

Workshop Overview

The second community workshop for the San Luis 2040 General Plan was held on June 4th, 2019. The workshop was held at the San Luis City Hall Multi-purpose room. The objectives of the workshop were to:

- Identify transportation priorities
- Develop land use alternatives

What Happened?

Seventeen people attended the meeting. Upon arriving, each attendee was asked to identify on a map, generally, where they live or work in San Luis. The “where do you live” exercise was done to see what areas of the city were represented in the workshop results. Attendees at the June 4th workshop live primarily near the downtown of San Luis with a few near Avenue F, Yuma, and north of County 20th Street.

The workshop began with a short presentation informing attendees of the status of the General Plan Update. Participants then split into groups to complete two exercises focused on transportation infrastructure and future development.

Exercise 1 – Transportation Planning

In the transportation planning exercise, each group of participants identified where transportation improvements in San Luis should occur. Each group was provided a red marker, and various colors of yarn, which were used to represent different transportation improvements.

With the red marker, participants identified future intersection improvements, Point of Entry improvements, and interchanges. Most improvements were identified near the Points of Entry, as well as along Cesar Chavez Blvd.

Next, future roadway improvements and expansions were identified using one-inch pieces of orange yarn. Each inch of yarn represented one mile on the map. Most groups focused on roadway improvements along Cesar Chavez Blvd, as well as County 22nd Street and north into the agricultural area.

Participants then replaced five of their orange yarn pieces with five one-inch red yarn pieces. The red yarn pieces indicate improvements that should be prioritized. These were mostly on Cesar Chavez Blvd with one group on Main Street in downtown.

Using yellow yarn, the groups identified new transit corridors throughout the city. Most groups created a circulating transit system that connects downtown from the eastern development on Avenue F and the intersections of Main Street and County 22nd Street.

Lastly, groups were provided blue yarn to locate future trail corridors. These were identified close to most schools in the area with the tail end of the ideas along the canals or towards the Points of Entry.

Exercise 2 – Scenario Planning

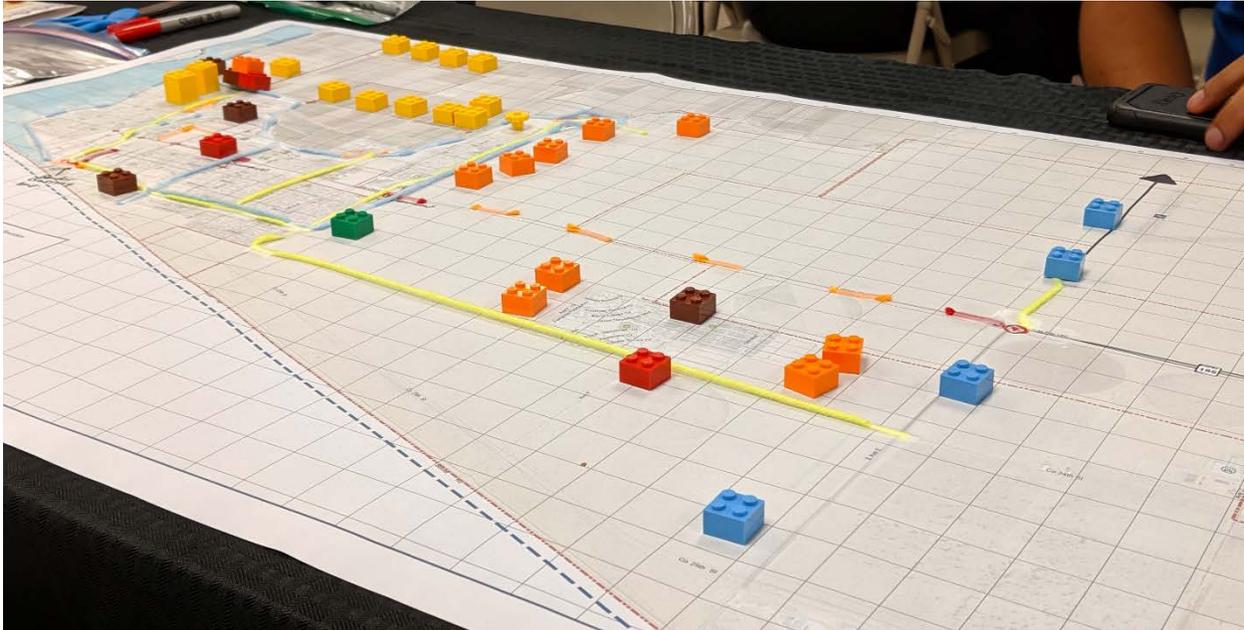
The second exercise involved land use alternative planning. Each group was provided a set amount of LEGO® bricks of various colors, each representing a different land-use type as follows:

- 15 yellow bricks for low-density residential units (1 du/a or 40 dwelling units)
- 10 orange bricks for medium density residential (5 du/a or 200 dwelling units)
- 5 brown bricks for high-density residential (10 du/a or 400 dwelling units)
- 3 red bricks for commercial
- 4 blue bricks for employment
- 1 yellow flower for community parks
- 1 green brick for 40-acre Community Recreational Facility

The number of bricks was based on future growth projections and assumptions for San Luis. Residential bricks were able to be swapped for an equal number of dwelling units.

