively provide timely, efficient service throughout the City and valley while connecting to the Front Range, and other Western Slope communities. **Support development of centralized transit hub facilities for services such as Bustang, Amtrak, GVT and Greyhound.**

The downtown bus terminal closed earlier this year when both Bustang and Greyhound services declined to renew their respective leases. Both bus services are temporarily located the Grand Valley Transit downtown transfer facility. With the recent closure, CDOT commenced a mobility hub analysis for the Grand Junction area to ultimately develop conceptual plans for a mobility hub.

The purpose of the Grand Junction mobility hub project is to provide a centralized location for frequent, reliable, and high-quality transit and multimodal mobility choices in central Grand Junction.

Consistent with city, county, and regional plans the implementation of a mobility hub seeks to:

- Create a centralized hub to facilitate between modes
- Improve local and regional connectivity
- Provide greater transit access
- Improve safety for all modes of transportation
- Improve connectivity between residential areas and employment
- Extend the transit and multimodal network
- Increase transit reliability
- Support the stability of local neighborhoods and businesses
- Facilitate a visitor experience that does not require a vehicle

Such a hub would serve as a focal point for residents and visitors to access multimodal transportation options in a central location. Options for the hub could include services such as Greyhound, Bustang, Grand Valley Transit, passenger rail, rideshare connections and as well as nonmotorized transportation, such as biking, bike parking, scooters, e-bikes and access for walkers. All of these elements are available in the Grand Valley, but they are not all tied together.

CDOT hired consulting firm HDR to prepare the analysis. CDOT proposes to bring more services together that make it more convenient for all modes, passengers, and travelers in Grand Junction. City staff as well as staff from the MPO/GVT have been working on the technical team and participated in two workshops held in April and May. The study considered and analyzed 22 different sites from the 24 1/2 Road area to Clifton. Downtown has been selected as the preferred location due to proximity of large employment center, rail depot, visitor experience, existing bus route service, and CDOT's pending investment in the I-70 corridor.

The working group's preferred location is the triangular section of land on the west side of 2nd Street between Ute and Pitkin as well as a portion of the City's lot on the east side of 2nd Street. This triangular area is comprised of four parcels of land. Three privately held parcels and the City's 0.19 acre parking lot that currently accommodates 15-18 vehicles. The area requested on the east side of side of Second Street is approximately 0.2 acres of the City's 1.15 acre parking lot located at 261 Ute Ave. Much of the requested area is a landscaped area that would be converted into electric vehicle parking. CDOT is requesting that the City contribute the triangular parcel and a portion of the 261 Ute Ave lot to the project. CDOT is working on preparing a grant application for the federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program that would include the Mobility Hub, I-70B Phase 6 and the Dos Rios-Downtown Bike/Ped Bridge. Applications are due July 12, 2021.

In addition to the above mentioned 0.19 parcel and a portion of 261 Ute Ave lot, CDOT is requesting the City put forth additional matching funds for the inclusion of the Dos Rios to Downtown Bike/Ped Bridge in the grant application. City financial participation would strengthen the grant application by portraying collaboration and partnership along with diversity of funding sources.

Ownership and operation of the facility has yet to be finalized but the Mesa County Regional Transportation Office is one of the alternatives being considered. If CDOT was the owner, the operation would look and feel more like a rest area rather than more activated space with other commercial opportunities.

Assuming non-CDOT ownership and operation, CDOT has proposed multiple placemaking elements to create an active space that is welcoming to users. Space for food trucks, pocket park, playscape, pedestrian plaza, are just a few of those elements. A 5,000 square foot multi-purpose building is also proposed that could house a café with outdoor seating, other vendors, and/or office space is also currently under evaluation.

Pending council direction, a proposed resolution in support of the RAISE grant application will be considered at the July 7 Council meeting.

FISCAL IMPACT:

CDOT's proposed match for the RAISE grant is currently the I-70B Phase 6 project along with transit funding. The City is requested to financially participate in the overall project in order to re-enforce collaboration and partnership for the grant application. The level of funding is currently undetermined but will be finalized by the July 7, 2021 Council meeting.

SUGGESTED ACTION:

For discussion purposes only in preparation for a resolution of support for CDOT's RAISE grant application at the July 7, 2021 Council Meeting.

