

**GRAND JUNCTION CITY COUNCIL
WORKSHOP**

**MONDAY, MAY 19, 2014, 5:00 P.M.
CITY AUDITORIUM
250 N. 5TH STREET**

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

- 1. Matchett Park Master Plan:** Staff will present an update on the Matchett Park Master Plan including the community participation process, preferred alternative, phasing opportunities, and cost estimates. [Attach W-1](#)
[Supplemental Documents](#)
- 2. 2040 Regional Transportation Plan and Model:** The 2040 Regional Transportation Plan is currently being developed by the Mesa County Regional Transportation Planning Organization (RTPO). Council will be briefed on what to expect through 2014. In preparation for the plan, the RPTO has also updated the Transportation Model for the Grand Valley which preliminary results will be shared. [Attach W-2](#)
[Supplemental Documents](#)
- 3. 1st Street and Grand Avenue Intersection:** In 2008, the Colorado Department of Transportation (CDOT) prepared the I-70B West Environmental Assessment for the I-70B corridor from 24 Road east to 15th Street. Proposed improvements at 1st and Grand Avenue will be the focus of the topic. [Attach W-3](#)
[Supplemental Documents](#)
- 4. Ute/Pitkin Realignment:** The Downtown Development Authority (DDA) is interested in investigating the realignment of one-way couplet that is I-70B a block to the south in order to provide for for large scale redevelopment, revitalization, and densification of downtown Grand Junction for the next 50 years. DDA and City staff will present an alternative that was developed as far back as 2004 that has since evolved to the present concept of shifting the one-way couplet south a block. [Attach W-4](#)
[Supplemental Documents](#)
- 5. Board Reports**
- 6. Other Business**



Date: May 1, 2014

Author: Traci Wieland

Title/ Phone Ext: 3846

Proposed Meeting Date:

May 19, 2014

CITY COUNCIL STAFF REPORT WORKSHOP SESSION

Topic: Matchett Park Master Plan Update

Staff (Name & Title): Rob Schoeber, Parks & Recreation Director
Traci Wieland, Recreation Superintendent

Summary:

Staff will present an update on the Matchett Park Master Plan including the community participation process, preferred alternative, phasing opportunities, and cost estimates.

Background, Analysis and Options:

In June of 2012, City Council directed Staff to complete a master plan for the 205 acre Matchett Park. A \$75,000 Great Outdoors Colorado planning grant was submitted in spring of 2013 and secured in June of 2013. A landscape architectural firm, Design Workshop, was selected to assist with the process after a solicitation was completed in late summer of 2013. Ciavonne, Roberts and Associates of Grand Junction was secured as an owner's representative. In addition, a stakeholder group was compiled to assist with the technical components of the planning process. These stakeholders included representatives from Parks and Recreation, Parks and Recreation Advisory Board, City Council, Fire, Police, Traffic, Planning, Public Works, and Economic Development and Sustainability.

The master planning process included a rigorous community participation component with three public meetings, two online surveys, a dedicated web and Facebook page, an email newsletter, and extensive outreach to neighbors, community groups, boards, and regional residents. The community first participated in a visioning process to provide direction and feedback for elements that should and should not be included in the plan. Three alternatives were then developed and critiqued helping to move the plan to a preferred concept that was presented to the community in March of 2014.

Phasing opportunities have been developed which have been broken down into four major sections; however, each phase is structured so that components can be further broken down into smaller projects. Infrastructure related items are included in a separate section. Cost estimates have been developed for both the development costs and ongoing maintenance costs.

Board or Committee Recommendation:

The Parks and Recreation Advisory Board has been reviewing progress and participating in the process since June of 2013. In addition, a presentation was made to

the Parks Improvement Advisory Board on April 1, 2014 with an update about the master planning process.

Financial Impact/Budget:

Update only.

Legal issues:

None

Other issues:

None

Previously presented or discussed:

The funding plan for the master plan was discussed at the June 27, 2013 workshop session.

Attachments:

Matchett Park Preferred Conceptual Plan

Matchett Park Phasing Opportunities

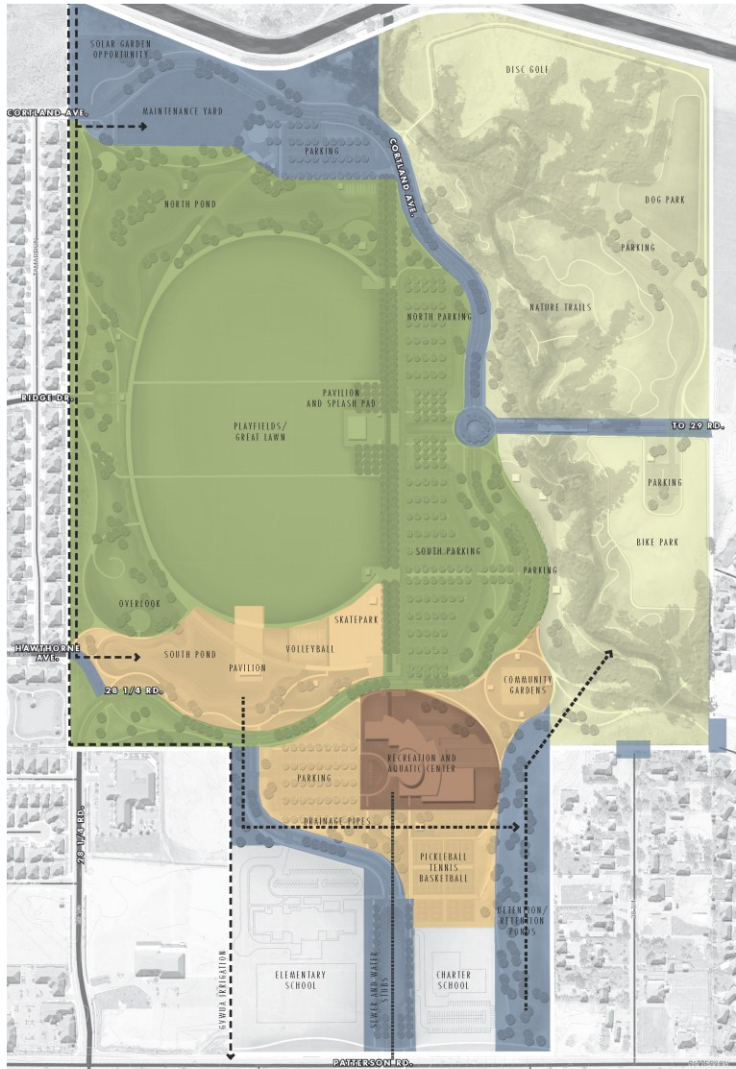
Darla Jean Petition

Public Comments and Emails – Available Upon Request



Matchett Park Master Plan

April 22, 2014



The Southern Phase

- South Pond Irrigation (A, B, C)
- South Pond Pavilion and Boardwalk (A, B, C)
- Skate Park (A, B, C)
- Pickleball (A, B, C)
- Volleyball (A, B, C)
- Community Gardens (B)
- Basketball (A, B, C)
- Tennis (A, B, C)
- Recreation Center Parking (A, B, C)

The Center

- Extension of 28 ¼ Rd. from round-about to Hawthorne Ave. (A)
- North Pond Irrigation (A, B, C, G, I)
- Playing Fields/Great Lawn (A, B, C)
- South Parking (A, B, C)
- North Parking (A, B, C, G)
- Main Pavilion/Splash Pad (A, B, C)
- Shaded Pedestrian Promenade (A, B)
- Western Landscape Buffer (B)
- Panoramic Walk
- Extension of Ridge Dr. to West Parking Court (B)
- Overlook

The Eastern Edge

- Vegetation Control/Restoration and Wildlife Management
- Nature Trails
- Disc Golf
- Dog Park
- Bicycle Park
- Eastern Parking Lots (E)

The Recreation Center

- Recreation Center & Aquatic Center (A, B, C, D, F)

Backbone Infrastructure

- A. Extension of Hawthorne to 28¼ Rd.
- B. GVVUA Irrigation Pipe Relocation
- C. Stormwater Detention Piping and Ponds
- D. Patterson Rd. to 28 ¼ Rd. Connection
- E. Indian Wash to 29 Rd. (F½ Rd Connection)
- F. Sewer/Water Stubs from Patterson Rd.
- G. Extension of Cortland Ave. to Roundabout
- H. Vehicular Bridge over Indian Wash
- I. North Pond Parking
- J. Solar Garden Opportunities
- K. Hammerhead at 28 3/4 Rd.
- L. Navajo Way Trailhead
- M. Maintenance Yard Relocation

- Notes**
- Although Items A and B are somewhat stand alone and can occur in advance of any other items, they are critical to achieving many of the other items/phases.
 - Construction of the Charter School will require B and C and partially D and F.
 - Relocation of the maintenance yard (M) will be mandatory to allow construction of the elementary school.
 - Items H, J, K, and L are independent and triggered by other reasons.

