

LDDA Board Communication

Meeting Date: Wednesday, April 27, 2022

Current Incentive Fund Availability:

Retail Conversion: \$74,100	Signage: \$24,295	DIP: \$419,882	Alleyscape: \$11,089
Residential: \$19,749	Safe Re-opening: \$6,175	TIF: \$3,041,250 (net projected available)	

Agenda Item: Wayfinding Update

Executive Summary: Staff is finalizing the wayfinding plan and getting cost estimates. As you can imagine, costs have escalated quite a bit. There are a variety of signs in this plan, including trailblazers and vehicular directional signs. These need phased with the City of Longmont's implementation, so that they continue to direct people to the right place. Also, staff had a discussion regarding the kiosks and how they will be used.

There are two kiosks in the plan. One is the large kiosk similar to what we have now at the end of the breezeway (sheet 10). The other is a smaller version, which can be located at corner intersections that will direct pedestrians throughout the downtown district (sheet 11). This smaller kiosk will include a map (showing ~2 - 3 blocks) and will indicate directions to travel for food, drinks, shopping, personal services, etc. using a series of icons. These can be double sided. If we use these in this way, the estimated number of signs would be much higher.

Staff is also working with Guide Studio to investigate the feasibility of upgrading the current kiosks, if this will keep costs down. Primarily, they are in the ideal spot. These kiosks would continue to be used for events, education, etc.

Next week, staff will be trained on the sign location software and will review and make comments/recommendations on where critical signs are needed. We will also be working with City staff to determine a phasing plan.

Staff would like to discuss:

1. Is this the best use of kiosks?
2. Where are the primary places we need the smaller kiosks?
3. Which Gateway option do we prefer?
4. Which sign back do we prefer?
5. What phasing do you recommend for installation/implementation?
 - a. Staff recommends starting with the parking system (trailblazers and lot identification); then moving into kiosks

Wayfinding Budgets Previously funded:

Placemaking - \$170,000 (2019) (kiosks & general implementation)
Connectivity - \$50,000 (2019) (general implementation)
Gateway Signage - \$250,000 (2020)
TOTAL: \$470,000

Below are cost estimates to date. The actual quantities and phasing have not been determined.

ITEM	DESCRIPTION	QTY	UNIT	UNIT
Downtown Phase 1				
	A2 Downtown Gateway	2	EA.	\$17,900.00
	C2 Vehicular Trailblazer - Downtown	5	EA.	\$4,895.00
	D2 Parking Identification	14	EA.	\$4,975.00
	D1 Parking Trailblazer	17	EA.	\$2,740.00

Downtown - Phase 2

	B3 Vehicular Directional - Downtown	13	EA.	\$7,890.00
	G1 Pedestrian Kiosk (Large)	4	EA.	\$9,850.00
	G2 Pedestrian Kiosk (Small)	8	EA.	\$5,000.00

Agenda Item: Amend TIF Program Documents

Executive Summary: As we begin to put our Tax Increment Financing (TIF) Program into use, it has been recommended that LDDA make an amendment to the eligible expenses to further clarify what type of expenses can qualify. The document reads “Improvements eligible for TIF funding, subject to DDA approval, include: Construction costs directly related to high quality exterior building façade improvements facing public rights-of-way”.

So that the Board can be more nimble and invest in things as directed in the Master Plan of Development, further clarification is needed.

Staff recommends adding this additional language:

Additionally, on a case-by-case basis, the LDDA Board may fund additional aspects of the project that achieve the goals of the DDA plan of development.

Board Action Recommended: Approve the amended language in the eligible expense document to better align with DDA Master Plan.

Agenda Item: Parklet Update

Executive Summary: After the last meeting, staff reached out to those participants in the parklet program asking for a plan, including information regarding the furnishing, usage and plan for installation. We also walked the street, looking for optimal placement and efficiencies. After doing so, staff also worked with restaurant owners on the 300 west block of Main St to find alternative sidewalk placements for exterior tables.

The table below shows where parklets will be placed in May.

WEST Main	Address	# of parking spaces
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Crackpots	505 Main	2
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EAST Main		
Main Street Eatery	628 Main	1
Pumphouse (3) (A)	540 Main	3
Mike O'Shays (A)	512 Main	2
Ziggi's (on 4th? = pending)	400 Main	1.5
Jefe's Tacos (A)	246 Main	2
Other		
Longtucky (A)	350 Terry	1
Parking spaces		13.5

Agenda Item: CIP Budget

Executive Summary: Each year, LDDA funds projects for the City of Longmont's Capital Improvement Project budget. This year, staff recommends putting forward three projects.

1. Parking Lot Rehab
 - a. Improvement to parking lots in the downtown area to include (but not limited to) parking lot lighting, repaving, striping and landscaping.
 - b. Funding Recommendation: Staff recommends funding this for \$10,000 in 2023
2. Alley/Breezeway Amenity Maintenance
 - a. Funds will assess and rehabilitate the amenities as part of the alley, breezeway and parking project. It includes removing the powder coating and repainting the screen walls, trash enclosure doors, bollards, breezeway light poles and landscaping as needed.
 - b. Funding Recommendation: Staff recommends funding this for \$100,000.
3. Main St Corridor Plan Speed Mitigation:
 - a. Enhance pedestrian and bicycle traffic on Main Street in the portions of the Downtown Character Area by repurposing one lane of traffic in each direction for active modes. This will reduce speed, and create safer areas for the high number of pedestrians and bicyclists in this area. This project would be done in conjunction with, and after completion of, the Coffman Street Busway project, which will provide congestion relief to the Main Street corridor by rerouting buses from Main to Coffman Street.

- b. This project has a ballpark estimate of \$15-20 million. To begin, an extensive round of community engagement, planning and design is expected. This would take place in the first two years (2023 and 2024). The estimated cost of this phase is \$3 million.
- c. Funding Recommendation: Staff recommends partnering with the City of Longmont to fund the first phase of this project at \$250,000 per year in 2023 and 2024 for a total of \$500,000. We will work with the City to seek grant funding for a portion of these costs as well.

The total investment in 2023 will be \$260,000. An additional \$250,000 in 2024 would be funded for the Main St. Corridor project.

Board Action Recommended: Approve CIP projects as presented.