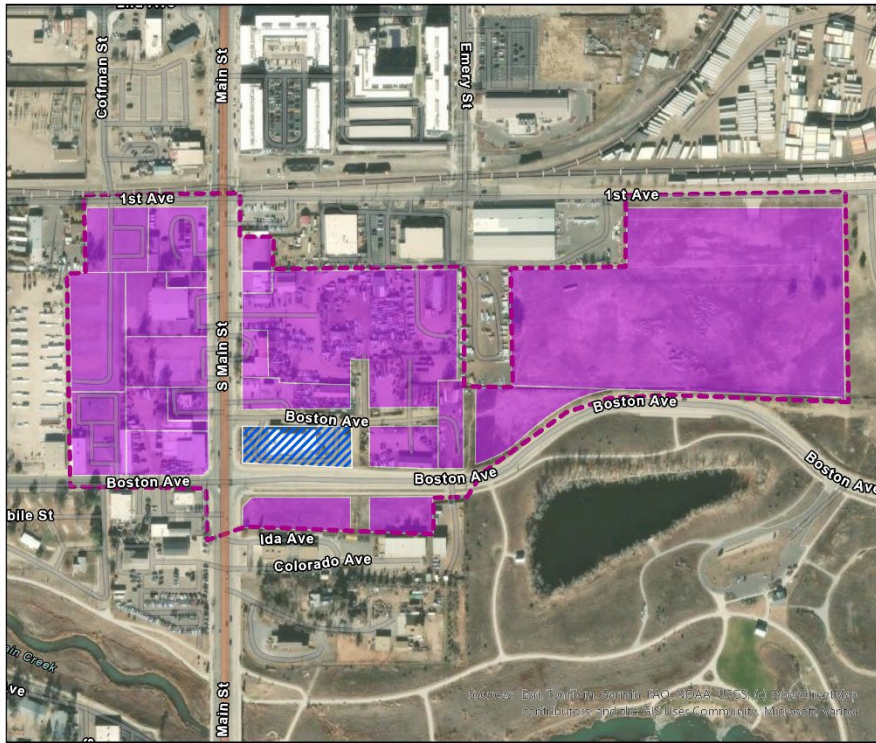


1st and Main Urban Renewal Plan
Longmont, Colorado
June 14th, 2026

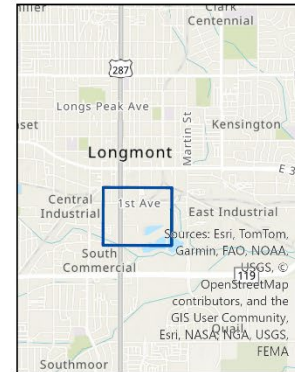


Prepared by:
Longmont Urban Renewal Authority (LURA)

1st and Main Urban Renewal Plan



- 1st and Main Urban Renewal Plan Boundary
- Parcel Excluded from URA Plan
- 1st and Main Urban Renewal Plan Parcels



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DEFINITIONS

The terms used in this Urban Renewal Plan shall have the following meanings:

Act means the Colorado Urban Renewal Law, Part 1 of Article 25 of Title 31, of the Colorado Revised Statutes.

Area or **Urban Renewal Area** means the area of the City included within the boundaries of this Urban Renewal Plan as depicted in Exhibit A and described in Exhibit B.

Authority means the Urban Renewal Authority of Longmont, Colorado.

City means the City of Longmont, Colorado.

City Planning means the Planning and Development Services department of the City of Longmont, Colorado.

Comprehensive Plan means the Longmont Area Comprehensive Plan, branded as “Envision Longmont”, adopted in June 2016, as amended.

County means Boulder County, Colorado.

Plan or **Urban Renewal Plan** means the 1st and Main Urban Renewal Plan.

Minor Modification means that the parcels included in the Plan have been removed by the Authority from the existing Southeast Longmont Urban Renewal Plan.

Project or **Urban Renewal Project** means all activities and undertakings described in this Plan.

I. Introduction

The purpose of the 1st and Main Urban Renewal Plan (Plan) is to implement those provisions of the Longmont Area Comprehensive Plan and the City of Longmont's adopted planning documents. This Plan area includes properties that have been removed via minor modification to the Southeast Longmont Urban Renewal Plan. The Plan area includes 29.5 acres encompassing a portion of the City of Longmont downtown. The area is bounded by 1st avenue to the North, Boston Avenue to the South, Coffman Street to the West, and S. Martin Street to the east. The Plan is intended to help fund public infrastructure improvements, a regional transportation transit center, and in effect catalyze transportation-oriented development within its boundary. Conceptual development uses include educational facilities, multi-family apartments, commercial office space and commercial retail space. The Plan's provisions are intended to eliminate and prevent conditions of blight, provide public infrastructure, attract private investment, activate underutilized property, and leverage tax increment financing to promote coordinated redevelopment and rehabilitation of the area by private enterprise and public entities.

This Plan is proposed for consideration by the City Council of Longmont pursuant to the provisions of the Act. The Authority shall administer the Project and implement the Plan.

II. Urban Renewal Area Boundary

An Urban Renewal Plan area has been created that includes properties located within the City of Longmont's municipal limits. The Area, titled the "1st and Main Urban Renewal Plan," includes multiple parcels owned by private entities and public bodies, including the City of Longmont, that are intended to support transportation-related infrastructure, civic uses, and redevelopment. The Plan boundary encompasses approximately 29.5 acres and consists of a mix of vacant, underutilized, commercial and publicly owned properties. The subject area is characterized by vacant and underutilized land, the 100-year floodplain, deteriorated buildings and site improvements, inadequate internal street connectivity, faulty lot configurations, unsafe pedestrian and vehicular conditions, documented environmental contamination on select parcels, and inadequate public infrastructure necessary to support higher-density, transit-oriented development. These conditions make coordinated redevelopment challenging. The Authority evaluated this area for Urban Renewal treatment because these conditions represent statutorily defined blighted area factors.