**Matchett Park
Phasing Plan**

Grand Junction, Colorado
April 2014

DESIGNWORKSHOP

May 12, 2014

Grand Junction City Council
250 N. 5th St
Grand Junction, CO 81501

Dear Council Members,

Please see the attached letter dated May 8th, 2014 regarding the Matchett Park Connector Road, from Darla Jean Subdivision Homeowners and accompanied by attached signatures. We have 103 homes in our subdivision. Given rentals and vacant homes, the secretary of our water board and I determined 90 homes to be occupied with homeowners. Of those 90 households, we were able to speak with 72 and received 98 signatures, representing 70 households in support and 2 not in support of this letter. Four households occupied with renters would have signed if they were homeowners. This shows overwhelming support of this letter, and we thank you for having our voices heard.

Sincerely,

Andrea M. Christensen

villadarla@gmail.com

May 8, 2014

Grand Junction City Council
250 N. 5th St
Grand Junction, CO 81501

Cc. Rich Englehart, City Manager

Cc. Traci Wieland, Project Manager

Re: Matchett Park Connector Road

Dear Council Members,

Thank you for your continued work on the development of Matchett Park. As residents of the Darla Jean Subdivision, located southwest of the junction of 29 Road and F ½ Road and bordered to the west by Matchett Park, we are deeply concerned over the proposal to extend F ½ Road as a connector into Matchett Park from 29 Road. Doing so would greatly increase traffic on this road, which would border the Darla Jean Subdivision to the North. This would have a deeply negative impact on our community, given the proximity of F ½ Road to our neighborhood.

Specifically, we are concerned with the increased noise, light, and safety hazards that would be associated with the additional traffic so close to our quiet subdivision.

We believe that a better solution would be to create the east entrance for Matchett Park further north, and build the connector off of G Road or F ¼ Road, along the canal. This would mitigate the issues created by the expected increase in traffic by moving it further away from existing residences.

We appreciate your time and consideration in helping maintain the quiet enjoyment of our property. We thank you for your work in making our city an even better place to live, and greatly appreciate your willingness to listen to our concerns.

Sincerely,

Darla Jean Subdivision Homeowners

*Reference Darla Jean Homeowners letter regarding Matchett Park Connector Road.

Printed Name	Signature	Address
<u>Rich Wjman</u>	<u>Rich Wjman</u>	<u>2882 Darla</u>
<u>Randy Rowstan</u>	<u>Randy Row</u>	<u>2880 1/2 Darla Dr</u>
<u>GARY J. MAYES</u>	<u>Gary J. Mayes</u>	<u>2878 Darla Dr</u>
<u>Darlene E. Mayes</u>	<u>Darlene E. Mayes</u>	<u>2878 Darla Dr.</u>
<u>CONALIE M. JIRAN</u>	<u>Conalie M. Jiran</u>	<u>2887 Jean Lane Hg 81506</u>
<u>Carlos M. Jiran</u>	<u>Carlos M. Jiran</u>	<u>2887 Jean Lane Hg 81506</u>
<u>Floyd V. Elliott</u>	<u>Floyd V. Elliott</u>	<u>2895.5 Jean Lane Gr. 81506</u>
<u>Verna L Elliott</u>	<u>Verna L. Elliott</u>	<u>2895.5 Jean Ln</u>
<u>Wendy Jones</u>	<u>Wendy Jones</u>	<u>2896 Jean Lane</u>
<u>Richard Coor</u>	<u>Richard Coor</u>	<u>2898 JEAN LANE</u>
<u>Richard Bailey</u>	<u>Richard Bailey</u>	<u>2893 Darla Dr</u>
<u>Cheryl Cooper</u>	<u>Cheryl Cooper</u>	<u>2877 Darla Dr</u>
<u>Charlotte Gerdes</u>	<u>Charlotte Gerdes</u>	<u>2881 Darla Dr</u>
<u>JAMES H. GERDES</u>	<u>James H. Gerdes</u>	<u>2881 Darla Dr.</u>
<u>Curt Wilson</u>	<u>Curt Wilson</u>	<u>2884 Jean Ln.</u>
<u>Peggy Wilson</u>	<u>Peggy Wilson</u>	<u>2884 Jean Ln</u>
<u>Jimmy Gerard</u>	<u>Jimmy Gerard</u>	<u>2893 Jean Ln.</u>
<u>Eric Hecker</u>	<u>Eric Hecker</u>	<u>2895 Jean Lane</u>
<u>Darry Rice</u>	<u>Darry Rice</u>	<u>2899 Darla Dr.</u>
<u>Irene Rice</u>	<u>Irene Rice</u>	<u>2899 Darla Dr.</u>

*Reference Darla Jean Homeowners letter regarding Matchett Park Connector Road.

Printed Name	Signature	Address
Ryan L. Taylor	Ryan L. Taylor	2896 Darla Drive
Kara Taylor	Kara Taylor	2896 Darla Drive
Michelle Casteel	Michelle Casteel	2888 1/2 Darla Drive
RAUND SILLIS	R. Sillis	2888 1/2 Darla Dr
BRIAN GARDNER	Brian Gardner	2886 JEAN LANE
Shelley Rosales	Shelley Rosales	2887 MUSIC AVE
David A. Lord	David A. Lord	2887 F1/4
Devell Rosales	Devell Rosales	2887 Music Ave
Jacklyn Young	Jacklyn Young	2880 F1/4 Rd.
Jonna Crutchfield	Jonna Crutchfield	2880 F1/4 Rd.
Greg Reis	Greg Reis	2879 DARLA DR.
Rosie Reis	Rosie Reis	2879 Darla Dr.
Michael Peck	Michael Peck	2883 1/2 Darla Dr.
Carolyn Peck	Carolyn Peck	2883 1/2 Darla Dr.
SCOTT D HENDRICKS	Scott D Hendricks	2897 DARLA DR
Susan Hendricks	Susan Hendricks	2897 Darla Dr.
Nancy Buettnor	Nancy Buettnor	2894 Darla Dr.
John H. Martin	John H. Martin	2885 Darla
Joanne Martin	Joanne Martin	2885 Darla
NAH GIESE	Nah Giese	2876 Darla
Pamela Giese	Pamela Giese	2876 Darla Dr.

*Reference Darla Jean Homeowners letter regarding Matchett Park Connector Road.

Printed Name	Signature	Address
Eleanor Freeman	Eleanor Freeman	2882 Jean Ln
Laci Finney	Laci Finney	2892 Jean Ln
Terry Williams	Terry Williams	2890 Jean Ln
Jess McElvitt	Jess McElvitt	2894 Jean Ln
Rhonda Anderson	Rhonda Anderson	2897 Jean Ln
John Anderson	John Anderson	2897 Jean Ln
Karen Wiest	Karen Wiest	2880 Music Ave
MORGAN BUTCHER	Morgan Butcher	2877 Music Ave
Cheryl Butcher	Cheryl Butcher	2879 Music Ave
Erica Jones	Erica Jones	2883 Music Ave
Johna Butcher	Johna Butcher	2885 Music Ave
Josh Hampton	Josh Hampton	2888 Music Ave
Katy Keadler	Katy Keadler	2893 Music Ave
Grove Aker	Grove Aker	2892 Music Ave
Jennifer Aker	Jennifer Aker	2892 Music Ave
Mary Scholl	Mary Scholl	2893 F/4 Rd
Chuck Means	Chuck Means	2897 Music Ave
Kathy Jones	KATHY JONES	639 1/2 29 Rd
Zachary Beckstead	Zachary Beckstead	2898 Darla Dr
BRAD MUNCASSEE	Brad Muncassee	2881 Music Ave
Melissa Oakes Muncassee	Melissa Muncassee	2881 Music Ave

*Reference Darla Jean Homeowners letter regarding Matchett Park Connector Road.

Printed Name	Signature	Address
Jose Juan Martinez	Jose J. Mj	2889 Darla Dr.
Mike Zeek	Mike Zeek	2889 1/2 Jean Lane
Elizabeth Zeek	[Signature]	2889 1/2 Jean Ln
Emalou Peck	Emalou Peck	2894 Music Ave.
Ellis R. Peck	Ellis R. Peck	2894 Music Ave
Alex Trotter	Alex Trotter	2895 Music Ave
Ben Vigil	Ben Vigil	2896 Music Ave
Laurie Freeman	Laurie Freeman	2886 Darla Dr.
JoAnne Reis	JoAnne Reis	2881 F 1/4 RD
Gary Reis	Gary Reis	2881 F 1/4 RD
Tara Robeck	Tara Robeck	2889 F 1/4 rd
Justin Robeck	Justin Robeck	2889 F 1/4 RD
MARC Gohn	MARC Gohn	632 Spain Ct
Laurie Gomez	Laurie Gomez	2890 Music Ave
Kevin Bamford	Kevin Bamford	2870 Darla Dr.
Brian Porter	Brian Porter	2883 Darla Dr
Kristi Porter	Kristi Porter	2883 Darla Dr
Andrea M. Christensen	Andrea M. Christensen	2880 Darla Drive

*Reference Darla Jean Homeowners letter regarding Matchett Park Connector Road.

