1st Amended Southeast Longmont Urban Renewal Plan

Longmont, Colorado

Original Plan Approval	December 12, 2006
1st Amended Plan Approval	November 18, 2025
Minor Modification	September 8, 2026

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Exhibits

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1.0 Preface and Background

1.1 Preface The *Southeast Longmont Urban Renewal Plan* (the "Plan" or the "Urban Renewal Plan") was first approved and adopted by the City Council of the City of Longmont (the "City") on December 12, 2006, by Ordinance O-2006-87 (the "Original Plan") to provide for and facilitate the eradication and prevention of the spread of conditions of blight primarily through the adoption of Tax Increment Financing provisions authorized by the Colorado Urban Renewal Law, Part 1 of Article 25 of Title 31, Colorado Revised Statutes (the "Act"). The Original Plan is hereby amended, restated, and replaced in its entirety by the 1st amendment to the Original Plan, herein amended and restated as the Southeast Longmont Area Urban Renewal Plan – 1st Amendment, hereafter known as the "Plan" or "Urban Renewal Plan". Substantive amendments to the Original Plan pertaining to the 1st Amendment to the Plan, thereof, include:

- Creation and commencement of Tax Increment District No. 1; and,
- Provisions pertaining to negotiations for and capture of future tax increment.

Other non-substantive changes to the Plan pertain to updating and clarifying the purposes, procedures, administration, and implementation of this Plan.

1.2 Description of Urban Renewal Area According to the Colorado Urban Renewal Law, the jurisdictional boundaries of the urban renewal authority shall be the same as the boundaries of the municipality. Additionally, within the municipal boundaries there may be one or more urban renewal areas. Under this law, an Urban Renewal Authority is allowed to prepare plans for an urban renewal area provided it meets statutory requirements as a blighted area. These blighted areas may then be designated for an urban renewal project. In each urban renewal area, conditions of blight must be present at a level defined by the urban renewal law before the Authority can legally exercise its powers. Finally, in each urban renewal area, activities of an urban renewal project are implemented to eliminate the conditions of blight.

The Southeast Longmont Urban Renewal Area (referred to herein as "the Urban Renewal Area" or "the Area"), as defined, is comprised of three envelopes referenced as STEAM, Connor, and Hilleshog, with general boundaries as follows:

STEAM – Generally bounded by 1st and 2nd Avenues on the north, the City of Longmont Wastewater Treatment Plant property on the north and east, the St. Vrain Creek on the south and S. Pratt on the West. Amended 9/8/26
See Exhibit A-1

CONNOR – Generally bounded by 3rd Avenue on the north, Lashley Street on the east, the B.N.S.F. rail tracks on the south and Martin Street on the west.

HILLESHOG – Generally bounded by Rogers Road on the north and east and Sugar Mill Road on the south and west.

1.2.1 Legal Description Those certain parcels of land situated in Sections 1 & 2 & 3 & 10 & 11 & 12 of Township 2N, Range 69W of the 6th PM, City of Longmont, County of Boulder, State of Colorado, as shown in Exhibit A, and more particularly described in Exhibit B.

1.2.2 Annexation of Eligible unincorporated properties into the Urban Renewal Area. Several parcels of land located in unincorporated Boulder County at the time of the original Plan approval are to be annexed into the Urban Renewal Area upon the properties being annexed into the City of Longmont. The parcels to eventually be incorporated into the Urban Renewal Area, are shown in Exhibit A. Such annexations shall be subject to the preparation and approval of a substantive plan amendment(s).

1.3 Purpose of the Plan The purpose of the Southeast Longmont Urban Renewal Plan is to reduce, eliminate and prevent the spread of blight within the Urban Renewal Area, by attracting new growth and reinvestment within the Area, including the properties in proximity to the planned bus and rail transit facilities, those properties historically having been part of the abandoned Longmont "Great Western" Sugar Factory, and properties immediately south of the historic downtown that were subjected to the major St. Vrain flood event of 2013 that rendered the area undevelopable for the past 11 years. This Urban Renewal Plan is intended to encourage and provide incentive for attracting appropriate land uses and redevelopment, improving transportation accessibility and mobility, and providing needed and desired public improvements that contribute to the elimination of blight conditions; however, such objectives shall not mean that any one project will necessarily promote all such objectives concurrently. Specifically, the Plan promotes an environment which allows for a range of land uses and redevelopment, including residential, commercial, mixed use and transit-oriented development, and projects which can respond to market conditions over time, while furthering the goals and objectives of the *Envision Longmont – Multimodal &*

Comprehensive Plan, adopted June 28, 2016 , and leverage the community's investment in public improvement projects in the area.

