

GRAND JUNCTION DOWNTOWN DEVELOPMENT AUTHORITY

BOARD MINUTES

November 18, 2004

248 S. 4th Street, Grand Junction, CO

7:30 a.m.

PRESENT: Harry Griff, Karen Vogel, Harold Stalf, John Shaver, Scott Howard, Harry Butler, Pat Gormley, Mike Mast, Bill Wagner

ABSENT: PJ McGovern, Becky Brehmer, Doug Simons

CALL TO ORDER: Harry called the meeting to order at 7:35 a.m.

APPROVAL OF MINUTES: A motion was made by Bill to approve the Oct. 21 minutes with second by Mike – motion approved - Because of equipment failure during the November 4 meeting, the minutes will need to be amended by Harold before approved.

RIVERSIDE PARKWAY: - Trent Prall of the City of Grand Junction and the Riverside Parkway Project – The City has been doing a lot of planning since the bond issue passed. Construction is set to begin on the Riverside Parkway sometime next June. The Riverside Parkway is 6.8 miles that will have 3 and 5 lane roadways with a separation over the railroad on 5th street – The public was told the finish date would be Nov. 2009, but we are hoping to beat that date –This project will help reduce congestions at intersections along I-70 B – It will basically run parallel to Hwy 6 &50 from 25 Road to 29 Road – The hope is that this will improve safety by eliminating rail crossings– They are currently conducting a special study with CDOT of the lower downtown area – This includes the D Road expansion along Orchard Mesa to 29 Road – We are not able to acquire all of the right of ways for lower downtown – We anticipate Phase I will be starting spring 2005 with a new frontage road extending over west Independent The 25 Road ice skating rink is an extension of the Broadway viaduct – It is essentially a new entry into the Riverside community – DDA: PJ wanted to know if you can still enter Broadway to the Redlands going west – RP: You have to make a sharp right off of the Parkway – DDA: Harry wanted to know about the signage separating traffic getting off hwy 6&50 –RP: Diamond configuration coming into town – DDA: Harold asked Trent to explain the turning patterns off of the Parkway from the Mall to Downtown – RP: Trent then emphasized that the 29 bridge needs to be finished before construction could begin on 5th Street. This segment is slated to begin in 2006 (Jan-Feb) and will take about 15 months to complete. DDA: Harry asked how many lanes are projected and what was the proposed speed limit – RP: 40-45 mph – 2 lanes each direction – DDA: Harry wanted to know what this will do to the Botanical Gardens and Las Colonias Park – RP: We hope to have the Struthers area redeveloped with commercial sites and pedestrian friendly routes along the river – Ultimately we need to re-do the Parks master plan – DDA: Harry asked if there was a task force set up for the Parks master plan? The DDA would like to be included in such a task force – DDA: Harold inquired about bicycle access to downtown –RP: There will be a new pedestrian overpass with a bike path out to 29 road – Some Redlands residents would like to bike into town –DDA: Bill asked if the finish date for the 29 road project had been moved up? – DDA: Scott wanted to know how many signals will be needed and where the 3 traffic signals will be located – DDA: There is already one at the City Shops –RP: There will be one at 7th street and two on parkway – DDA: Harry wanted to make sure that 7th and 5th street access to downtown is maintained to preserve various options to downtown – DDA: Karen wanted to know if 5th street becomes two lanes will it impact traffic flow – DDA: Harry asked who controls the signage on the Parkway? –RP: City except for state hwys – will need CDOT permission – DDA: Harold would like to see user-friendly signage to downtown – RP: The State will control signs coming into 5th street – Making the Riverside Parkway a truck route out of Downtown is one of the key components to this design.

PARKING GARAGE – Mark Relph - Harold handed out material – DDA: Harry noted that PJ McGovern is not at the meeting today because of an ongoing conflict with the parking garage issue –PG: The Public Works Department is working with Walker and FCI contractors – The summary on page 3 outlines the various options - Shaw Construction numbers include an elevator and parking gates as well as environmental clean up, design and testing could save money –DDA: Harry inquired if this includes

property assessment – PG: Cast in place reduces long term maintenance due to lack of joints to be maintained – drilled piers - could be a problem with main street businesses foundations - roof system – a metal roof would provide shade –DDA: Harry asked if we could add a second deck to option A –PG: If the foundation and sub structure is virtually the same – and if soil conditions are right, it is possible but unlikely –DDA: Harry differences from Walker – foundation and substructure – cost of steel –PG: it will be up to inspector – Shaw and FCI say we will have to drive piles – geometry is better than at city/county – DDA: Harry noticed some concepts in the Walker proposal that shows a façade and wanted to know if this is included –PG: item 4 covers it – DDA: Harold pointed out the we only need the façade on Rood Avenue – DDA: Bill: Shaw does not think there is added value in – PG: can work with time of week and day to drive piles will need to discuss –DDA: Karen warned that Home Loan had to change methods and it was very costly and time consuming – DDA: Bill asked if anyone looked at the cost of going down one level – PG: Would like to stay at ground level – DDA: Karen wanted to know how close are we to adjacent buildings – how far do we have to go down – PG: Must remove foundations – basements – site development including demo removing all basements from commercial federal to valley office –DDA: Harry : Walkers estimate was 2 million - was this option A or B? – Harold didn't recall and asked Kelly if we can talk about the City's involvement in the acquisition of the property –PG: Kelly – having good discussions with Norm at Alpine – he thinks that ground plus two is the concept we should look at – I would debate whether he needs a roof or not – DDA: Harry: if we want to add another floor what about roof – PG: When you take something apart it never looks the same again – if land is brought free and clear, the city is willing to help pay for the structure – DDA: Harry wants to know about who is paying for site development – PG: City will build the garage and operate it – guarantee 180 –200 public parking spaces – short term and long term – will be reimbursed by parking fund – change parking downtown – build it and make them come – DDA: Harry: Walker's proposal was building a garage and revamping downtown parking. Is the City intending to adopt Walker's proposals? – PG: Generally follows that model – most controversial was to make Main Street parking most expensive to encourage those who work downtown will use parking garage and short term parking as well – The goal is to pay off the garage over a reasonable period of time –DDA: Harry: where is the City time-wise? – PG: We are looking at March of 2006 –We still need to wrap up a few things in 2005 so that we can begin to demolish in 2006 – DDA: Any other questions of Kelly and Mark? -DDA: Harold: if you need to take this to Council we are very supportive.

Bill made a motion to move into executive session with a second by Karen – 8:50 a.m. – PJ joined the group??

EXECUTIVE SESSION: REAL ESTATE:

ADJOURN: 9:30 a.m.

EXECUTIVE DIRECTOR REPORT - Council approved free holiday parking Downtown except for spaces around government buildings i.e. Federal, City, and County Buildings, the two shared parking lots of the state of Colorado, and the First Methodist Church, – Please encourage your neighbors and employees to not take advantage of the this free parking and leave it open for customers – Harry emphasized the need to get this message out.

ADJOURN : 9:40 a.m.