<u>Printed Name</u>	<u>Signature</u>	<u>Address</u>
AUSA BOLA	AUSA BOLA	2898 F 1/4 Rd
Linda Ingram	Linda Ingram	2896 F 1/4 Rd
DAVID KOONS	L.K.	2888 F 1/4 Rd
Elaine Koons	Elaine Koons	2888 F 1/4 Rd
DAN SITES	Dan Sites	2884 F 1/4 Rd
Diann Saari	Diann Saari	2895 F 1/4 Rd
Jack Saari	Jack Saari	2895 F 1/4 Rd
Vicki McKay	Vicki McKay	2899 F 1/4 Rd
David McKay	David McKay	2899 F 1/4 Rd
Michael Ingram	Michael Ingram	2896 F 1/4 Rd
M. J. O'Connell	M. J. O'Connell	2899 F 1/2 Rd
Lori Sheldon	Lori Sheldon	630 Melody Lane
Jake Trujillo	Jake Trujillo	2883 F 1/4
Carol Reschak	Carol J. Reschak	2897 F 1/4 Road
Brend Reschak	Brend Reschak	2897 F 1/4 Rd
Ambi Pommarone	Ambi Pommarone	2885 F 1/4 Rd
REVA WATSON	Reva Watson	630 SPAN CT



Date: May 15, 2014

Author: Trent Prall

Title/ Phone Ext: Engr Manager

Proposed Meeting Date:

May 19, 2014

CITY COUNCIL STAFF REPORT WORKSHOP SESSION

Topic: 2040 Regional Transportation Plan and Model

Staff: Trent Prall, Engineering Manager

Summary:

The 2040 Regional Transportation Plan is currently being developed by the Mesa County Regional Transportation Planning Organization (RTPO). Council will be briefed on what to expect through 2014. In preparation for the plan, the RTPO has also updated the Transportation Model for the Grand Valley which preliminary results will be shared.

Background, Analysis and Options:

The Regional Transportation Plan serves as the blueprint for the future of the community's transportation network. Plan guides investments in the region's transportation system to reduce congestion, ease commutes, improve roadway safety, enhance sidewalks, bike, and multi-use trails, and maintain an efficient and effective transportation system that supports the regional economy.

Public Outreach Events:

The plan is required to have a significant public outreach effort. Currently RTPO staff and the steering committee have identified City of GJ Farmers Markets, Fruita City Council Ice Cream Social, Palisade Sunday Markets, and Fruita Farmers Markets as opportunities to interface with the general public.

Transit Open House: 5/28/2014 5:00 to 7:00

Telephone Town Hall: 6/26/2014 2:15 Hosted by: CDOT/Mesa County Commissioners

Website: <http://www.gv2040rtp.org>

A Regional Workshop will be held in August to elicit input and feedback. A Public Officials Workshop is anticipated in September or October for them to learn more about the plan, the implications of MAP-21 and to review public comments received to date, reaffirm key messages and vision identified in the 2035 RTP and provide final input into plan development.

Schedule:

Getting Started: May – July

Updating Issues and Needs: July-September

Reaffirming our Vision: September – November

Transportation Model

The 2035 model was prepared in 2010 and was based on population projections that have changed substantially since it was first developed. The 2040 population projection as developed in 2008 forecasted the Valley to have a population of 267,000. 2013 projects now predict a 2040 forecast in the order of 225,000. Due to the decrease of anticipated population, the impact on the forecasted transportation network is dramatic: where many of the roads that were showing failure in the peak hour now show adequate capacity.

Maps of the model runs will be presented.

Board or Committee Recommendation:

Grand Valley Regional Transportation Committee will be extensively involved over the next 7 months in development of the 2040 Regional Transportation Plan.

Financial Impact/Budget:

No impacts at this time.

Legal issues:

No legal issues are anticipated at this time.

Previously presented or discussed:

This has not been previously discussed.

Attachments:

None.



Date: May 15, 2014

Author: Trent Prall

Title/ Phone Ext: Engr Manager

Proposed Meeting Date:

May 19, 2014

CITY COUNCIL STAFF REPORT WORKSHOP SESSION

Topic: 1st and Grand Avenue Intersection

Staff: Trent Prall, Engineering Manager

Summary:

In 2008, the Colorado Department of Transportation (CDOT) prepared the I-70B West Environmental Assessment for the I-70B corridor from 24 Road east to 15th Street. Proposed improvements at 1st and Grand Avenue will be the focus of the topic.

Background, Analysis and Options:

The I-70B West Environmental Assessment analyzed the corridor from 24 Road east to 15th Street. The process began in the Fall of 2006. The Purpose and Need statement for the assessment identified congestion, safety, access, ped/bike/transit facilities as the primary concerns for the corridor. The planning horizon for the project looked out to 2030.

The assessment identified and screened numerous alternatives for various sections through the corridor. Through feedback received, a preferred alternative was developed and scrutinized through a myriad of environmental parameters.

Extensive public information and involvement was part of the process including, numerous one-on-one / small group meetings, community events, agency head and elected officials briefings, project websites, targeted mailings along with two open houses and one public hearing.

The 2008 Environmental Assessment and subsequent Finding of No Significant Impact (FONSI) were both approved by the State Transportation Commission and the Federal Highway Administration Colorado Division Administrator.

The 2008 Environmental Assessment has guided CDOT to the first few phases of the I-70B Improvements that started at 24 Road and now have been extended through Rimrock Ave. CDOT is currently designing the next segments from Rimrock Avenue south to the Ute/Pitkin and 1st Street curves. CDOT has not secured funding as of yet.

The presentation is intended as an update of the proposed improvements as well as look at a couple of the other alternatives that were considered.

Board or Committee Recommendation:

None

Financial Impact/Budget:

No impacts at this time.

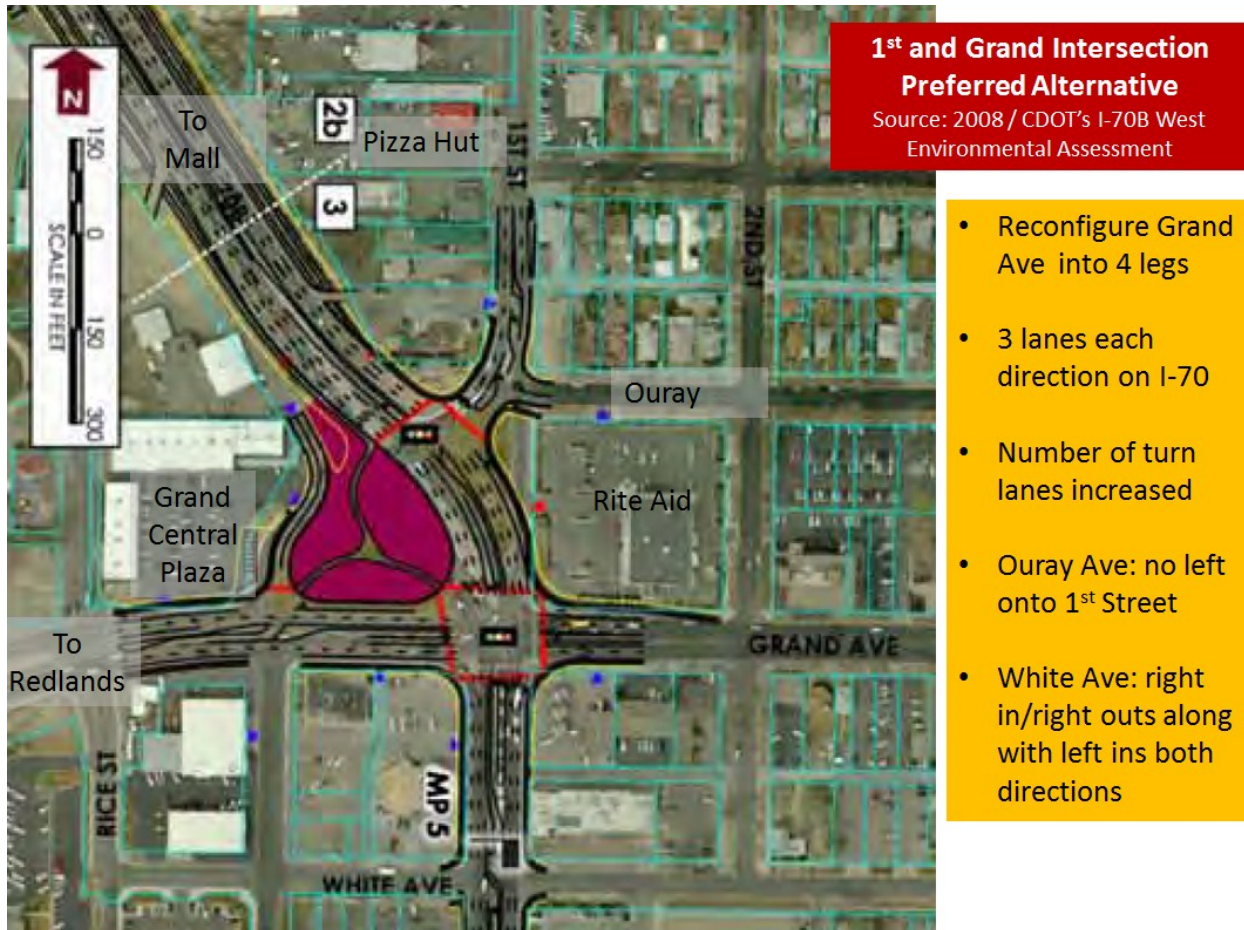
Legal issues:

No legal issues are anticipated at this time.

