

LDDA Board Communication

Meeting Date: Wednesday, September 28, 2022

Current Incentive Fund Availability:

Retail Conversion: \$59,100	Signage: \$14,929	DIP: \$428,086	Alleyscape: \$11,089
Residential: \$19,749	Safe Re-opening: \$6,175	TIF: \$3,489,079 (net projected available)	

Agenda Item: Façade Grant Applications - Incentives

Executive Summary: St. Vrain Historical Society Façade Grant

The St. Vrain Historical Society owns the St. Stephens Episcopal Church built in 1881. The church is located adjacent to St. Stephen's Plaza at 470 Main St. The church was vandalized on two separate incidents in summer 2022 and needs repairs to the historic stained glass. Additionally, they would like to add new security glass over the stained glass to protect them. There are only two stained glass repair people in the nation and one is in Colorado. The second one is out of state and is cost prohibitive and less secure to ship the delicate stained glass. Therefore they have one bid for the historic stained glass repair. They are waiting on a second bid for the security glass. The total costs for the project are \$33,121 and they are requesting the 25% reimbursement of \$8,280.25.

They have submitted an insurance claim and are waiting to hear what total costs will be covered. They will share that information with the LDDA, which can be taken into account on the reimbursement if desired by the Board.

Motion: Approve the Façade Grant in the amount of \$8,280.25, contingent on insurance reimbursement.

Executive Summary: Longmont Downtown Development Authority Façade Grant

The LDDA wishes to replace the rear/back entrance door that faces the alley. We are waiting on a second bid for the doors. We will replace the silver steel door with a dark bronze steel door that includes a crash bar to be compatible with a new security system. The total cost of the door is \$4,503 and a 25% reimbursement request is \$1,125.

Motion: Approve the Façade Grant for \$1,125.

Staff Recommendation: Approve grants as submitted.

Agenda Item: 1st & Main Development Priorities

Executive Summary: City staff will be taking the water tap fee credits, which were part of the original redevelopment agreement for Butterball, to City Council for approval. This incentive allows the owners of the development to allocate water tap fees to other parcels from the initial land acquisition if the redevelopment are consist with current plans of development. There are currently three different parcels being considered for the remaining water tap fees including, 121 Main; 110 Emery and 301 1st Ave.

Tony Chacon, redevelopment manager, created a matrix outlining goals of the 1st & Main Station Area Plan; Downtown Master Plan; Main Street Corridor Plan and Steam Vision.

All three projects meet the intent of most aspects of these plans. See overview below:

Boston Station description

Proposed apartments include 1 four-story building fronting 1st Avenue and 10 three-story buildings (32 units per acre) with a total of 367 units on 11.85 acres. Amenities include a two-story clubhouse and outdoor pool and gathering spaces and other smaller outdoor gathering spaces interspersed between buildings.

121 Main description

Proposed five-story mixed use development on 1.6 acres (100+ units per acre) with 11,000 square feet of ground floor commercial and a rooftop restaurant/bar and outdoor patio, 183 apartments, and a 310 space parking garage; Amenities include an outdoor plaza/courtyard on the north side of the building that include outdoor seating areas for residents and businesses.

110 Emery description

Proposed apartments include 4-5 stories (90+ units per acre) with structured parking. This is the 2nd phase of the adaptive reuse of the commercial warehouse. As of now, there is no public space included in this project.

PLAN GOALS/POLICIES
1ST & MAIN STATION AREA PLAN
<ul style="list-style-type: none">• Be Pedestrian-Oriented and Bike-Friendly: The pedestrian walking focus should be between · and · mile from the core of the development - usually a transit station...• Include a Mix of People-Intensive Uses: incorporate the types of uses that people want and need, including housing...• Compactness: projects should be established within a quarter-mile radius of the development core (usually a transit center), promoting a compact, walkable village.• Manage Parking and Access: Parking should be on-street and/or at the center of blocks, using linear buildings to mask the lots or structures.• Be Successful Without Transit: A new development should be able to succeed - 'pencil out' for developers - on its own.
DOWNTOWN MASTER PLAN
<ul style="list-style-type: none">• Increase foot traffic along retail corridors• Build a loyal customer base that is age & culturally diverse• Add housing to increase number of residents and the diversity of demographics in downtown• Support development projects that add tax-paying uses• Encourage appropriate & creative development at the full entitled land use intensity• Ensure public spaces are incorporated into redevelopment efforts in the area south of 3rd Avenue• Extend streetscape improvements throughout downtown as joint public-private projects• Promote continuation of street grid where connectivity is interrupted or lacking, such as south of 3rd Avenue• Improve pedestrian connectivity and wayfinding throughout and between downtown and major surrounding destinations/neighborhoods• Support and encourage building and site design that enhances safety through attention to visibility, access, lighting, etc.• Optimize the safety and effectiveness of on-street parking design.• Advance redevelopment efforts south of 3rd Avenue as an opportunity to add uses that are missing or underrepresented in the desired mix• Encourage and prioritize projects that deliver a mix of uses or that fill a gap in the use mix such as housing, modern office, retail, a trade or higher education institution, a community market, a hotel or a larger event venue• Encourage greater development intensity and vertical mixed use, especially of surface parking and other underutilized land.• Design new development to activate the street while screening parking by locating it underground, on upper floors, or in areas toward the interior or rear• Encourage development of infill housing to achieve a mix of housing types at a range of price points, including higher density residential buildings and upper story residential uses.• Prioritize redevelopment along and south of 3rd Avenue and along Coffman Street.• Support and coordinate with redevelopment efforts extending south to St. Vrain Creek