While the principal goal of the urban renewal effort is to eliminate blight through the creation of a physical and economic environment intended to attract private investment and redevelopment, it is further intended to provide a foundation for partnerships and collaboration with Longmont supporting organizations such as the City of Longmont, the Longmont Housing Authority, the Longmont Chamber of Commerce, the Longmont Economic Development Partnership (LEDP), the Longmont Downtown Development Authority, and other business and housing development or marketing organizations.

The elimination of blight through the restoration and redevelopment of the Urban Renewal Area into a thriving part of the community will be accomplished by preserving and improving existing historic structures and other structures of redeeming value, pursuing new residential, commercial, and mixed-use development, eliminating blighted and unsafe conditions, and preventing the further deterioration of properties in the area. The effort will involve the Authority working in partnership with the City of Longmont and the cooperation and participation of the private and non-profit development and financing sectors.

As the Urban Renewal Law authorizes the Authority to arrange with the municipality to regulate land uses, densities, and building requirements in the Urban Renewal Area for purposes of implementing this Plan, the Longmont Urban Renewal Authority shall adhere to the previously mentioned activities and comply with other applicable municipal standards and regulations. All development-related activity within the Area will be required to comply with all applicable municipal requirements prior to receiving any approvals from the Authority.

1.4 Public Participation Public outreach to residents, property and business owners, and tenants were instrumental in the preparation of the initial Plan. Since adoption of the plan in 2006, many planning endeavors related to the Area have generated significant public input having relevance to the URA and Plan. Such activities have included:

- Envision Longmont Multimodal & Comprehensive Plan (2016)
- Main Street Corridor Plan (2019)
- Downtown Longmont Master Plan of Development (2017)
- STEAM Visioning Plan (2020)
- Sugar Factory + STEAM Subarea Plan (2023)

- Resilient St. Vrain Flood Restoration and Storm Improvements Project
- 1st and Main Station Transit & Revitalization Plan and Transit Facility Improvements

The amended Plan will be presented to the Longmont Planning Commission and City Council in separate public forums offering opportunity for public comment and input. As required by State Statute, the plan will be presented to the Longmont Planning and Zoning Commission to determine its consistency with the comprehensive plan of the City of Longmont, *Envision Longmont Multimodal and Comprehensive Plan,* adopted by the Longmont City Council on June 28, 2016.

1.5 Definitions In addition to terms previously defined in the text, the following terms are used in this Urban Renewal Plan:

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

"Area" or **"Urban Renewal Area"** means the Southeast Longmont Urban Renewal Area as depicted in Exhibit A and legally described in Exhibit B.

"Authority" means the Longmont Urban Renewal Authority, a body corporate and politic of the State of Colorado.

"City" means the City of Longmont, a home-rule municipal corporation of the State of Colorado.

"City Council" means the City Council of the City of Longmont defined in Section 1.0.

"Comprehensive Plan" means the Envision Longmont Multimodal & Comprehensive Plan.

"Cooperation Agreement" means any agreement between the Authority and the City or any other public body, as defined by the act, respecting action to be taken pursuant to any of the powers set forth in the Act or in any other provision of Colorado law, for the purpose of facilitating public undertakings deemed necessary or appropriate by the Authority under this Urban Renewal Plan. Any such cooperation agreement may include, without limitation, agreements regarding the planning or implementation of this Urban Renewal Plan and its projects, as well as programs, public works operations, or activities which the Authority, the City or such other public body is otherwise empowered to undertake; including without limitation, agreements respecting the financing, installation, construction and reconstruction of public improvements, utility line relocation, storm water detention, environmental remediation, landscaping and/or other eligible improvements within the Urban Renewal Area.

"Plan" or **"Urban Renewal Plan"** means this Amended and Restated Southeast Longmont Area Urban Renewal Plan.

"Redevelopment / Development Agreement" means an agreement between the Authority and the owner or developer(s) regarding the redevelopment or redevelopment of property within the Urban Renewal Area.