Previously presented or discussed:

This has not been discussed previously.

Attachments:



CITY COUNCIL STAFF REPORT WORKSHOP SESSION

Topic: Ute/Pitkin Realignment
Staff: Harry Weiss, Downtown Development Authority Executive Director Trent Prall, Engineering Manager

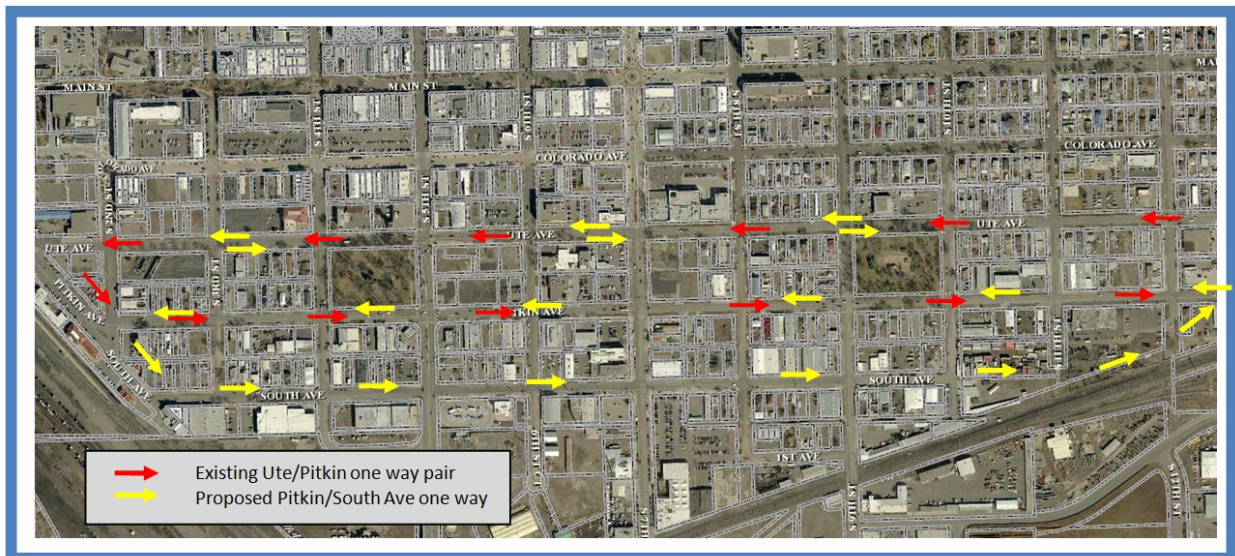
Summary:

The Downtown Development Authority (DDA) is interested in investigating the realignment of one-way couplet that is I-70B a block to the south in order to provide for large scale redevelopment, revitalization, and densification of downtown Grand Junction for the next 50 years. DDA and City staff will present an alternative that was developed as far back as 2004 that has since evolved to the present concept of shifting the one-way couplet south a block.

Background, Analysis and Options:

In 2004, the DDA commissioned the Westside Downtown Development Plan that recommended combining Ute and Pitkin into a major arterial road along Pitkin that was referred to as “Utekin”. The concept was to use the half block to the north of Pitkin for the transportation corridor while leaving the existing Pitkin corridor as a frontage road. In order to properly complete the master plan of the Downtown Police and Fire Station complex, the long term vision of “Utekin” street section was eliminated in late 2006 by City Council and the DDA.

In 2012, the Downtown Development Authority expressed interest in exploring the realignment of one-way couplet that is I-70B a block to the south as shown below:



The overall **purpose** of this project is to facilitate the future expansion of downtown Grand Junction and its development as a dense, mixed-use district that can capture a significant portion of the projected growth in the Grand Valley over the next 50 years. In the past 30 years, community development initiatives have made great strides in revitalizing the traditional downtown core concentrated between Colorado and Grand Avenues. A primary path for expansion of the diversified mixed-use and walkable pattern of development that has taken root in the core is southward toward the railroad. The area south of the revitalizing commercial core is effectively segregated from the network of local streets, pedestrian mobility and mixed land uses by the presence of the I-70-B couplet on Ute and Pitkin Avenues, and the attendant traffic that dominates those roads.

The present alignment of I-70B along Ute and Pitkin Avenues produces three primary impacts that impede the desired growth of downtown.

1. I-70B disrupts the network of local pedestrian-friendly streets and creates a significant barrier to intermodal mobility south of Colorado Avenue by virtue of the volume and travel speed of vehicles along the westbound Ute Avenue alignment.
2. Land uses along the I-70B alignment evolved over time and are presently dominated by automobile oriented, low-utilization commercial services that abut historical residential and mixed commercial uses to the north. Traditionally, commercial service and light industrial functions occurred south of Pitkin close to the railroad line that define the southern edge of the core downtown. This concentration of low-utilization uses constitutes the base land resource for redevelopment for more dense mixed-use development, while the commercial service functions are readily relocated to the Pitkin and South Avenue corridor.
3. While the utilization of a couplet alignment disperses traffic impacts on to two smaller streets rather than one wider two-way thoroughfare, the Ute & Pitkin alignments border the north and south edges of two of Grand Junction's original four "cornerstone" parks – Whitman Park to the west and Emerson Park to the east. These historic parks embody a tremendous untapped resource around which to incentivize future development, and in an era of increasing demand for high quality public space in the urban core, they embody the ready solution to that demand. Shifting the couplet from Ute and Pitkin to Pitkin and South Avenues allows these valuable resources to be reconnected with the core downtown to the north.

The March 2008 I-70B West Environmental Assessment prepared by CDOT determined that the existing couplet of one-way streets met the long-term transportation needs with improvements at the western end of the couplet where it joins First Street and around Whitman Park. East of the Whitman Park no significant modifications were projected. South Avenue offers an equivalent ROW width that can accommodate a three-lane one way street replacing in kind the ROW and sections that exist on both Ute and Pitkin Avenues. If South Avenue is developed to interstate standards, the proposed project can attain the same level of service and satisfy the projected transportation needs already identified in the 2008 EA, and serve to mitigate current negative impacts upon

Ute Avenue which possesses a concentration of affordable housing and historic resources.

Moving forward would require a new Environmental Assessment be completed for the corridor working closely with CDOT and FHWA.

No schedule has been set to date.

Matchett Park





General Information

- 205 acres, 14 acres owned by School District 51
- Acquired in 1996
- Never previously master planned
- Currently contains disc golf, informal trails, and farmland

Priority – Communication

- Webpage
- Facebook
- Email newsletter
- Neighbor group
- Stakeholders
- Outreach



Timeline

March 2013

- Applied for \$75,000 GOCO planning grant
- Total budget \$101,250
 - Parkland Expansion Fund \$25,000
 - GOCO \$75,000
 - Funding partners \$1,250



June 2013

- Awarded \$75,000 GOCO planning grant
- Informational neighbor meeting about process
 - 65 attendees
 - Transportation and access
 - Trust and transparency



August - December, 2013

- Hired Ciavonne, Roberts & Associates, Inc. - owner's representative
- Hired Design Workshop – Landscape Architect
- Developed outreach and communication plan

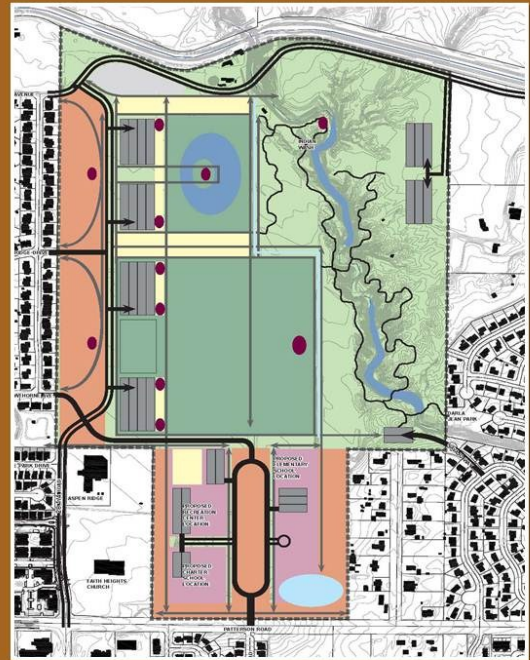


February 13, 2014

- Community Meeting #2
 - 175 attendees; 593 online survey responses
 - Demographics
- Key findings
 - Three alternatives

