



PLANNING & DEVELOPMENT SERVICES DEPARTMENT

385 Kimbark Street, Longmont, CO 80501

T 303-651-8330 F 303-651-8696

[longmont.planning@longmontcolorado.gov](mailto:longmont.planning@longmontcolorado.gov)

**Written Land Development Code Interpretation 2025-006**

To: Grant Penland, Planning & Development Services Director

From: Jeremy Lott, Development Project Administrator

Date: November 10, 2025

Re: Interpretation for Transit Center

Background

The term *Transit Center* is referenced within both the City of Longmont Land Development Code (LDC) and the 2025 Transportation Master Plan (TMP). Neither includes a specific definition for the term so there is a need to provide a written interpretation for accurate implementation of both the LDC and associated guiding documents.

- The LDC allows proposed developments in the MU-C, MU-D, MU-E, and MU-R zoning districts that are also within one-quarter mile of a Transit Center to be eligible for an additional story, up to 15 additional feet, beyond what is allowed by right within the zone district.
- The TMP identifies multiple Transit Centers throughout the City of Longmont, which are classified into Transit Center with Park-n-Ride and Transit Center without Park-n-Ride.

Analysis & Conclusion:

Generally, a Transit Center is seen as a location where multiple modes of transportation converge to facilitate route connections or mode shift (ex: parking a personal vehicle and boarding a bus or train). As such, the LDC intends to provide development incentives for being adjacent or nearby a Transit Center. Thus, the determination is made that two locations within the City of Longmont shall be considered as a Transit Center for development incentives. The two locations are identified within the TMP as Transit Center with Park-n-Ride – one located near Main Street and 1st Avenue and the other near Main Street and Park Ridge Avenue. A single bus stop shall not be used as the basis for any development incentives.

Grant Penland

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Grant Penland

Date

Cc: Official record of interpretations