"Tax Increment District" means the defined areas within the Urban Renewal Area from which tax increment proceeds are derived for the financing described in the Plan.

"Tax Increment Funds" or "TIF" means tax allocation financing described in Section 31-25-107(9) of the Act.

"Urban Renewal Project" shall have the same meaning as the definition in the Act and includes the activities and undertakings necessary to carry out the Plan.

2.0 Qualifying Conditions

Per State Statute, a survey must be completed to identify qualifying slum and blight factors to determine eligibility for creation of an Urban Renewal Area. At least four (4) of the following blight factors are required for establishment of an urban renewal area.

a) Slum, deteriorated, or deteriorating structures;

b) Predominance of defective or inadequate street layout;

c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;

d) Unsanitary or unsafe conditions;

e) Deterioration of site or other improvements;

f) Unusual topography or inadequate public improvements or utilities;

g) Defective or unusual conditions of title rendering the title non-marketable;

h) The existence of conditions that endanger life or property by fire or other causes;

i) Buildings that are unsafe or unhealthy for persons to live or work in because of building code violations, dilapidation, deterioration, defective design, physical construction, or faulty or inadequate facilities;

j) Environmental contamination of buildings or property;

k.5) The existence of health, safety, or welfare factors requiring high levels of municipal services or substantial physical and underutilization of vacancy of sites, buildings, or other improvements;

l) If there is no objection of such property owner or owners and the tenant or tenants of such owner or owners, if , to the inclusion of such property in an urban renewal area, "blighted

> area" also means an area that, in its present condition and use and, by reason of the presence of any one of the factors specified in paragraphs (a) to (k.5) of this subsection (2), substantially impairs or arrests the sound growth of the municipality, retards the provision of housing accommodations, or constitutes an economic or social liability, and is a menace to the public health, safety, morals or welfare. For purposes of this paragraph (1), the fact that an owner of an interest in such property does not object to the inclusion of such property in the urban renewal area does not mean that the owner has waived any rights of such owner in connection with laws governing eminent domain.

Accordingly, an initial survey, the *Southeast Longmont Conditions Survey,* dated September 2004 and updated in July 2006, was completed by the Denver, Colorado office of Leland Consulting Group (incorporated by reference). As identified in the initial survey, 10 of 11 qualifying blight conditions specified by State Statute were found in the Area. In all, there were 59 parcels totaling 436 acres (out of the total 584 acres) with at least five qualifying conditions present.

In conjunction with this Plan amendment, the City of Longmont proceeded to update the Conditions Survey (hereafter the "Survey") in 2025 to verify that the required blight conditions were still met within the proposed TIF Area No. 1. The survey was completed in 2024 by the Pioneer Development Company, Durango, Colorado with Exhibit C providing a mapping of existing blight conditions. The full updated blight conditions survey report entitled Sugar Mill Factory Urban Renewal Plan Conditions Survey, dated December 27, 2024, is available from the City of Longmont Planning Division and viewable on the City website at longmontcolorado.gov/planning-and-development-services/planning-and-projects/redevelopment-and-revitalization. The Survey confirms the continued existence of the blighting conditions as identified by the initial survey in 2005/2006.Exhibit.

3.0 Relationship to Comprehensive Plan

In 2016, the City adopted *Envision Longmont – Multimodal & Comprehensive Plan* replacing the *Longmont Area Comprehensive Plan*. A major focus of *Envision Longmont* is the infill and redevelopment in centers, corridors, and other areas of change, particularly those areas having social, physical, and economic challenges within the community. The Urban Renewal Plan supports, implements, and is in conformance with the goals of, the *Envision Longmont* Plan. Specific goals and policies of *Envision Longmont* apply to potential reinvestment employing a range of strategies to transform centers, corridors, and other areas of change and deterioration into vibrant places that serve adjacent neighborhoods as well as the broader community, including, but not limited to:

- Encouraging targeted infill and redevelopment where surface parking or vacant lots exist or where existing structures and uses are no longer viable;

- Encouraging the adaptive reuse of existing buildings as a means to preserve structures of historic or cultural importance, adapt outdated City facilities, or otherwise bring new uses to vacant or underutilized buildings;
- Encouraging the rehabilitation of underutilized strip commercial areas and single use commercial centers as opportunities arise;
- Encouraging the consolidation and assemblage of properties to improve and coordinate the redevelopment of blocks or segments of centers and corridors, rather than employing a property-by-property approach; and
- Supporting and continuing to plan for ongoing redevelopment in designated Urban Renewal Areas, including, but not limited to, the Twin Peaks Mall Urban Renewal Area and the Southeast Longmont Urban Renewal.