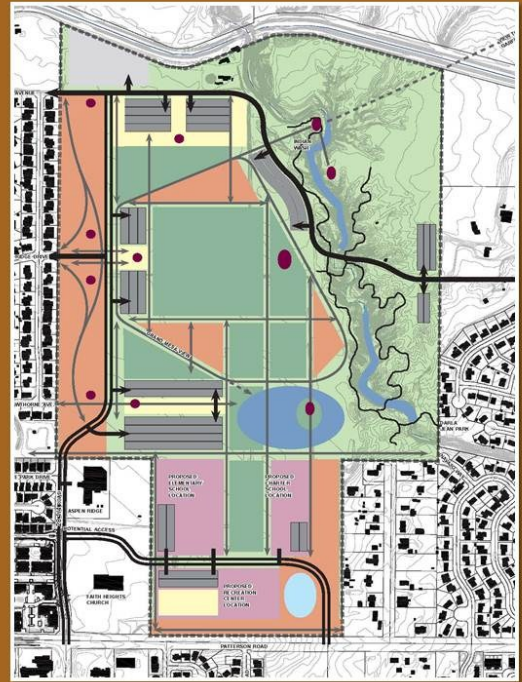
Alternative A

- Preferences
 - Quad entry off of Patterson
 - Natural eastern side



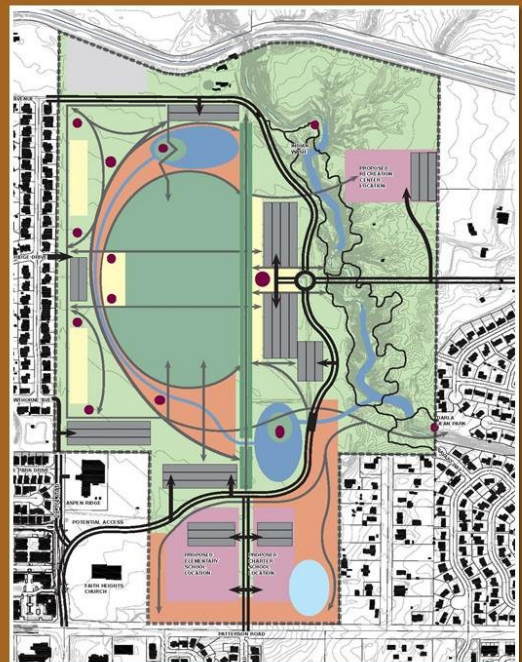
Alternative B

- Preferences
 - Facilities on southern end
 - Natural eastern side



Alternative C

- Preferences
 - 28 1/4 Rd on the interior of the park
 - The great lawn
 - Tree lined promenade
 - Two ponds



March 11, 2014

- Community Meeting #3
 - 126 in attendance
- Key findings
 - Preferred alternative

Preferred Alternative

- Preferences
 - 28 ¼ Rd and parking on the interior of the park
 - The great lawn – large enough for 11 multipurpose fields and events
 - Buffers for neighborhoods
 - Combination of passive and active
 - Regional and neighborhood amenities
 - Two ponds
 - Accommodation of almost every user group represented



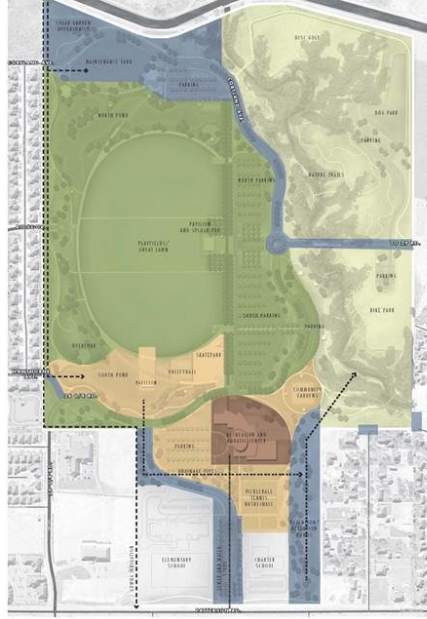


Summer 2014

- Follow-up workshop in June
- Consideration for adoption in July
- Phasing discussions

Phasing Opportunities

- Four phases with infrastructure identified separately
- Phases can be further broken down into smaller projects
- Phasing allows for continuation of agricultural practices
- “First in” and funding will dictate phasing



- The Southern Phase**
- South Pond Irrigation (A, B, C)
 - South Pond Pavilion and Boardwalk (A, B, C)
 - Skate Park (A, B, C)
 - Pickleball (A, B, C)
 - Volleyball (A, B, C)
 - Community Gardens (B)
 - Basketball (A, B, C)
 - Tennis (A, B, C)
 - Recreation Center Parking (A, B, C)

- The Center**
- Extension of 28 1/4 Rd. from round-about to Hawthorne Ave. (A)
 - North Pond Irrigation (A, B, C, G, I)
 - Playing Fields/Great Lawn (A, B, C)
 - South Parking (A, B, C)
 - North Parking (A, B, C, G)
 - Main Pavilion/Splash Pad (A, B, C)
 - Shaded Pedestrian Promenade (A, B)
 - Western Landscape Buffer (B)
 - Panoramic Walk
 - Extension of Ridge Dr. to West Parking Court (B)
 - Overlook

- The Eastern Edge**
- Vegetation Control/Restoration and Wildlife Management
 - Nature Trails
 - Disc Golf
 - Dog Park
 - Bicycle Park
 - Eastern Parking Lots (E)

- The Recreation Center**
- Recreation Center & Aquatic Center (A, B, C, D, F)

- Backbone Infrastructure**
- A. Extension of Hawthorne to 28 1/4 Rd.
 - B. GVWUA Irrigation Pipe Relocation
 - C. Stormwater Detention Piping and Ponds
 - D. Patterson Rd. to 28 1/4 Rd. Connection
 - E. Indian Wash to 29 Rd. (F% Rd Connection)
 - F. Sewer/Water Sluice from Patterson Rd.
 - G. Extension of Cortland Ave. to Roundabout
 - H. Vehicular Bridge over Indian Wash
 - I. North Pond Parking
 - J. Solar Garden Opportunities
 - K. Hammerhead at 28 3/4 Rd.
 - L. Navajo Way Trailhead
 - M. Maintenance Yard Relocation

- Notes**
- Although Items A and B are somewhat stand alone and can occur in advance of any other items, they are critical to achieving many of the other items/phases.
 - Construction of the Charter School will require B and C and partially D and F.
 - Relocation of the maintenance yard (M) will be mandatory to allow construction of the elementary school.
 - Items H, J, K, and L are independent and triggered by other reasons.

Matchett Park
Phasing Plan
 Grand Junction, Colorado
 April 2014
DESIGNWORKSHOP

First Phase Opportunity

- Southern Irrigation Pond
 - Funding opportunities with GOCO and Fishing is Fun
 - Trigger for Hawthorne connection to 28 1/4 Rd
 - Trigger for burying GVWU pipe and pipe to Indian Wash



Cost Estimates

- Total estimate is based on **full** build out
- Estimate does **not** include any value engineering
- Estimate does **not** include other funding sources

Cost Estimates

	Development Estimate	Contingency/ Design & Engineering	Maintenance One-Time Expense Estimate	On-Going Maintenance Estimate (annual)
The Southern Phase	\$6,571,947	\$1,642,987	\$85,000	\$222,000
The Center	\$12,302,766	\$3,075,692	\$203,000	\$540,000
The Eastern Edge	\$2,583,485	\$645,871	\$142,000	\$48,150
Infrastructure	\$8,061,663	\$2,015,416	Included in phases	Included in phases
Totals	\$29,519,861	\$7,379,966	\$430,000	\$810,150
Total Development and Contingency Estimate	\$36,899,827			

Comparisons

Per Acre Costs

Average Cost Per Acre - East of Indian Wash (85 acres)	\$37,992
Average Cost Per Acre - West of Indian Wash (120 acres)	\$196,612
Average Cost Per Acre - Total Park (205 acres)	\$130,843
Average Cost Per Acre - Park and Infrastructure (205 acres)	\$179,999

Park Comparisons

Canyon View, 114 acres, developed 1996-2008
Development \$10 million
Average Cost Per Acre \$87,719

Long Park, 40 acres, developed 2005-2008
Development \$7.5 million
Average Cost Per Acre \$187,500

