



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:

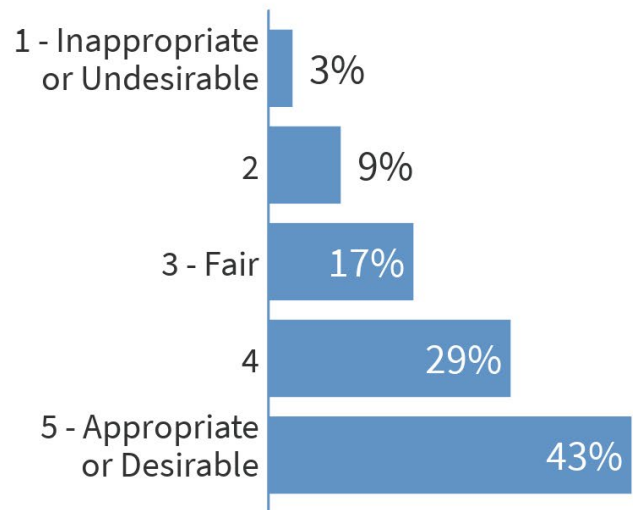
- **Unique Assets**
- **Development/Redevelopment Opportunities**
- **Roadway Network**
- **Pedestrian Network**
- **Urban Design and Streetscape Improvements**
- **Parks, Plazas and Gathering Places**
- **Other Topics**

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

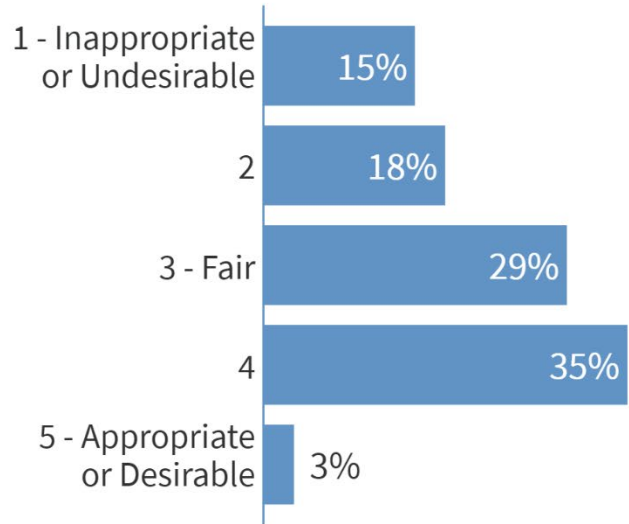
VISUAL PREFERENCE SURVEY RESULTS

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*.

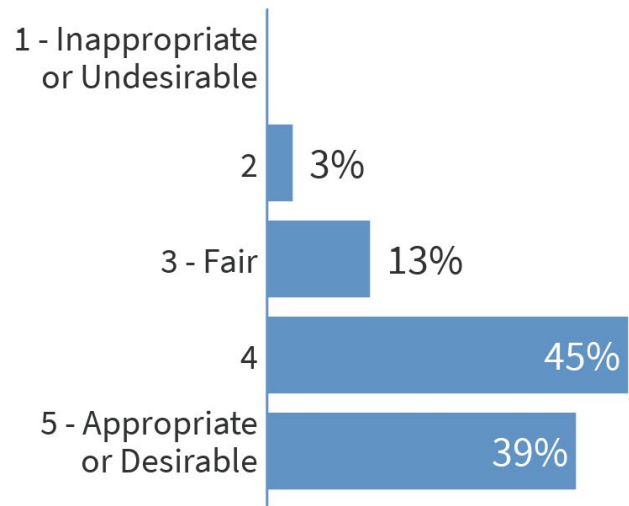
DOWNTOWN



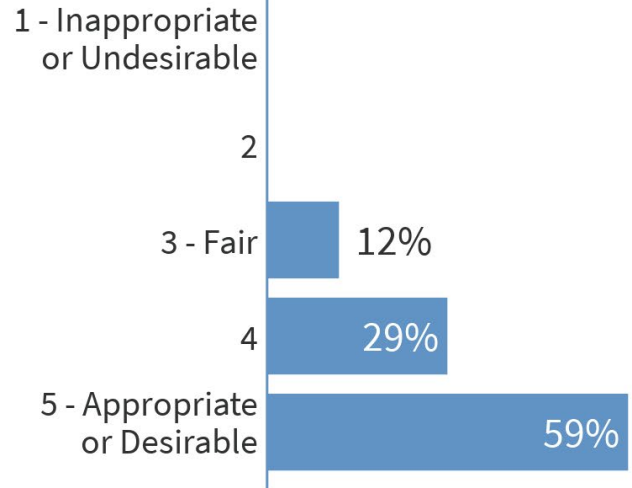
COMMERCIAL CORRIDOR



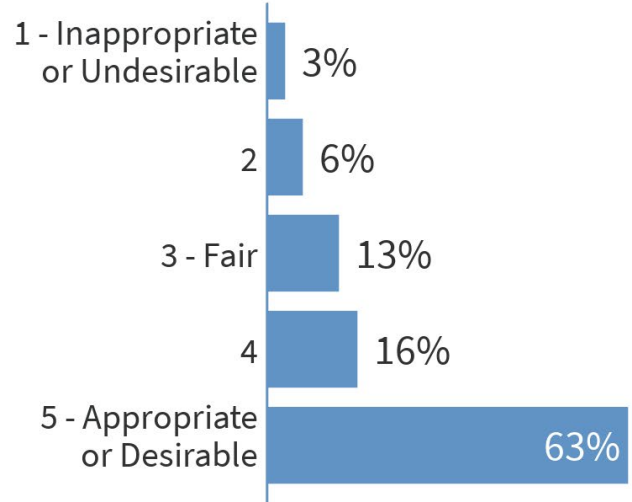
BUSINESS PARK AND INDUSTRIAL AREAS



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