

LDDA Board Communication

Meeting Date: Wednesday February 22, 2017

Current Incentive Fund Availability

Retail Conversion: \$75,000

Signage: \$54,139

Alleyscape West side: \$66,971

DIP: \$96,143

Residential: \$61,536

TIF: \$1,800,000

Agenda Item: IGA for Cooperative Lobbying Efforts

Executive Summary: In December, the Board authorized up to \$10,000 for lobbying services. The effort is being led by the Fort Collins DDA and they put together an Intergovernmental Agreement (IGA) for those services. In the document (attached) it states that the LDDA will pay \$6,000. We continue to get other DDAs to contribute and LDDA funds will be reduced accordingly at the end of the process. Attorney Dick Lyons reviewed the document and feels it is fine to sign as is.

Recommended Motion: Approve signature of the IGA.

Agenda Item: On Street and Lot Parking Time Restrictions

Executive Summary: As we begin implementation of the 2016 Longmont Parking and Access Study, we are reevaluating parking time limits throughout the Downtown area. Identified in Primary Action Item #5 is adjusting on-street time limits.

An important component to effectively managing existing resources is review and adjustment of on-street time limits. Kimley Horn took the existing hourly time limits and compared those to a map that outlined average turnover by block. This methodology can be used to identify specifically where people are overstaying the posted limits. Other key factors for consideration when determining parking time limits are land use, employee parking needs, short term (2 hrs or less) vs. mid-term (up to 3 hours) customer parking needs, impacts to adjacent residents, proximity to other off-street parking options and consistency. As noted previously, while consistency in parking regulations is important for customers and visitors, it is also important that parking management remain flexible enough to adjust time limits in certain areas if an appeal is made by an adjacent business or property owner. We have attached Kimley Horn's recommendations.

DDA and City staff looked at the proposed time limit changes and made some additional tweaks. Those recommendations are attached as well.

Major changes to note:

1. Making all lots between 3rd and 6th Avenues 2 hour lots
2. Spaces on Terry St. will primarily go to 3 hours (currently either 2 hrs or all day). Question: Should the area between 5th – 6th be 2 or 3 hours?
3. Kimbark between 6th – Longs Peak will become 3 hours (currently all day). Kimbark between 4th & 6th Ave will become 2 hour (mostly either 3 hour or all day now). Also, areas in front of the two glass shops have traditionally been all day. This proposes changing them to 2 hours.
4. We are investigating whether we can change some parallel on-street parking to diagonal parking along some Avenues between Kimbark & Emery, and along a few short sections of Emery & Coffman. Angled parking typically provide about 2 spaces for every one parallel space.

Public outreach to stakeholders for these proposed time limit changes will begin on March 2, with the City's Big Project Open House. A public meeting will be held sometime before March 31 and the changes will be

posted online with a chance for comment. Letters or flyers will go to property owners and business owners/tenants in the affected DDA area, as well as to the East Side and West Side Neighborhood Leaders.

We have also attached a snapshot of our current lots and permits available. As you know, License Plate Recognition technology will be starting soon. We would like to continue to identify off street parking for employees and also investigate if private owners want to see any type of permits or allow access to their lots.

Staff would like to get direction for the Board on these proposed time changes as we move forward.

Agenda Item: Breezeway Seating Areas and 300 West Parking Lot NE Corner

Executive Summary: All six breezeways are completed and we would like to add some seating.

Keystone Ridge Designs is a company we have used to purchase trash cans and ash receptacles. Every February they offer free shipping. They have a table/chair setup that matches our current bench design and comes as a single set, meaning, it could sit on the breezeway pavers without having to be attached to anything. See attached product sheet. The set weighs over 500 lbs so it would be very difficult to move. Given that weight, shipping would be very expensive. The quote for the six table/chair sets is \$13,998 which does not include \$3600 in freight, which would be waived if we place our order in February. The downside is that the tables and chairs are BIG, could not be moved and would take up a good portion of the breezeway.

Streetscapes, Inc. has a set of casual bistro tables in chairs. These are more flexible and movable for events and other gatherings in the breezeways. They are not as heavy. They are used in Fort Collins without issue. The vendor also noted that they are used in a New York City park, losing only 5 chairs in 15 years. The cost to add two tables with four chairs in each breezeway is \$6,323.

Staff also recommends to redo the NE corner of the 300 west parking lot on the north side of Gold Key Travel. Loris & Associates, the Alleyscape designers, created a diagonal curb corner in the lot to allow for space for a transformer box. The box was never placed in that space, however, the design was not corrected to modify the curb corner (i.e., make the corner a right angle instead of a diagonal). DeFalco Construction installed this corner according to the design plans, as they should have. After realizing this mistake, we decided we could still landscape that area. However, irrigation was mistakenly missed in this area by DeFalco. We are told it is now not possible to add the irrigation. Without the irrigation, landscaping would likely not survive here. As it is now, the diagonal corner creates shorter parking spaces in that area and an unusual layout of the lot. Plus the open space could encourage trash dumping and transient camping. We would like to remove the diagonal curb and install a right angle curb to support better parking in this corner. See design showing the original diagonal curb and the suggested right angle curb line in red. Photos are also included of the corner as it is now. Given this was mistakes on both parties, Tom Caprarella will look into if any cost split can be made with DeFalco and if there are any Alleyscape funds left to support this change. In the case that might not be possible, we propose using incentive funds as backup to cover the cost to reconfigure this corner.

Below is a table of our remaining east and west side Alleyscape incentive funds. We calculated the most expensive table and parking lot expenses plus anticipated Alleyscape grants and estimate we would have over \$58,000 remaining in the incentive funds. The incentive funds expire after 6/30/17.

Available East Incentive Funds	\$ 14,003
Available West Incentive Funds	\$ 66,972
Total Incentive Funds Available	\$ 80,975
6 tables/seats for east/west breezeways	\$ (13,998)
Reconfigure NE curb line in 300 W lot	\$ (3,530)
Anticipated W Alleyscape grant awards	\$ (5,000)
Remaining West Alleyscape Funds	\$ 58,447