Life Expectancy

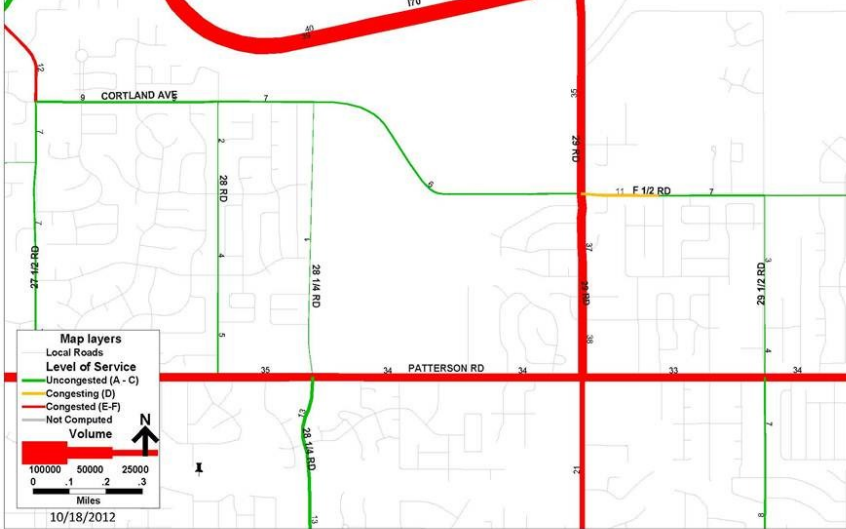
Potential Revenue

- Picnic shelters
- Pickleball, tennis, and basketball courts
- Multi-purpose fields
- Promenade
- Concessions



2035 Traffic Volume Projections Matchett Park Vicinity

Volumes shown are x,000s





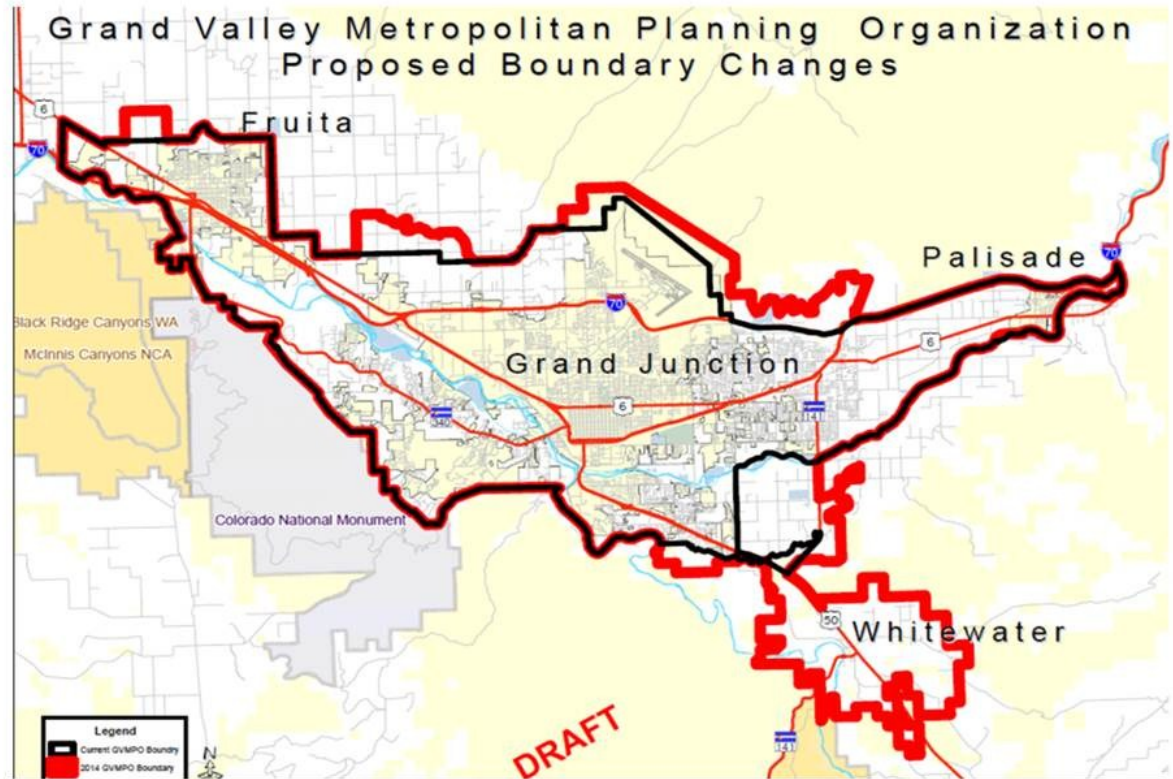
Grand Valley 2040 Regional Transportation Plan

Regional transportation blueprint for the future.

Plan guides investments in the region's transportation system to reduce congestion, ease commutes, improve roadway safety, enhance sidewalks, bike, and multi-use trails, and maintain an efficient and effective transportation system that supports the regional economy.



Grand Valley 2040 Regional Transportation Plan





Grand Valley 2040 Regional Transportation Plan

Public Outreach Events:

City of GJ Farmers markets

Fruita City Council Ice Cream Social

Palisade Sunday Markets

Fruita Farmers Markets

Transit Open House: 5/28/2014 5:00 to 7:00

Telephone Town Hall: 6/26/2014 2:15

Hosted by: CDOT / Mesa County Commissioners

Website: <http://www.gv2040rtp.org>



Grand Valley 2040 Regional Transportation Plan

Phases:

Getting Started May – July

Updating Issues and Needs July-September

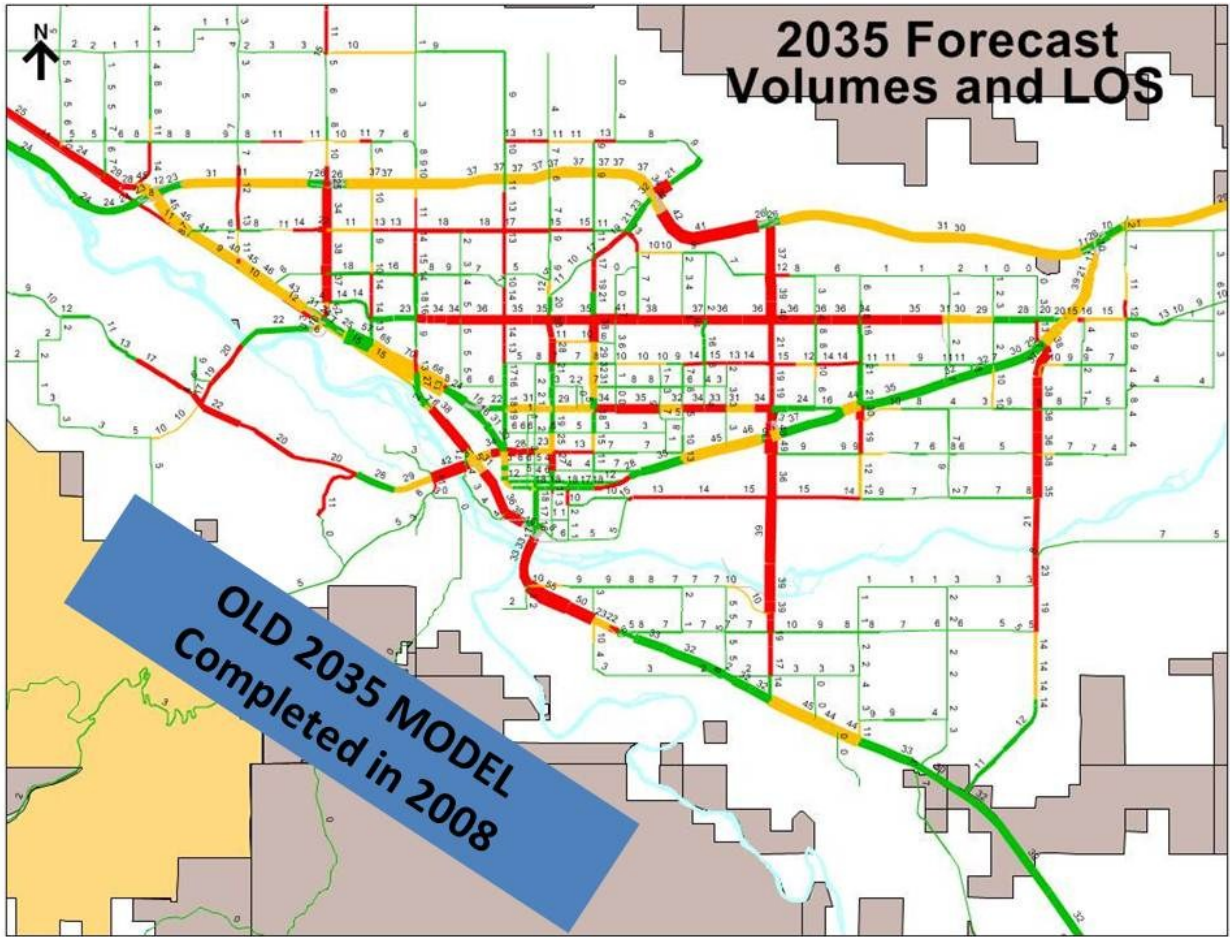
Reaffirming our Vision – September – November

What's Changed?

