

**LDDA Board of Directors Meeting**

528 Main St., Longmont, CO 80501

**March 28, 2018 – 4:15 p.m.**

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**Present:** John Creighton; Ex-officio Member: City of Longmont, Jim Golden; Marcia Martin; Kirsten Pellicer; Alex Sammoury; Thaxter Williams

**Absent:** Chris McGilvray; Joe Perrotto

**Guests:** Kathy Fedler; Phil Greenwald; Tyler Stamey

**Staff:** Executive Director, Kimberlee McKee; Del Rae Heiser; Emelie Torres

**1. REGULAR MEETING CALLED TO ORDER AND SILENT ROLL TAKING**

**2. BOARD AND EX-OFFICIO MEMBER COMMENTS**

- a. Good News - none
- b. Downtown Feature of the Month – Marcia will do it next month.

**3. APPROVAL OF AGENDA**

**Motion:** Kirsten Pellicer moved to approve the agenda, Alex Sammoury seconded the motion. The motion passed unanimously.

**4. APPROVAL OF MINUTES**

- a. **Motion** to approve the February 28, 2018 Board Minutes: Thaxter Williams moved to approve the minutes, John Creighton seconded the motion. The motion passed unanimously.

**5. PUBLIC INVITED TO BE HEARD (5 MINUTE MAX PER SPEAKER) - none**

**6. PRESENTATION**

- a. Affordable Housing & Redevelopment Update – Kathy Fedler

Kathy's update started with the Former Inclusionary Zoning Program. The goal of deconcentration was achieved with AH provided in developing areas of town as shown on the handouts.

Inclusionary Zoning Program was repealed in 2011 and affordable Housing Incentive Based Program was introduced in 2016. New Incentives were set. Some line items highlighted:

- o One AH funding is ½ % of the 3% marijuana tax up to 1.5% total. Should the tax go up more than 3%, the AH funding remains at 1.5% total until City Council action.
- o Adopted Regional goal of 12% affordable by 2035. City of Longmont is currently under 4%.

Current market conditions presented a dip in building permits (units) from 2005-2015. Part of the shift was due to recession and flood.

Affordability Gap by Community between 2014 and 2017 showed a significant change and demonstrated that homebuyers would have to go farther east for affordable houses.

Affordability Gap by Boulder County AMI compared 2015 and 2017. Current housing cost would need to be subsidized. Marcia asked about percentage of materials and labor increase. Everything has gone up. A national study showed land contributes less to housing but given the influx of people in the state, both have increased. Corrected amounts on the 81-100% Affordable Price is \$200,400 (2015) and \$215,800 (2017). Thaxter stated that some condominium developments have been taken out of market due to construction defects. This has affected housing inventory and rising cost.

Alex stated that developers are paying cash-in-lieu thereby increasing other home prices. How do we address that in long term? Marcia said builders will try to keep their margins bigger, but they cannot always do that because of the market caps for each product. Margins will have to decrease for developers.

Average Rental Rate - continues to go up; Vacancy Rate - is going down

John asked about commercial linkage fee. Commercial construction is related to the number of jobs created at what AMI percentage is to determine the number of contribution to support AH.

Other tools in AH toolbox include housing fund, land banking, incentive program, mobile home improvements, payment in lieu, down payment assistance, and rehabilitation program.

Next Steps - City staff is looking on how to reach the goal by 2035.

Marcia asked for clarification about linkage fees being charged for employers that are bringing people to the market, not the homebuilders. The consultants will look at what will work in Longmont. She asked if Colorado could impose an income tax. No.

Kimberlee asked if there is a time limit for a non-profit development to build housing. No.

Business community can help by providing employees' housing needs, support affordable workforce housing, land donations etc.

Marcia suggested social banking. John suggested loan guarantee program in lieu of down payment assistance.

Kimberlee added that the DDA, LEDP and LACC have a development partnership to put together a task force to look into the program and redevelopment in downtown. Kimberlee invited the Craig Jones of Terry St. Brownstones to join. Kimberlee will report back to the Board after their meeting.

**Motion** to move Item 10 (Transportation Update) to item 7: Kirsten Pellicer moved to approve the motion, Thaxter Williams seconded the motion. The motion passed unanimously.

## 7. PRESENTATION:

### a. Transportation Update – Phil Greenwald & Tyler Stamey

Kimberlee asked to move this item before New Business (item 7).

Phil shared the handouts and slides for the update. City staff is working with RTD, Boulder City and County. The plan is to make 1st and Main the HUB. First and Coffman (extended corridor) and north Main are slotted for bus stops. North Main is ripe for development. Rapid transit would extend going south on 287 to Broomfield. Coffman St. will become multimodal corridor as shown on the handout. The goal is to pull buses away from Main St. They will need to coordinate with RTD.

Parking along Coffman St. will be parallel.

Marcia asked if City staff looked into smaller buses in terms of land use. The current buses are big and never full. There are existing smaller buses but have issues with ADA and small legroom. They are looking at smaller, more agile shuttles from other cities.

BRT headway would be 5 min. average. Local buses would have more stops.

The corridor would go from 2<sup>nd</sup> Ave to 11<sup>th</sup> Ave. Kirsten mentioned that the protected bike lane would be important for Downtown. The study is 10% completed to date, to implement is estimated \$7.8 million cost and 1-year process, phased.