Attachments

1. Mobility Hub Exhibits

Downtown Projects

**I-70B Phase 5
1st and Grand**

**I-70B Phase 6
1st Street Curves**

Main Street

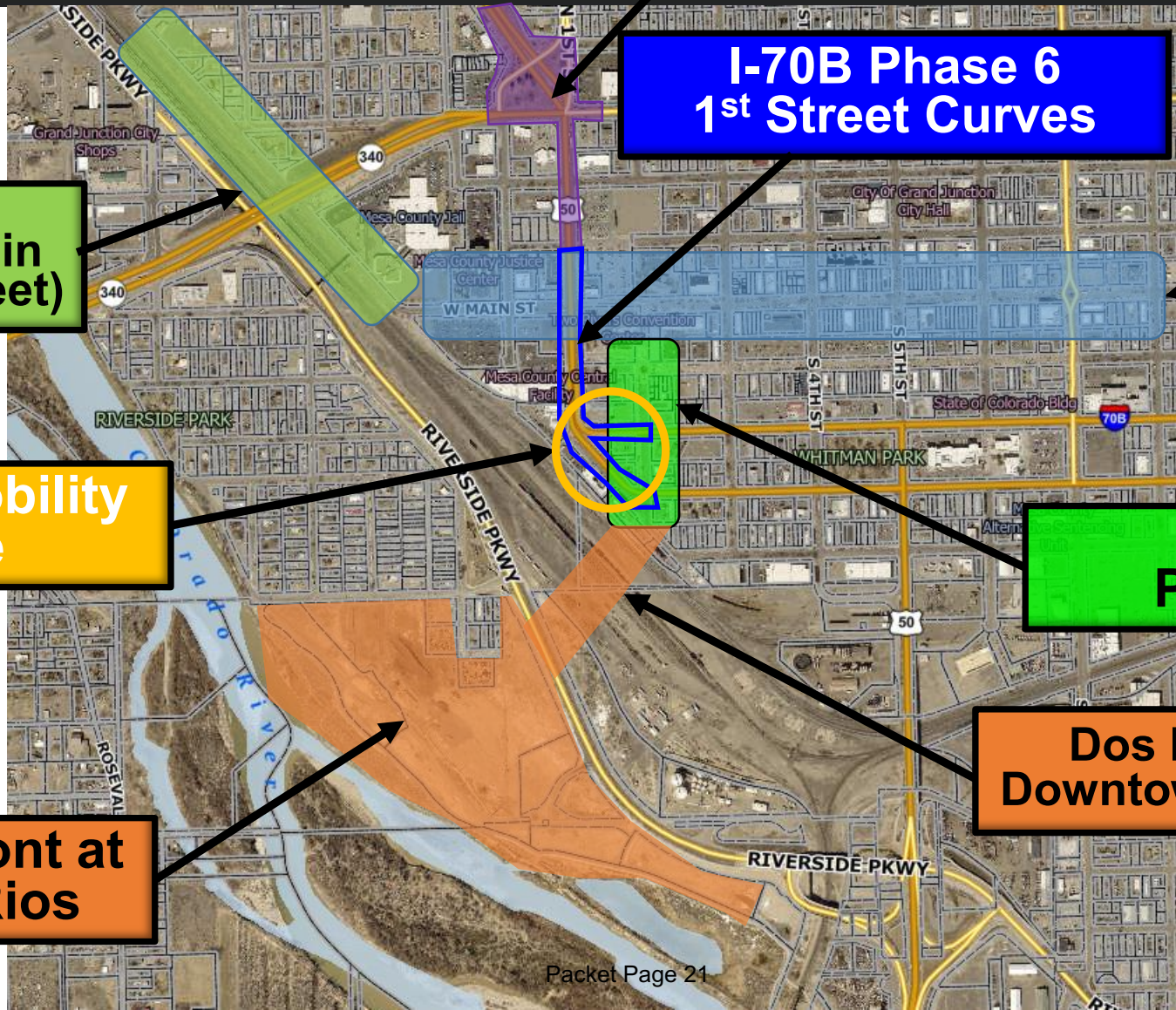
**Crosby Ave
Extension of W. Main
(Revitalize Main Street)**