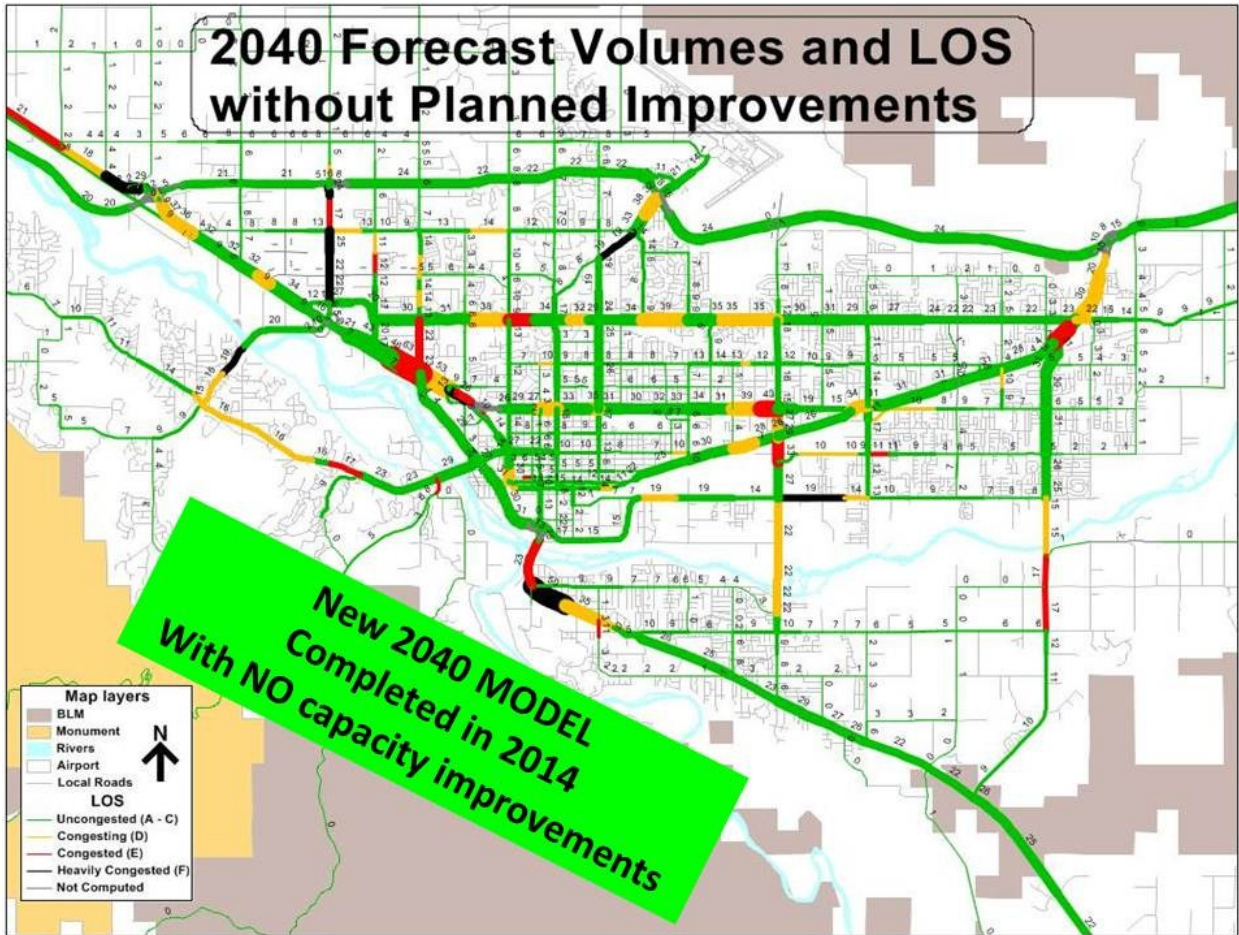
Growth Projections

2010 Census Population	146,581
2013 Population (SDO Estimate)	149,617

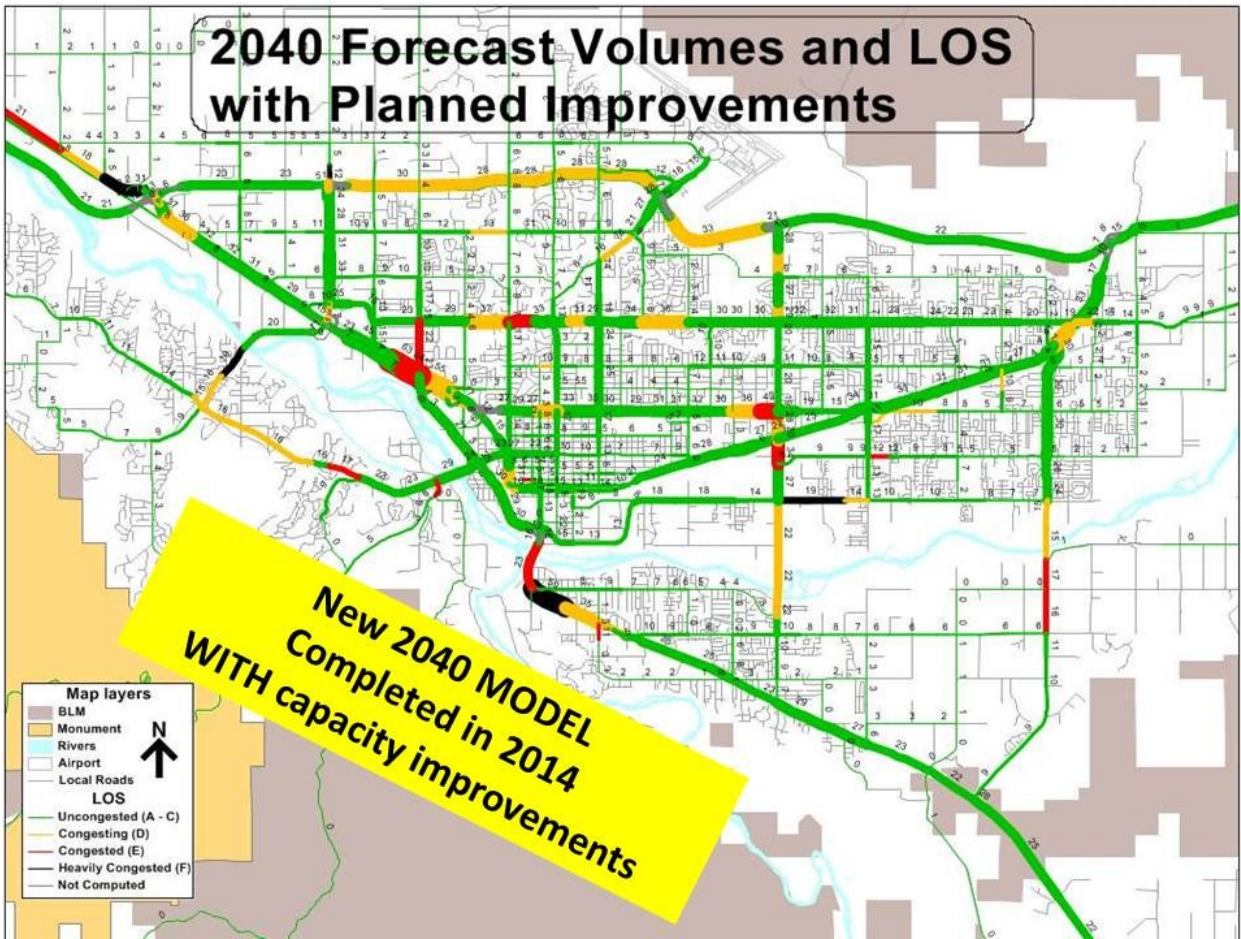
Future	Projected in 2008	Projected in 2011	Projected in 2014
2035	249,963	216,812	211,449
2040	267,758	231,795	225,223



2040 Forecast Volumes and LOS without Planned Improvements



2040 Forecast Volumes and LOS with Planned Improvements



Questions

1st and Grand Intersection

CDOT's I-70B West Environmental Assessment

Began Fall of 2006

Purpose and Need:

Congestion, Safety, Access, Ped/Bike/Transit facilities

Planning Horizon: 2030

Public Information and Involvement:

- Numerous one-on-one / small group meetings
- Community events
- Agency head and elected officials briefings
- Project website
- Targeted mailings
- Two open houses / one public hearing

Finding of No Significant Impact – August 2008



1st and Grand Intersection Preferred Alternative

Source: 2008 / CDOT's I-70B West
Environmental Assessment

- Reconfigure Grand Ave into 4 legs
- 3 lanes each direction on I-70
- Number of turn lanes increased
- Ouray Ave: no left onto 1st Street
- White Ave: right in/right outs along with left ins both directions



**1st and Grand Intersection
Preferred Alternative**
Source: 2008 / CDOT's I-70B West
Environmental Assessment

South Bound First
Street to Redlands

Eastbound Grand to
First Street



1st and Grand Intersection

Alternative 4: NOT CARRIED FORWARD
Source: 2008 / CDOT's I-70B West Environmental Assessment

Required three lanes and at least one business acquisition and relocation.