Area Concept on 1<sup>st</sup>/Main transit station site redevelopment would include parking structure and housing/retail buildings. Sites 2 and 3 are LDDA properties. City is working on an infrastructure master plan of this area, which will be completed by the end of the year. This site includes mixed-use development, structured parking and transportation hub.

Marcia asked how much money would be needed to spend in Longmont to raise the AMI. Phil said that there are ways to offset costs. Pay them more, but eliminating transportation costs can also take a burden off the employee. This gives more dollars to buy a home or for active spending. Housing Density on this site can be higher. Parking garage could be shared with housing parking needs.

Traffic Signal Update - Tyler, City Traffic Engineer is currently working with CDOT on updates/changes with adaptive signals along Main St. The whole project cost CDOT \$2 million. Tyler is awaiting final data results from CDOT. They are looking at vehicle travel time on the corridor before and after the updates. The goal is to reduce travel times for vehicles on the corridor. Adaptive signals changed the pedestrian crossing on Main St. including light timing which was based on cycle. A ped call was put in each time Main St. light turned green. The avenues showed shorter time walk light displayed although count down time was the same as it was. It is more important to push the button now. The walk light indicator is to get people to cross and the countdown is the time allowed to cross the intersection. Time was lengthened from 4 ft. per second average pedestrian walk speed to 3-½ ft. per second. Collected data for 2 days in March captured wait time after a pedestrian pushes a button averages 32 seconds. Longest wait time is 1.5 min. and an average of 220 button pushes.

- Mid-block crossing update – push buttons on crosswalks was approved in late 2017. Currently, there is a patent issue on this so they are looking at alternative ways.
- Bike traffic in alley – he is looking into allowing 2-way bike traffic on alleys.

Kimbark St. Crossing – Tyler is collecting data on car volume and pedestrian crossing on 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> Avenues. He thinks there is enough data to support crosswalk on 6<sup>th</sup>/Kimbark. He is still working on 5<sup>th</sup>/Kimbark intersection. He is also looking into extended pedestrian curb on 5<sup>th</sup> and 6<sup>th</sup> intersections. John stated that there is no stop sign from 5<sup>th</sup>-9<sup>th</sup> Ave. on Kimbark and drivers drive up to 40 miles/hr. He also added that downtown businesses' priority is pedestrian versus CDOT's vehicle priority, which poses conflict of interest. On-street parking on Kimbark limits visibility for pedestrians crossing. He himself has had to back up several times trying to cross Kimbark from not seeing vehicles coming. Tyler stated the rule to put all way stops is the volume of cars traveling on that street. The 6<sup>th</sup>/Kimbark intersection volume does not warrant a stop sign. Tyler stated that stop signs do not necessarily slow down vehicles. Drivers often speed up after stop sign to make-up for loss of time. When asked about stop signs on Terry Street, these were in place a while ago and Tyler does not have the history on it. In addition to pedestrian curb, Tyler is also considering bollards, narrowing lanes, adding bike lanes etc. He will continue looking at options. Kimberlee and Tyler discussed putting speed tables on Kimbark and Coffman Sts. to give drivers an idea how fast they are traveling.

Marcia suggested educating the public with inserting information on traffic changes in the utility bill as everyone reads it. Tyler is also looking into a Times Call article.

## 8. NEW BUSINESS

- LDDA Work Plan – Kimberlee asked the Board for comments on the proposed work plan based on five top things of the Master Plan from the retreat.
  - Pedestrian & Bike Infrastructure Improvements – capture pedestrian count and bike dismount and present data to council to see if it is enforceable. Add education to public.
  - Clean & safe – staff to look into cameras on the alleys/parking lot and will connect with LPD/LPC about using the existing poles and power to install cameras. Alex asked Marcia to talk to City Council about allowing LDDA to install cameras in downtown. John added maintenance and updating of things such as the goose on the corner of 5<sup>th</sup>/Main St.
  - Mixed use Redevelopment – Kimberlee plans meet with property owners on the 100-200 blocks of Main.
  - Implement 1<sup>st</sup> & Main Plan – Kimberlee will find out which buildings can support higher stories and form planning charrette with 100-200 blocks.
  - Build on Real Longmont – a social media forum with businesses is scheduled in April.

Kimberlee asked the Board how they want the work plan information reported. Google docs would be a good tool.

Marcia asked Kimberlee for information with milestones and progress update that she could share with Council discussions.

Kimberlee asked everyone to email her which work plan item(s) they would like to champion.

The Board directed Kimberlee to add the items discussed to the work plan.

## 9. OLD BUSINESS - none

## 10. EXECUTIVE DIRECTORS REPORT

Kimberlee informed everyone that Elk's Lodge did not accept DDA offer on their lot.

- Historic grant applications – State needs a non-profit applicant and letter of support for structural assessment. Kimberlee will work with Karen Bryant.

Pedestrian and bicycle counts – Staff looked into machines to capture data and found out companies who do it for 1 year. Boulder and other surrounding cities use Eco Counter. These are mobile counters and can be moved around. Cost for two units is \$11,015. Del Rae will look for third company for comparison. Eco Counter representative will be in Boulder sometime in April and can train staff on the machine free of charge if purchased from them.

b. Board Meeting tentative date for April – Kimberlee will be out of town on April 25. Tentative meeting set for April 24.

**11. ITEMS FROM STAFF** - none

**12. BOARD MEMBER COMMENTS** - none

**13. ADJOURN** - 6:25 pm

Respectfully submitted by:

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**Kimberlee McKee**  
Executive Director, LDDA

**Alex Sammoury**  
Chairperson, LDDA