Groups were asked to plan where each brick should be placed within the focus areas. Participants were allowed to stack bricks to increase density and intensity of uses, as well as draw future roadway connections to their envisioned developments. Following is a summary of each groups' results.

Group 1



Group 1 positioned their low-density residential blocks along County 22nd Street and North Main Street. The medium residential blocks were placed North along 10th Avenue and surrounding the development along Avenue F. The high-density residential were situated north along Main Street and the east side of the development along Avenue F.

The commercial bricks were situated along Cesar Chavez Blvd, Avenue F, and North Main Street. Group 1 focused on the employment bricks along Avenue E. The community park for group 1 was positioned northwest of the intersection of County 22nd Street and 10th Avenue. The final 40-acre Community Recreational Facility was located northeast of intersection County 24th Street and 10th Avenue. There was a mixed-use combination located north on Main Street.

Intersection and Point of Entry improvements were situated along Cesar Chavez Blvd and near Point of Entry #1. Roadway improvements along Cesar Chavez Blvd. Red one-inch pieces of yarn indicating priority road improvements located along Cesar Chavez Blvd and Main Street. The transit corridor was proposed to run near the San Luis High School and connect to Avenue E.

Group 2



Participants in Group 2 placed their low-density residential blocks between 19th Ave and Ave E, East of Ave E, near Los Alamos, and northwest of the intersection County 22nd St and Main St. The orange medium density residential blocks were positioned along Cesar Chavez Blvd, mixed-used near C Sreet, and mixed-use northwest of intersection County 22nd St and Main St. Group 2 placed the high-density residential blocks at the intersection of County 22nd St and North 4th Ave, southeast of San Luis High School, and east of 10th Ave. Mixed-use was placed near the intersection of County 22nd Street and Main Street. Employment sectors were placed east of the San Luis High School and near the industrial area.

Intersection and Point of Entry improvements were situated along Cesar Chavez Blvd and near Point of Entry #1. Roadway improvements along Cesar Chavez Blvd. Red one-inch pieces of yarn indicating priority road improvements located along Cesar Chavez Blvd. The transit corridor was proposed to run near the Point of Entry #1 and around the main city area and connect to Avenue E flowing right below the new development. The trail corridor runs the same area as the transit, except it connects to both Point of Entries.

Group 3



Group 3 placed no low-density areas on the exercise. The medium density blocks were placed along County 24th Street, Northwest of the San Luis High School, near Rolle Airfield and Los Alamos. High-density was placed north of downtown and just east of 10th Ave. Mixed-use was placed in the downtown area near Cesar Chavez Blvd. Employment and high-density mixed-use were utilized by Group 3 along S Ave E, which is the exit of Point of Entry #2. An employment sector was placed near the intersection of County 22nd Street and Main Street.

Intersection and Point of Entry improvements were situated along Cesar Chavez Blvd and near Point of Entry #1. Roadway improvements along Cesar Chavez Blvd. Red one-inch pieces of yarn indicating priority road improvements located along Cesar Chavez Blvd and Main Street. The transit corridor was proposed to run north up Main Street, East over County 19th Street, South down 10th Ave, and East along Cesar Chavez Blvd and around the new development. The trail corridor was proposed to run along the canal, south on Main Street, east on Urtuzuastegui Street, and North 10th Ave.

Group 4



Group 4 utilized a large residential spread on the exercise. Small and medium-density blocks were placed between 10th Ave and Avenue F. High-density, and some low-density placed east of 10th Ave and north of Cesar Chavez Blvd. Commercial sectors were placed west of Main Street. Employment sectors were placed near Point of Entry #2 and near Rolle Airfield.

Intersection and Point of Entry improvements were situated along Cesar Chavez Blvd and near Point of Entry #1. Roadway improvements along Cesar Chavez Blvd. Red one-inch pieces of yarn indicating priority road improvements located along Main Street. The transit corridor was proposed to run along Cesar Chavez Blvd, and connect up Main Street. A Trail Corridor was proposed to run along Cesar Chavez Blvd from 10th Ave to Ave F.