III. Summary of Statutory Criteria

On March 24th, 2026, a conditions survey report was submitted to the Longmont Urban Renewal Authority that summarized a blight study of the area described as the 1st and Main Transit Center Urban Renewal Plan. Relevant conditions were researched, documented, photographed, and compared with the blighted area factors pursuant to the Act. The result of the survey is included in a document entitled “1st and Main Transit Center Conditions Survey” (the Conditions Survey), dated June 14th, 2026, consisting of 26 pages, related exhibits, a description of existing conditions, and supporting documentation. The Conditions Survey is incorporated herein in its entirety by this reference.

The Conditions Survey found that the following factors listed in the Act are present in the Area and that these conditions qualify the Area as a “blighted area” as defined in the Act:

Conditions Survey – Blighting Factors Catalogued	
Blighted Area Factor # (C.R.S. 31-25-103.2 List Label)	Definition
Factor 1 (a)	Slum, Deteriorated, or Deteriorating Structures.
Factor 2 (b)	Predominance of Defective or Inadequate Street Layout
Factor 3 (c)	Faulty Lot Layout in Relation to Size, Adequacy, Accessibility, or Usefulness
Factor 4 (d)	Unsanitary or Unsafe Conditions
Factor 5 (e)	Deterioration of Site or Other Improvements
Factor 6 (f)	Unusual Topography or Inadequate Public Improvements or Utilities
Factor 10 (j)	Environmental Contamination of Buildings or Property.
Factor 11 (k.5)	The Existence of Health, Safety, or Welfare Factors Requiring High Levels of Municipal Services or Substantial Physical Underutilization or Vacancy of Sites, Buildings, or Other Improvements

IV. Description of Urban Renewal Project

This Plan will be implemented as part of a comprehensive program to eliminate and prevent blight in the Urban Renewal Plan. The Authority and the City, with the cooperation of private enterprise and other public bodies, will undertake a program to eliminate the conditions of blight identified in the Conditions Survey. Colorado's Urban Renewal Law (§31-25-101 et seq.) requires every Urban Renewal Plan to demonstrate conformance with the municipality's adopted plans. The following sections demonstrate how the Plan's Goals align with the City's Comprehensive Plan and other adopted plans, including goals related to public transportation, transit-oriented development, civic and educational uses, housing, and public infrastructure investment. Although other adopted plans exist locally and regionally, this document assumes that those Goals and Policies are subsumed under the Longmont Area Comprehensive Plan.

A. Urban Renewal Plan Goals and Relationship to Local and Regional Objectives:

Goals of the Plan – This Plan has been adopted to achieve the following goals:

- a)** To eliminate and prevent conditions of blight within the Plan that impair its ability to support coordinated redevelopment, public investment, and efficient use of land in a highly visible and strategically located part of the City.
- b)** To establish the Plan as a major multimodal transportation hub by facilitating the development of the 1st and Main Transit Center in coordination with the Regional Transportation District (RTD) and other public partners.
- c)** To leverage Tax Increment Financing and other urban renewal tools to fund public infrastructure improvements, including transit facilities, roadway realignments, circulation improvements, traffic safety improvements and public parking, necessary to support transit-oriented redevelopment and address existing infrastructure deficiencies.
- d)** To support transit-oriented development patterns that concentrate higher-density residential, employment, civic, educational, commercial and mixed-use development in proximity to public transportation.
- e)** To improve multimodal connectivity within the Plan and throughout downtown Longmont, surrounding neighborhoods, and regional destinations.
- f)** To encourage private investment and redevelopment that is catalyzed by public transportation infrastructure and that activates vacant and underutilized properties within the Plan.
- g)** To support the development of multifamily housing, in locations that benefit from direct access to regional transit and reduce transportation costs for residents.
- h)** To facilitate the integration of civic and educational uses within the Plan, including uses that benefit from proximity to regional transit and serve students, workers, and the broader community.
- i)** To coordinate land use, transportation, and infrastructure planning in a manner consistent with the City of Longmont's Comprehensive Plan, adopted transportation plans, and other applicable planning and policy documents.
- j)** To improve safety, efficiency, and functionality of the street network within and adjacent to the Plan through roadway realignments, reconstruction, access management, and circulation improvements that support all modes of travel.
- k)** To promote coordinated planning and implementation among the Authority, the City, RTD, other public entities, and private partners to ensure timely delivery of infrastructure and redevelopment.
- l)** To strengthen the City's tax base and long-term fiscal sustainability by enabling productive, transit-oriented redevelopment of land that is currently vacant, underutilized, or constrained by inadequate infrastructure.

2. Alignment with Envision Longmont Guiding Principles

The 1st and Main Urban Renewal Plan is intended to implement and advance the vision, Guiding Principles, and policy direction established in the City of Longmont's Comprehensive Plan, Envision Longmont, adopted in June 2016. Envision Longmont organizes the City's long-term planning framework around a series of Guiding Principles that shape land use, transportation, housing, economic development, and public investment decisions.

The Urban Renewal Plan advances Envision Longmont by addressing blighting conditions and infrastructure deficiencies within a strategically located area near downtown Longmont and by facilitating coordinated public investment in transportation, redevelopment, and civic uses. The Plan supports the following Guiding Principles, listed in the order presented in the Envision Longmont Plan.

A. Guiding Principle 1 – Livable Centers, Corridors, and Neighborhoods

Envision Longmont emphasizes the importance of focusing growth and reinvestment within defined centers and corridors to use land and public infrastructure efficiently, support a sustainable mix of uses, and enhance overall community livability. This Guiding Principle encourages reinvestment in underutilized areas and coordination between land use decisions and major public infrastructure investments.

The Urban Renewal Plan advances this Guiding Principle by facilitating redevelopment within the 1st and Main area. The Plan will fund public infrastructure and a transit center, improvements that will help activate underutilized properties and generate uses aligned with the City's Downtown vision and comprehensive plan.