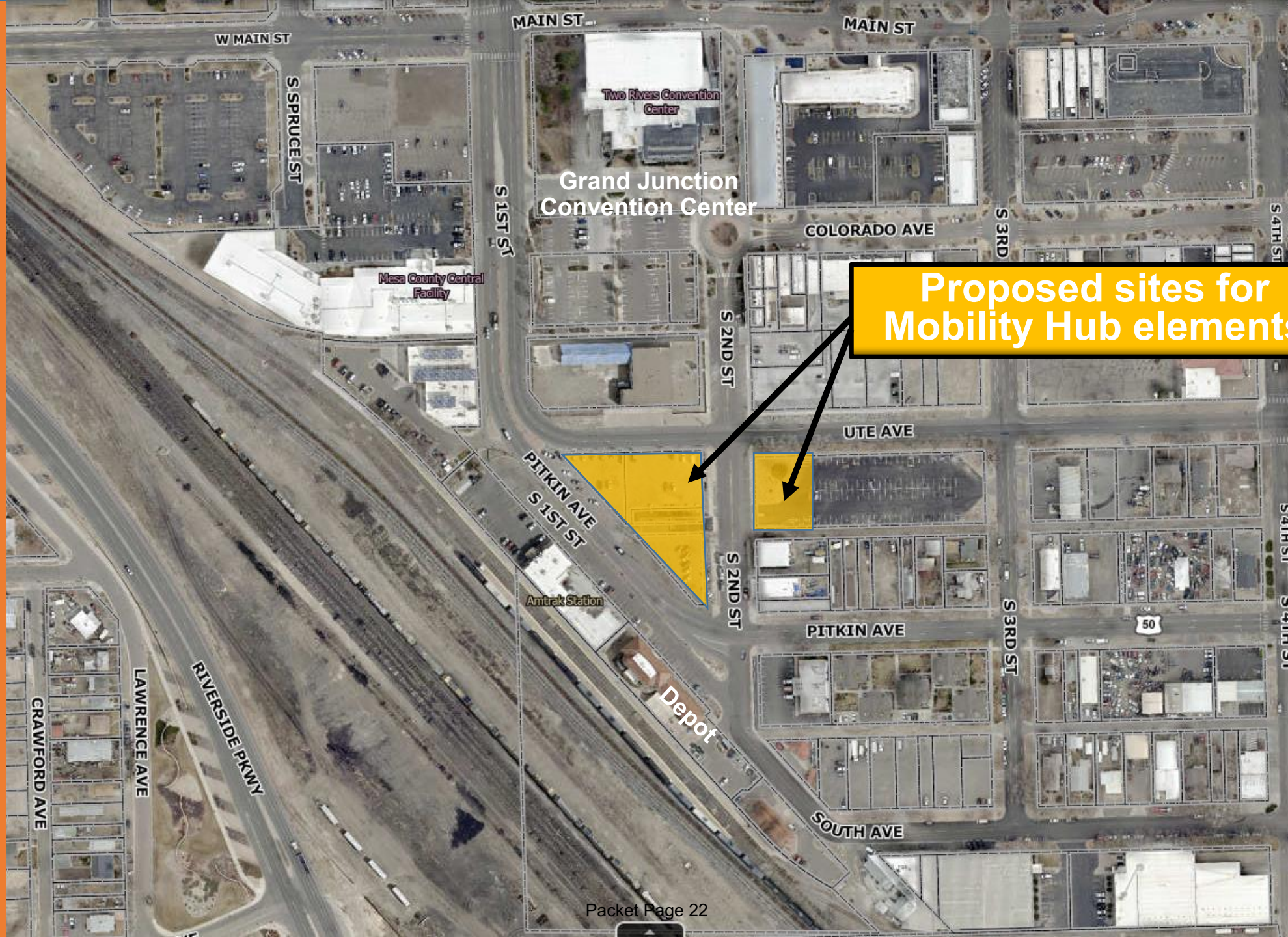
**Proposed Mobility
Hub Site**

**2nd Street
Promenade**

**Dos Rios to
Downtown Bridge**

**Riverfront at
Dos Rios**





Grand Junction Convention Center

Proposed sites for Mobility Hub elements

**Proposed sites for
Mobility Hub elements**

**City owned
0.19 acre parcel**

**Approximately 0.2 acres
of 1.15 acre
City owned parcel (261 Ute Ave)**