Was eliminated due to preferred alternative's ability to meet planning horizon without business acquisition.

Other Alternatives Considered



1st and Grand Intersection
Alternative 5: NOT CARRIED FORWARD
Source: 2008 / CDOT's I-70B West
Environmental Assessment

Signals allowed for modification of entry angles which reduced right of way impacts over conventional roundabout.

Was eliminated due to concerns about driver expectancy and increased delay of motorists over preferred alternative and conventional roundabout.

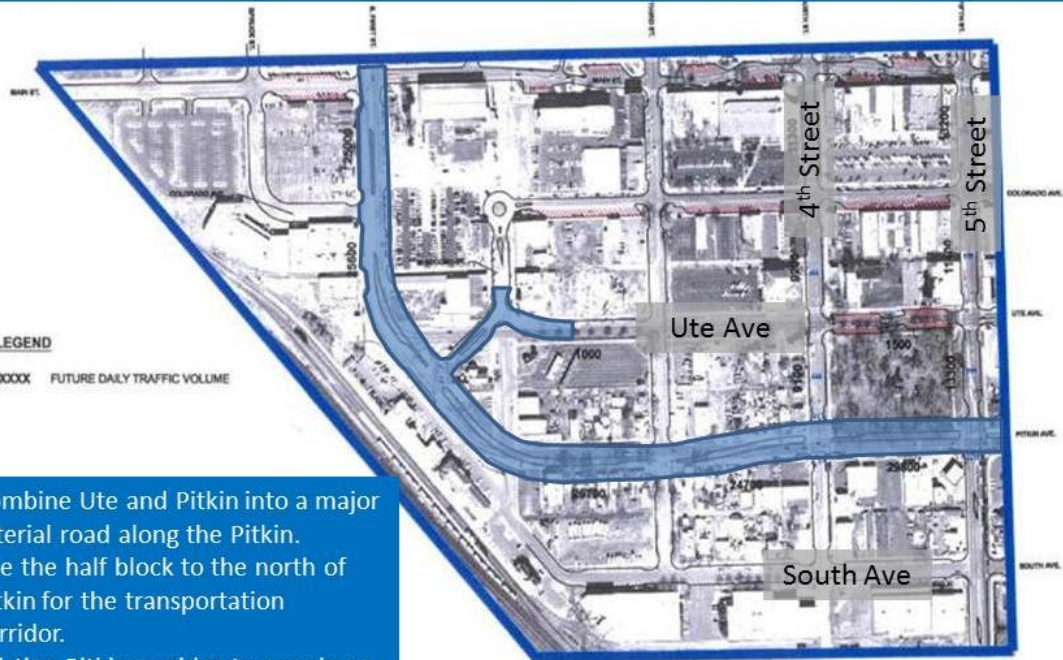
Other Alternatives Considered

Ute/Pitkin Realignment

Downtown Development Authority is interested in investigating the realignment of one-way couplet that is I-70B a block to the south.

Provide for large scale redevelopment, revitalization, and densification of downtown Grand Junction for the next 50 years.

Alternative #1 Utekin (2004)



LEGEND

XXXX FUTURE DAILY TRAFFIC VOLUME

- Combine Ute and Pitkin into a major arterial road along the Pitkin.
- Use the half block to the north of Pitkin for the transportation corridor.
- Existing Pitkin corridor to remain as a frontage road.

WESTSIDE DOWNTOWN DEVELOPMENT
FUTURE ADT PLUS PROJECT

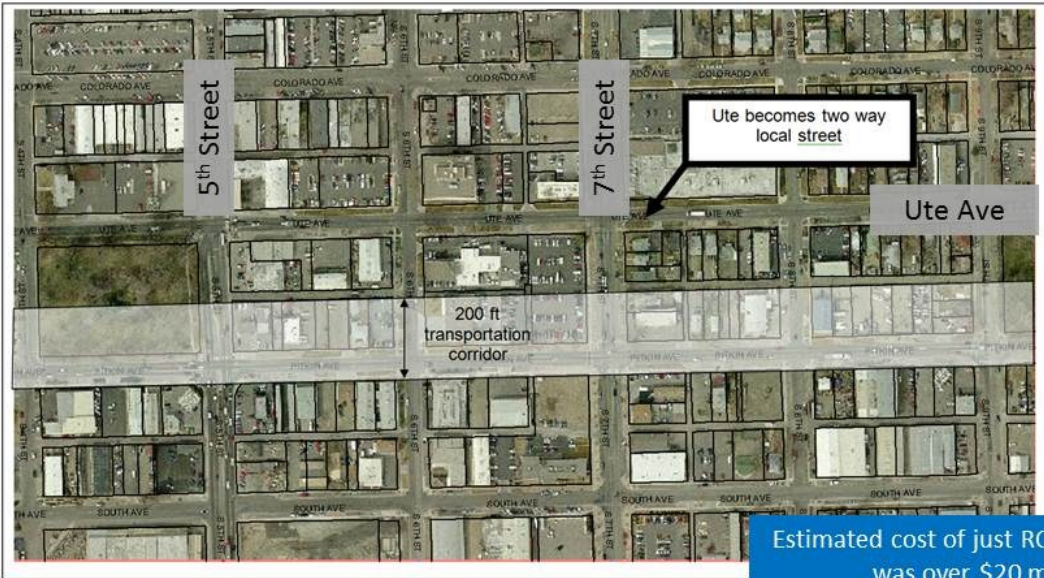
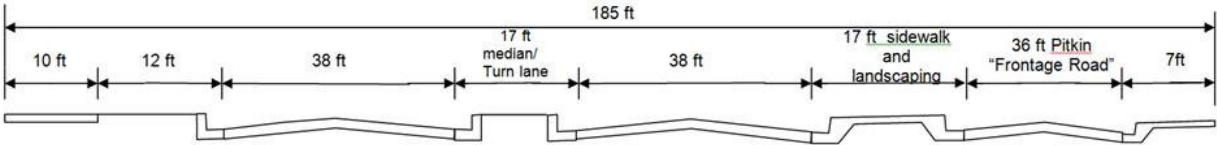


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1000 1/2 AVENUE SOUTH, SUITE 200, GRAND JUNCTION, COLORADO 81505
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EXHIBIT #16

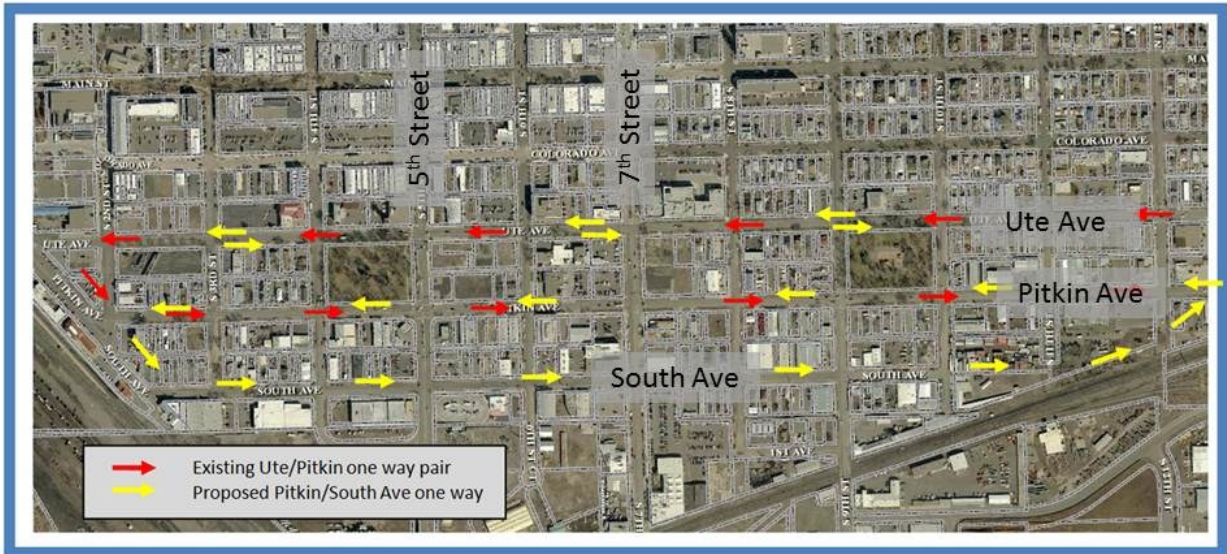
Alternative #1 Utekin (2004)

View looking east (Not even close to scale)



Estimated cost of just ROW acquisition was over \$20 million

Alternative #2 Pitkin/South (2012)



- Shift the one way pair south a block
- Ute Ave returns to local 2 way traffic
- Reconnects 13 blocks, including Whitman and Emerson parks, into pedestrian friendly downtown

Questions?