The Plan supports this Guiding Principle by:

- Encouraging reinvestment in an underutilized area near downtown Longmont.
- Funding Public Infrastructure and Public Transportation Facilities
- Supporting compact, higher-intensity development in proximity to existing and planned infrastructure.
- Coordinating land use and infrastructure investment.
- Reinforcing downtown Longmont through complementary redevelopment rather than outward expansion.

B. Guiding Principle 2 – A Complete, Balanced, and Connected Transportation System

Envision Longmont identifies the transportation system as a foundational component of the City's future, emphasizing multimodal connectivity, integration of land use and transportation planning, and improved access to destinations throughout the City and region.

The Urban Renewal Plan directly advances this Guiding Principle through the development of the 1st and Main Transit Center as a regional public transportation hub, together with roadway, circulation, traffic safety, access and public parking improvements necessary to integrate transit facilities with surrounding development.

The Plan supports this Guiding Principle by:

- Facilitating the development of a rapid bus transit center in coordination with the Regional Transportation District (RTD).
- Supporting roadway realignments, street extensions, and circulation improvements that integrate transit facilities with the surrounding street network.
- Improving multimodal connectivity and traffic safety for transit users, pedestrians, bicyclists, and vehicles.
- Supporting transit-oriented land use patterns that complement expanded transit service.
- Enhancing regional connectivity between downtown Longmont, surrounding neighborhoods, and regional destinations.

C. Guiding Principle 3 – Housing, Services, Amenities, and Opportunities for All

Envision Longmont emphasizes equitable access to housing, education, services, and amenities, and recognizes the role of transportation access in expanding opportunity for residents of all ages, incomes, and household types.

The Urban Renewal Plan advances this Guiding Principle by enabling redevelopment that supports higher-density residential development and civic and educational uses in a location served by high-capacity public transportation.

The Plan supports this Guiding Principle by:

- Facilitating multifamily and higher-density residential development in proximity to the transit center.
- Supporting housing options that benefit from direct access to local and regional transit services.
- Improving access to education, employment, and services through enhanced transit connectivity.
- Enabling student-serving housing and educational facilities in a transit-accessible location.
- Reducing transportation-related barriers that limit access to opportunity.

D. Guiding Principle 4 – A Safe, Healthy, and Adaptable Community

Envision Longmont promotes safety, health, and adaptability through coordinated infrastructure investment, improved mobility, and development patterns that respond to changing community needs.

The Urban Renewal Plan advances this Guiding Principle through transportation and infrastructure improvements that enhance safety, circulation, and long-term adaptability within the Plan Area.

The Plan supports this Guiding Principle by:

- Improving roadway configurations and circulation patterns associated with the transit center.
- Enhancing safety for all users through improved street design, access management, and multimodal facilities.
- Supporting development patterns that reduce vehicle miles traveled and promote healthier mobility options.
- Providing public infrastructure that can adapt to future transportation, transit, and land use needs.

E. Guiding Principle 6 – A Sustainable and Resilient Economy

Envision Longmont emphasizes the importance of fostering job growth, economic diversity, and innovation by aligning land use, infrastructure, workforce development, and transportation investments to support employers and residents alike.

The Urban Renewal Plan advances this Guiding Principle by enabling major public transportation infrastructure and coordinated redevelopment that improves access to employment, supports workforce-serving uses, and strengthens connections between education, housing, and jobs.

The Plan supports this Guiding Principle by:

- Supporting the development of a regional transit hub that improves access to employment centers within Longmont and throughout the region.
- Enabling land use patterns that support employment, educational, and mixed-use development in a transit-accessible location.
- Reducing transportation barriers for workers, students, and employers by expanding high-capacity transit and multimodal connections.
- Supporting collaboration between the City, RTD, educational institutions, and private development to deliver infrastructure that supports long-term economic vitality.
- Reinforcing downtown Longmont and nearby employment areas by improving connectivity and supporting reinvestment rather than greenfield expansion.

3. Alignment with Goals and Policies under the Guiding Principles

- A. Guiding Principle 1 – Livable Centers, Corridors, and Neighborhoods** - The Plan will support the Comprehensive Plan’s Guiding Principle 1: “Livable Centers, Corridors, and Neighborhoods.” Specifically, the Plan will help advance **Goal 1.1, Goal 1.2, Goal 1.4, and Goal 1.6** by focusing reinvestment in a designated area, promoting redevelopment, and coordinating land use with major public infrastructure investments.

a. Goal 1.1: “Embrace a compact and efficient pattern of growth.”

The Plan facilitates infill redevelopment within an underutilized area of Longmont served by existing and planned infrastructure. By anchoring redevelopment around a regional transit center, the Plan reinforces compact growth and discourages outward expansion.

Specific Policies that Align with this Urban Renewal Plan include:

- Policy 1.1.B – Infill and Redevelopment

b. Goal 1.2: “Promote a sustainable mix of land uses.”

The Plan supports a balanced mix of residential, employment, educational, and civic uses within a transit-accessible location. Transit-oriented redevelopment enabled by the Plan supports integration of complementary uses within centers and corridors.

Specific Policies that Align with this Urban Renewal Plan include:

- Policy 1.2.A – Overall Mix of Uses
- Policy 1.2.D – Development Types
- Policy 1.2.G – Integration of Uses

c. Goal 1.4: “Focus infill and redevelopment in centers, corridors, and other areas of change.”

The Plan directly advances this goal by supporting reinvestment within a designated Area of Change and an existing Urban Renewal Area. The Plan facilitates coordinated redevelopment, property assemblage, and infrastructure investment to transform underutilized land into a functional activity center.