MAIN STREET CORRIDOR PLAN
<ul style="list-style-type: none"> Consider additional residential development throughout: townhomes, apartments, and condos could be built above active ground floor uses and on the backside of blocks. Include a mix of for-sale and for lease products, including affordable options. Provide multimodal connections to nearby regional open space areas and planned development. Consider the need for shared parking structures to serve demand over time. Increase density across the area especially near TOD opportunities and along Main south of 3rd Avenue. Provide connections between Main Street and the 1st and Main TOD site through well-connected sidewalks and pathways (both on-street and off-street) as well as linear parks and well-connected open spaces. Provide safe, convenient connections to better connect Downtown to the Dickens Farm Nature Area and greenways south of Downtown.
STEAM VISION
<ul style="list-style-type: none"> Buildings 3 stories or higher per visioning development scenario plan Embrace density -- increase building height/max height possible with community support Reduction in surface parking Structured parking when viable Integrate affordable housing throughout Build infrastructure first

Staff would like to discuss the following plan goals/policies and recommends outlining which priorities are most impactful. Staff recommends those priorities to include higher density development, strong urban design, clear pedestrian connections into Downtown and public gathering and green space.

Agenda Item: Commercial Real Estate Outreach

Executive Summary: To further the Boards discussion on Commercial Real Estate availability, LDDA will partner with LEDP to do outreach to commercial brokers on the benefits and selling points for businesses to invest in Downtown Longmont. This campaign has evolved one started by LEDP targeting site selectors.

In Q4 2022, LDDA will send this packet to commercial brokers in the surrounding area, bridging both northern Colorado and the County. We will also have these resources available for prospects. Additionally, we will work with LEDP on a site selector event that will be held in 2023. This outreach is consistent with the Master Plan of Development:

Economic Vitality:

GROW AND DIVERSIFY THE EMPLOYMENT BASE IN DOWNTOWN.

- A. Create and implement a comprehensive business attraction and retention strategy that aligns with citywide efforts while defining a distinctive value proposition for Downtown.
- B. Explore, develop, and utilize incentives to target job creation and office space occupancy.
- C. Communicate and make investments that support the importance of a vibrant, livable Downtown for citywide talent attraction.

Funds for this endeavor will be used from the \$10,000 investor partnership between the LDDA and LEDP.

Agenda Item: Future Alley Planning

Executive Summary: City staff requested LDDA put together an outline of what alley improvements may look like in the 200 blocks of Main St. See attachment for current alley condition photos.

200 Block Alley Scope:

Overall goal: improve lighting and road condition, underground utilities, make pedestrian friendly, add inlets for water drainage, screen trash dumpsters. The drainage should be able to feed into the storm drain on 2nd Ave. per city operations staff.

East Side

- Resurface to concrete or asphalt (stamped, colored, etc.)
 - non permeable pavers may be nice but cost prohibitive
 - Could place pavers in a few key areas
- Increased/enhanced lighting
- Leave guardrail as is. LDDA can paint as a public art project like the guard rail around the Aspen Children's Center at the N end of the 500 E alley.
- Center drainage pan in concrete or other (must be pedestrian friendly)
- At least 2 inlets for dispersed drainage (S end of alley is prone to pot holes)
- Concrete pedestrian walkway on E side of the alley (W side is where dumpsters need to be). Use colored, aggregate or stamped concrete.
- Add dumpster pads with curbs to keep them in place, or get permission from a property owner to allow for a shared enclosure.
- NO landscaping but maybe a few self-watering planters in key locations.

West side

- Same as above
- Underground utilities
- Pedestrian walk way could be on either or both sides of the alley.
- Offer trash enclosure screening on private properties.

Staff would like Board to confirm this is the vision for these alleys and will forward to PWNR staff.