Specific Policies that Align with this Urban Renewal Plan include:

- Policy 1.4.A – Reinvestment Strategies
- Policy 1.4.B – Activity-Generating Uses
- Policy 1.4.C – Transit-Supportive Development
- Policy 1.4.D – Transit-Oriented Development
- Policy 1.4.E – Connectivity

d. Goal 1.6: “Provide, maintain, and enhance public infrastructure, facilities, and services to meet the changing needs of the community.”

The Plan establishes a framework to fund and deliver major public infrastructure, including transit facilities, roadway realignments, circulation improvements, and public parking, in a coordinated and fiscally responsible manner.

Specific Policies that Align with this Urban Renewal Plan include:

- Policy 1.6.A – Capital Improvement Program
- Policy 1.6.B – Financing
- Policy 1.6.E – Planning for the Future Integration of Public Improvements

B. Guiding Principle 2 – A Complete, Balanced, and Connected Transportation System - The Plan will support the Comprehensive Plan’s Guiding Principle 2: “A Complete, Balanced, and Connected Transportation System.” Specifically, the Plan will help advance **Goal 2.1, **Goal 2.2**, and **Goal 2.3** through investment in regional transit, roadway infrastructure, and multimodal connectivity.**

a. Goal 2.1: “Integrate land use and transportation planning to enhance the overall quality of life in the City.”

The Plan integrates land use and transportation by anchoring redevelopment around a Rapid-Bus Transit facility and coordinating land use patterns with transit investment.

Specific Policies that Align with this Urban Renewal Plan include:

- Policy 2.1.A – Multimodal Connections
- Policy 2.1.B – Transit-Supportive Development
- Policy 2.1.C – Transit-Oriented Development
- Policy 2.1.D – First and Last Mile Connections

b. Goal 2.2: “Provide a transportation system that offers safe, healthy, and reliable mobility for people of all ages, income levels, and abilities.”

The Plan improves access to transit, pedestrian, bicycle, and vehicular networks, enhancing safety and accessibility for all users.

Specific Policies that Align with this Urban Renewal Plan include:

- Policy 2.2.A – Integrated System
- Policy 2.2.D – Transit Service
- Policy 2.2.E – Rapid Transit Corridors
- Policy 2.2.F – Bicycle System
- Policy 2.2.G – Pedestrian System

- c. **Goal 2.3: “Enhance the transportation system in a manner that improves the economic vitality of the City, while being responsible stewards of limited resources.”**

The Plan leverages public and private funding to implement major transportation infrastructure that supports economic development and efficient land use.

Specific Policies that Align with this Urban Renewal Plan include:

- Policy 2.3.A – Capital Improvement Program
- Policy 2.3.B – Inter-Jurisdictional Coordination
- Policy 2.3.F – Parking Management

- C. **Guiding Principle 3 – Housing, Services, Amenities, and Opportunities for All** - The Plan will support the Comprehensive Plan’s Guiding Principle 3: “Housing, Services, Amenities, and Opportunities for All.” Specifically, the Plan will help advance **Goal 3.1** and **Goal 3.4** by improving access to housing, education, and services through transit-oriented redevelopment.

- a. **Goal 3.1: “Ensure there are affordable and accessible housing options that meet the needs of residents of all ages, abilities, and income levels.”**

The Plan supports higher-density and multifamily housing in a transit-accessible location, improving access to employment, education, and services.

Specific Policies that Align with this Urban Renewal Plan include:

- Policy 3.1.A – Housing Options
- Policy 3.1.C – Accessible Housing

- b. **Goal 3.4: “Ensure all Longmont residents have access to arts, cultural, and learning opportunities they need to thrive and prosper.”**

The Plan supports educational and civic uses in a location served by regional transit, improving access to lifelong learning opportunities.

Specific Policies that Align with this Urban Renewal Plan include:

- Policy 3.4.A – Lifelong Learning
- Policy 3.4.B – City Facilities and Programs

- D. **Guiding Principle 4 – A Safe, Healthy, and Adaptable Community** - The Plan will support the Comprehensive Plan’s Guiding Principle 4: “A Safe, Healthy, and Adaptable Community.” Specifically, the Plan will help advance Goal 4.1 and Goal 4.3 by improving mobility, access, and infrastructure resilience.

- a. **Goal 4.1: “Support healthy and active lifestyles among residents of all ages.”**

The Plan promotes active transportation and reduced vehicle dependence through multimodal infrastructure and transit-oriented development.

Specific Policies that Align with this Urban Renewal Plan include:

- Policy 4.1.E – Built Environment

b. Goal 4.3: “Ensure residents have access to health and human services.”

The Plan improves access to services by enhancing transit connectivity and first- and last-mile infrastructure.

Specific Policies that Align with this Urban Renewal Plan include:

- Policy 4.3.C – Transportation Options

E. Guiding Principle 6 – Job Growth and Economic Vitality Through Innovation and Collaboration - The Plan will support the Comprehensive Plan’s Guiding Principle 6: “Job Growth and Economic Vitality Through Innovation and Collaboration.” Specifically, the Plan will help advance **Goal 6.1**, **Goal 6.3**, and **Goal 6.4**, by improving access to employment, education, and workforce-serving uses through major transit investment.

a. Goal 6.1: “Recruit, support, incentivize, and retain quality businesses to provide a comprehensive range of job opportunities and promote economic diversity.”

The Plan supports this goal by improving access to employment centers through its public transit center and by facilitating redevelopment in a location that is attractive to employers and supportive of economic diversity.

Specific Policies that Align with this Urban Renewal Plan include:

- Policy 6.1.A – Business Retention and Recruitment
- Policy 6.1.B – Programs and Tools

b. Goal 6.3: “Address building space, infrastructure needs, and other considerations of target industries and the workforce.”

The Plan supports this goal through investments in transit facilities, roadway realignments, circulation improvements, and public parking that improve access to employment and support redevelopment of workforce-serving uses. The Plan’s redevelopment will activate underutilized parcels and provide new commercial space for the City’s workforce.

Specific Policies that Align with this Urban Renewal Plan include:

- Policy 6.3.B – Mixed-Use Employment Areas
- Policy 6.3.C – Circulation and Access
- Policy 6.3.D – Business Infrastructure

- c. **Goal 6.4: “Foster an educated and skilled workforce that meets the needs of local businesses and increases economic opportunities for residents.”**

The Plan supports workforce development by improving transit access to educational institutions and by enabling civic and educational uses within the area.

Specific Policies that Align with this Urban Renewal Plan include:

- Policy 6.4.A – Workforce Training

4. Alignment with Multimodal Transportation and Roadway System Plans

This Urban Renewal Plan elevates transportation from a supporting element to the primary catalyst for redevelopment within the 1st and Main area. Envision Longmont’s Growth Framework includes a dedicated **Multimodal Transportation Plan** and **Roadway System Plan** that define the City’s long-term vision for roadway capacity, transit expansion (including BRT and future rail), bicycle facilities, and pedestrian connectivity. This section demonstrates how the Urban Renewal Plan conforms with and helps implement those adopted transportation frameworks—particularly where they identify **1st & Main** as a key regional transit node and focus area for transit-oriented investment.

A. Multimodal Transportation Plan

Envision Longmont’s Multimodal Transportation Plan calls for a “balanced multimodal transportation system” that integrates the street network, bicycle system, pedestrian system, and transit service, and emphasizes the importance of connections between modes because many trips use more than one travel mode. The Plan includes a Multimodal Transportation Improvements map and notes that the Multimodal Transportation Implementation Plan (MTIP) provides implementation detail.

The Urban Renewal Plan advances this framework by delivering major multimodal infrastructure at 1st and Main—an identified node for high-capacity transit—while improving the interconnections among travel modes.

The Plan supports the Multimodal Transportation Plan by:

- **Delivering a regional transit hub** at 1st & Main that anchors transit service and coordinates multimodal access.
- **Integrating travel modes** by pairing transit center delivery with roadway circulation, pedestrian and bicycle access, and parking strategies that support mode choice.
- **Implementing planned multimodal improvements** identified in the Growth Framework’s transportation maps and supporting implementation direction in the MTIP.

B. Roadway System Plan / Street Network Plan

Envision Longmont's Roadway System Plan identifies the City's long-term roadway vision, including functional classifications (Regional Arterials, Principal Arterials, Minor Arterials, Collectors, Local Streets) and the planned roadway network and lane configurations. It also explains that roadway planning must balance mobility and access, and that functional classification supports access management, corridor preservation, and street design guidelines and standards.

The Urban Renewal Plan aligns with this Roadway System direction by funding and coordinating roadway improvements, such as the Coffman Street extensions, that support transit center operations and redevelopment access.

The Plan supports the Roadway System Plan by:

- **Supporting roadway realignments, street extensions, and circulation improvements** necessary to integrate the transit center with the surrounding street network.
- **Improving access management and network functionality** consistent with the plan's emphasis on balancing mobility and access.
- **Coordinating public improvements with redevelopment** so the street network functions safely and efficiently as redevelopment intensifies around the transit center.

The Urban Renewal Plan also aligns with Envision Longmont's Roadway Improvement Plan, which identifies capacity improvements and new segments over short-, mid-, and long-range timeframes and includes categories such as BRT, Corridor Study (including Main Street), and Parking Management in activity centers with strong multimodal connections. The Plan's public infrastructure program, particularly circulation, access, and parking investments, supports these adopted roadway implementation concepts.

C. Regional Transit Coordination

Envision Longmont's Transit System section describes the role of regional and local transit providers and includes a Transit Improvement Plan that prioritizes near-term improvements tied directly to 1st & Main. The Plan identifies SH 119 Bus Rapid Transit (BRT) as a high priority improvement and states that the BRT improvements would "tie directly to the 1st & Main Transit Station," serving bus and future commuter rail and being funded with committed FasTracks dollars. The Transit Improvement Plan also includes mid-range improvements such as US 287 BRT enhancements, and long-range improvements such as Northwest Rail (FasTracks) and future rail connections.

The Urban Renewal Plan supports and implements this regional transit strategy by providing an implementation framework for the 1st & Main transit investment and the supporting infrastructure needed to make transit service effective and accessible.

The Plan supports regional transit coordination by:

- **Facilitating delivery of the 1st & Main Transit Center** as the focal point for planned BRT and long-range rail integration.
- **Coordinating with RTD and regional partners** to ensure transit facility design and surrounding circulation improvements support service efficiency and rider access.
- **Supporting the Plan's objective of near-term mobility benefits** through BRT implementation while accommodating long-range FasTracks rail planning.

D. Multimodal Access, Safety, Efficiency, and Connectivity

Envision Longmont emphasizes that the transportation system must serve a “wide range of users” and that multimodal planning must address the “interconnections among the different travel modes.” It also identifies the need for bicycle and pedestrian system improvements, including closing gaps, enhancing safety and comfort, and improving crossings and barriers through intersection improvements and underpasses/bridges.

The Urban Renewal Plan supports these multimodal access priorities by pairing transit center development with supporting public improvements that strengthen first/last mile access and safety across modes.

The Plan advances multimodal access and safety by:

- **Improving pedestrian and bicycle access** to and through the Plan Area to support transit use and connectivity to surrounding neighborhoods and destinations.
- **Enhancing safety and circulation** through coordinated roadway configuration and access improvements supporting all users, including vehicles, pedestrians, bicyclists, and transit riders.
- **Supporting efficient use of land in activity centers** through coordinated parking solutions and infrastructure investment that reduce conflicts and improve network performance.

B. Land Use Regulations and Building Requirements

The Plan will provide a comprehensive and unified plan to promote and encourage high quality development and redevelopment of the Urban Renewal Area through the cooperative efforts of private enterprise and public bodies. Notwithstanding anything in the Plan to the contrary, the development and use of property within the Urban Renewal Area described in the Plan, including, without limitation, land area, land use, design, building requirements, timing, or procedures applicable to the property, shall be subject to the Longmont Municipal Code and secondary codes adopted by reference, and other applicable standards and regulations of federal, state and local laws. Permitted uses for properties in the Urban Renewal Area shall be those uses allowed in the Longmont Municipal Code.

PROJECT ACTIVITIES

The following provisions shall apply to the Area. In accordance with the Act, the Authority may undertake these activities directly or, to the extent authorized by applicable law, contract with third parties to do so.

C. Land Acquisition

To carry out this Plan, the Authority may exercise any and all of its rights and powers under the Act and any other applicable law, ordinance or regulation. The Authority may acquire any interest in property by any manner available. The Authority may acquire property in the Area for the following reasons: To eliminate or prevent conditions of blight; to carry out one or more objectives of the Plan; to assemble property for redevelopment by private enterprise; for needed public improvements; and for any other lawful purpose authorized by the Plan, the Act, or any other applicable law.

Acquisition of property by eminent domain is not authorized unless the City Council approves, by majority vote, the use of eminent domain by the Authority in accordance with the Act and other applicable laws.

D. Relocation

If acquisition of property displaces any individual, family, or business concern, the Authority may assist such party in finding another location, and may make relocation payments to eligible residents and businesses in such amounts and under such terms and conditions as it may determine and as may be required by law.

E. Demolition, Clearance, and Site Preparation

The Authority may demolish and clear those buildings, structures, and other improvements from property it acquires if such buildings, structures, and other improvements are not to be rehabilitated in accordance with this Plan. The Authority may provide rough and finished site grading and other site preparation services as part of a comprehensive redevelopment program.

F. Property Management

During such time as any property is acquired by the Authority, for disposition for redevelopment, such property shall be under the management and control of the Authority and may be rented or leased by it pending disposition for redevelopment or rehabilitation. Notwithstanding the foregoing, the Authority may acquire property, develop, construct, maintain, and operate thereon buildings, and facilities devoted to uses and purposes as the Authority deems to be in the public interest.

G. Public Improvements

The Authority will cooperate with the City and other public bodies to install, repair or replace necessary public infrastructure including, but not limited to, public streets, ADA accessible routes, stormwater improvements outside the scope of the City Storm Water Enterprise, park and recreation amenities and multi-use recreational trails in the Area.

H. Land Disposition, Redevelopment and Rehabilitation

The Authority may dispose of property it acquires to private persons by means of a reasonable competitive bidding procedure it establishes in accordance with the Act and pursuant to redevelopment agreements between the Authority and such purchasers.

The Authority may also enter into owner participation agreements with property owners in the Area for the development, redevelopment, or rehabilitation of their property. Such agreements will provide for such participation and assistance as the Authority may elect to provide to such owners. The Authority may develop, construct, maintain, and operate buildings and facilities devoted to uses and purposes as the Authority deems to be in the public interest.

All such redevelopment, owner participation and other agreements shall contain, at a minimum, provisions requiring:

Compliance with the Plan and, if adopted by the Authority, the Design Guidelines and Standards and City codes and ordinances. The financial commitments of each party (but nothing herein shall obligate the Authority to make any such financial commitment to any party or transaction).

I. Cooperation Agreements

For the purposes of planning and carrying out this Plan in the Area, the Authority may enter into one or more cooperation agreements with the City, County, or other public bodies. Without limitation, such agreements may include project financing and implementation; design, location, and construction of public improvements; and any other matters required to carry out this Project. It is recognized that cooperation with the City, County, other municipalities, and other public and private bodies may be required to coordinate such issues as the design, construction, maintenance, operation, and timing of public and private improvements within and outside of the Area to properly and efficiently carry out the goals and objectives of this Plan.

J. Other Project Undertakings and Activities

Other Project undertakings and activities deemed necessary by the Authority to carry out the Plan in the Area may be undertaken and performed by the Authority or pursuant to agreements with other parties or public bodies in accordance with the authorization of the Act and any and all applicable laws.

V. PROJECT FINANCING

The Authority is authorized to finance activities and undertakings under this Plan by any method authorized by the Act or any other applicable law, including without limitation, appropriations, loans or advances from the City or County; federal loans and grants; state loans and grants; interest income; pay as you go arrangements; annual appropriation agreements; agreements with public and private parties or entities; sale of securities; loans, advances and grants from any other available source.

Any and all financing methods legally available to the City, the County, the Authority, any private developer, redeveloper or owner may be used to finance in whole or in part any and all costs, including without limitation, the cost of public improvements described or anticipated in the Plan or in any manner related or incidental to the development of the Urban Renewal Area. Such methods may be combined to finance all or any part of activities and undertakings throughout the Urban Renewal Area. Any financing method authorized by the Plan or by any applicable law, including without limitation, the Act, may be used to pay the principal of and interest on and to establish reserves for indebtedness (whether funded, refunded, assumed or otherwise) incurred by the Authority or the City or the County to finance activities and undertakings authorized by the Act and this Plan in whole or in part.

The Authority is authorized to issue notes, bonds or any other financing instruments or documents in amounts sufficient to finance all or part of the Urban Renewal Plan. The Authority is authorized to borrow funds and to create indebtedness in carrying out this Plan. The principal, interest, and any premiums due on or in connection with such indebtedness may be paid from any funds available to the Authority.

The Project may be financed by the Authority under the tax allocation financing provisions of the Act. Under the tax allocation method of financing the Project, property taxes levied after the effective date of the approval of this Plan upon taxable property in the Urban Renewal Area each year by or for the benefit of each public body that levies property taxes in the Area, and municipal and county sales and lodging taxes collected within the Area shall be divided for a period not to exceed twenty-five (25) years after the effective date of the adoption of this tax allocation provision, as follows:

Base Amount

That portion of the taxes which are produced by the levy at the rate fixed each year by or for such public body upon the valuation for assessment of taxable property in the Urban Renewal Area last certified prior to the effective date of approval of the Plan or, as to an area later added to the Urban Renewal Area, and the effective date of the modification of the Plan shall be paid into the funds of each such public body as are all other taxes collected by or for said public body. For sales and lodging taxes, the base will be that portion of municipal and/or County sales and lodging taxes collected within the boundaries of the Area in the twelve-month period ending on the last day of the month prior to the effective date of approval of the Plan.

Increment Amount

The increment amount is that portion of property taxes, sales taxes and lodging taxes in excess of the base amount as defined above. That portion of said property taxes, said municipal sales and lodging taxes, and said county sales taxes in excess of such base amount shall be allocated to and, when collected, paid into a special fund of the Authority to pay the principal of, the interest on, and any premiums due in connection with the bonds of, loans or advances to, or indebtedness incurred by (whether funded, refunded, assumed or otherwise) the Authority for financing or refinancing, in whole or in part, the Project.

Unless and until the total valuation for assessment of the taxable property in the Urban Renewal Area exceeds the base valuation for assessment of the taxable property in the Urban Renewal Area, all of the taxes levied upon taxable property in the Urban Renewal Area shall be paid into the funds of the respective public bodies.

Unless and until the total municipal sales tax collections in the Urban Renewal Area exceed the base year municipal sales tax collections all such sales tax collections shall be paid into the funds of the City.

Unless and until the total municipal lodging tax collections in the Urban Renewal Area exceed the base year municipal lodging tax collections all such lodging tax collections shall be paid into the funds of the City.

Unless and until the total county sales tax collections in the Urban Renewal Area exceed the base year county sales tax collections all such sales tax collections shall be paid into the funds of the County.

When such bonds, loans, advances and indebtedness, including interest thereon and any premiums due in connection therewith, have been paid, all taxes upon the taxable property in the Urban Renewal Area shall be paid into the funds of the respective public bodies.

When such bonds, loans, advances and indebtedness, including interest thereon and any premiums due in connection therewith, have been paid, all municipal sales and lodging taxes collected within the Urban Renewal Area shall be paid into the Funds of the City.

When such bonds, loans, advances and indebtedness, including interest thereon and any premiums due in connection therewith, have been paid, all county sales taxes collected within the Urban Renewal Area shall be paid into the Funds of the County.

The increment portion of the taxes, as described in this subparagraph 2, may be irrevocably pledged by the Authority for the payment of the principal of, the interest on, and any premiums due in connection with such bonds, loans, advances, and indebtedness incurred by the Authority to finance the Project.

VI. CHANGES IN APPROVED PLAN

This Plan may be modified pursuant to the provisions of the Act governing such modifications, including Section 31-25-107, C.R.S.

VII. MINOR VARIATIONS

The Authority may in specific cases allow minor variations from the provisions of the Plan if it determines that a literal enforcement of the provisions of the Plan would constitute an unreasonable limitation beyond the intent and purpose of the Plan.

VIII. EXHIBIT A - LEGAL DESCRIPTION

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Longmont 1st & Main Urban Renewal Area

All that part of the City of Longmont, Boulder County, Colorado, located in the South half of Section 3 and North half of Section 10, Township 1 North, Range 69 West of the Sixth Principal Meridian, described as follows:

Notes:

- a. The Basis of Bearings is Geographic Information System (GIS) parcel data obtained from Boulder County, Colorado in March of 2023. This description is not based on any survey.
- b. All parcel numbers, parcel descriptions, reference to record instruments, and addresses are based on data provided by Boulder County's Property Search website on April 28, 2026. The Property Search website does not guarantee the accuracy of the data. All called for Reception Numbers are in reference to instruments on file with the Boulder County Clerk and Recorder.
- c. The following described renewal area is subject to any and all easements, rights of way, variances, and or agreements as of record may appear.
- d. Reference is herein made to the Exhibit of these parcels accompanying this bounded description.

BEGINNING at the southeast corner of Parcel No. 131503323005, being Lot 10, Block 86, Longmont, as described in the Plat of Longmont at Book 2, Page 37 and 38, Reception No. 88000026, dated February 26, 1872, said corner also being on a point on the northerly right-of-way line of 1st Avenue;

Thence easterly, along the northerly right-of-way line of said 1st Avenue, which crosses Coffman Street, the southerly line of Block 87 of said Longmont, and crosses Main Street, to the southwest corner of Parcel No. 131503420002, (no recording information);

Thence southerly, along the easterly right-of-way line of S. Main Street, which crosses 1st Avenue, to the northwest corner of Parcel No. 131503425016, as described in Special Warranty Deed recorded at Reception No. 04087815, dated May 19, 2025;

Thence easterly, along the north line of said Parcel No. 131503425016, to the northeast corner of said Parcel No. 131503425016;

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Thence southerly, along the east line of said Parcel No. 131503425016, to the southeast corner of said Parcel No. 131503425016, said corner also being the northerly most northwest corner of Parcel No. 131510001001, as described in Special Warranty Deed at Reception No. 02725102, dated September 27, 2005;

Thence easterly, along the northerly line of Parcel No. 131510001001 to the northwest corner of Parcel No. 131510000004, as recorded in Special Warranty Deed at Reception No. 02725102;

Thence southerly, along the westerly line of said Parcel No. 131510000004, to the southwest corner of said Parcel No. 131510000004;

Thence easterly, along the southerly line of said Parcel No. 131510000004, to the southeast corner of said Parcel No. 131510000004, said corner also being the southwest corner of Parcel No. 131503425020, as described in Special Warranty Deed in Reception No. 03992675, dated December 20, 2022;

Thence northerly, along the easterly line of said Parcel No. 131510000004 and the westerly line of said Parcel No. 131503425020, to the northeast corner of said Parcel No. 131510000004, said corner also being the westerly most northwest corner of said Parcel No. 131503425020;

Thence easterly, along the northerly line of said Parcel No. 131503425020, to the southeast corner of Parcel No. 131503425021 (no recording information);

Thence northerly, along the westerly line of said Parcel No. 131503425020 and the easterly line of said Parcel No. 131503425021 to the northerly most northwest corner of said Parcel No. 131503425020, said corner also being a point on the southerly right-of-way line of said 1st Avenue;

Thence easterly, along said southerly right-of-way line and the northerly line of said Parcel No. 131503425020 to the northeast corner of said Parcel No. 131503425020, said corner also being the northwest corner of Lot 2, Dickens Farm Subdivision Replat A, as recorded at Reception No. 03562323, dated December 9, 2016;

Thence southerly, along the easterly line of said Parcel No. 131503425020 and the westerly line of said Lot 2 to the southeast corner of said Parcel No. 131503425020 and the southwest corner of said Lot 2;

Thence northwesterly, along the southerly line of said Parcel No. 131503425020 to a point;

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Thence westerly, along said southerly line of said Parcel No. 131503425020 to a point on the northerly right-of-way line of Boston Avenue;

Thence westerly, continuing along said northerly right-of-way line, said line also being a portion of the southerly line of said Parcel No. 131503425020 to the northeast corner of Parcel No. 131510066003, being Lot 3 of said Dickens Farm Subdivision Replat A;

Thence southwesterly, along said northerly right-of-way line and the southerly line of said Lot 3 to the southwest corner of said Lot 3, said corner also being a point on the easterly right-of-way line of S. Emery Street;

Thence southwesterly, crossing said S. Emery Street, to the southeast corner of Parcel No. 131510001011, as described in Special Warranty Deed at Reception No. 04072399, dated January 6, 2025;

Thence westerly, along the southerly line of said Parcel No. 131510001011 and along said northerly right-of-way line to the southwest corner of said Parcel No. 131510001011, said corner also being the southeast corner of Parcel No. 131510001001, as described in Special Warranty Deed at Reception No. 02725102, dated September 27, 2005;

Thence southwesterly, crossing said Boston Avenue, to the northwest corner of Parcel No. 131510001013, as described in Warranty Deed at Reception No. 03453494, dated June 18, 2015;

Thence southerly, along the westerly line of said Parcel No. 131510001013 to the northeast corner of Parcel No. 131510066005, being Lot 5 of said Dickens Farm Subdivision Replat A;

Thence southerly and westerly along the easterly and southerly lines of said Lot 5 to the southwest corner of said Parcel No. 131510066005, said corner also being a point on the easterly right-of-way line of S. Kimbark Street;

Thence westerly, crossing said S. Kimbark Street, to the southeast corner of Parcel No. 131510066006, being Lot 6 of said Dickens Farm Subdivision Replat A;

Thence westerly, along the southerly line of said Lot 6 to the southwest corner of said Lot 6, said corner also being a point on the easterly right-of-way line of S. Main Street;

Thence northerly, along the westerly line of said Lot 6 to the southerly most northwest corner of said Lot 6;

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Thence northerly, to the centerline of said Boston Avenue;

Thence easterly, along the centerline of said Boston Avenue to the southerly extension of the easterly right-of-way line of S. Kimbark Street;

Thence northerly, along said easterly right-of-way and extension thereof to the southwest corner of Parcel No. 131510001001;

Thence northerly, along said easterly right-of-way and the westerly line of said Parcel No. 131510001001 to the northwest corner of said Parcel No. 131510001001, said corner also being a point on the southerly right-of-way line of Ida Avenue;

Thence westerly, crossing said S. Kimbark Street, to the northeast corner of Parcel No. 131510042001, being Lot 1 Stapp Subdivision as described at Reception No. 00900684, dated January 29, 1988;

Thence westerly, along the southerly right-of-way line of said Ida Avenue, said line also being the northerly line of said Lot 1 to the northwest corner of said Lot 1;

Thence westerly, to the centerline of S. Main Street;

Thence southerly, along the centerline of said S. Main Street to the easterly extension of the south right-of-way line of Boston Avenue;

Thence westerly, along said southerly right-of-way and extension thereof to the northerly most northeast corner of Parcel No. 131510200021 (no recording information);

Thence westerly, along said southerly right-of-way line, said line also being the northerly line of said Parcel No. 131510200021 to a point on the northerly line of Parcel No. 131510200019, as described in Warranty Deed at Reception No. 03360081, dated December 31, 2013;

Thence northerly, crossing said Boston Avenue to a point on the northerly right-of-way of said Boston Avenue, said point also being the southwest corner of Parcel No. 131510200014, as described in Special Warranty Deed at Reception No. 03701160, dated March 8, 2019;

Thence northerly, along the westerly line of said Parcel No. 131510200014 to the northwest corner of said Parcel No. 131510200014, said corner also being the southwest corner of Parcel

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No. 131510200048, as described in General Warranty Deed at Reception no. 04097334, dated August 4, 2025;

Thence northerly, along the westerly line of said Parcel No. 131510200048 to the northwest corner of said Parcel No. 131510200048;

Thence easterly, along the northerly line of said Parcel No. 131510200048 to the southwest corner of Parcel No. 131503325016, as described in Warranty Deed at Reception No. 04048161, dated May 23, 2024;

Thence northerly, along the westerly line of said Parcel No. 131503325016 to the northwest corner of said Parcel No. 131503325016, said corner also being a point on the southerly right-of-way line of said 1st Street;

Thence northerly, crossing said 1st Street, to the **POINT OF BEGINNING**.

Containing approximately 35 acres, more or less.



Prepared by Kyle R. Walker
For and on behalf of Topographic, Co.
520 Stacy Ct. Ste B, Lafayette, CO 80026

IX. EXHIBIT B – Urban Renewal Plan Map