4.0 Land Uses and Plan Objectives

4.1 General Description The Southeast Longmont Urban Renewal Area encompasses about 280 acres, of which about 150 acres is covered by permanent City parks and public facilities, railroads, and roadways, thus leaving about 130 acres (appx. 46%) of the regulated urban renewal area available for redevelopment. A few parcels of this developable land are owned and utilized by the City for marginal purposes and can be made available for private development subject to relocation of such operations. Another $150^{+/-}$ acres of land ideal for redevelopment, including and in immediate proximity to the historic Longmont Sugar Factory, is currently a blighted enclave within the current boundaries of the Area, and is expected to be annexed into the Urban Renewal Area in the near future.

The cornerstone of the stakeholder's vision for revitalization of the Area is creation of high quality, community supportive businesses providing livable-wage jobs, and higher-density infill development incorporating a variety of housing, commercial space, mixed-use product, transit-oriented development, and corridor improvements. A diverse range of uses working in combination with each other is to be pursued given the entirety of the urban renewal area is zoned for mixed-use providing for the widest range of allowable land uses and the highest levels of density. Exhibit D provides the conceptual land use plan for the URA that is in compliance with the City's Comprehensive Plan.

It is also the intention of the Plan to facilitate improvements to the inadequacy of the current infrastructure and public facilities to support redevelopment .The emphasis for undertaking needed improvements is to be through the undertaking of public/private development partnerships utilizing tax increment incentives as a means of leveraging such partnerships. Such partnerships would then serve as leverage to generate additional funding from other governmental and non-profit agencies such as special districts, the Longmont Downtown Development Authority, , Boulder County, and the St. Vrain Valley School District.

Land use designations and proposed transportation improvements enhancing connectivity (roadways, sidewalks, off-street pedestrian and bicycle trails, and general connectivity measures, etc.) are consistent with recommendations contained in City-approved plans including the *Envision Longmont* – Multimodal and Comprehensive Plan, the Longmont 1st and Main Station Transit and Revitalization Plan that includes the planned Denver Regional Transportation District (RTD) bus and rail transit station, the Main Street Corridor Plan, and the City's Capital Improvements Plan. Pursuant to an intergovernmental agreement executed by the City and RTD in 2023, the City is in the process of finalizing the design for the bus-related transit facilities with construction anticipated to begin in mid-2025 and be operational by the end of 2026 or early 2027. Efforts by RTD and the State to accelerate the provision of rail service to the City in the vicinity of 1st Avenue and Main Street provides a significant opportunity to reset the transportation modality for the community. Development to be pursued in conjunction with implementing the Plan include the following:

<u>Mixed-Use</u>

Any combination of uses, residential and compatible non-residential, integrated vertically and/or horizontally into a single project program with a focus on multiple-floor and higher height buildings. Horizontal mixed use allows for separation of buildings with varying levels, but still requires some reasonable element of verticality and higher density. Given the higher densities generally associated with such development, parking generally is to be accommodated by alternative means such as space reductions, shared parking, or a structural garage. Parking structures are exceedingly costly generally requiring the injection of public funding to make a development project financially viable. The positive to structural parking is that more land remains available for higher tax producing development. Conventional single-story shopping center development is generally does not meet the mixed-use vision unless incorporated into a multi-height tiered project.

Employment/Industrial

Provides for primary employment, office, industrial, institutional, and agricultural-supporting buildings in proximity to or incorporating supporting residential and commercial uses as reasonable. The architecture and design of residential units located in such settings generally incorporates "industrial" themed elements (i.e. high ceilings, open floor plans, lofts).

Transit Oriented Development

A mix of higher density uses, primarily integrated vertically to achieve density, and programmed towards optimizing utilization of nearby bus and rail services. Commuter parking is generally minimized to encourage utilization of public transit and, as needed, provided within a structural garage or in a shared-space arrangement with nearby private ownerships. Other features such as public plazas and multimodal support facilities (i.e. pedestrian, bicycle, electric transport, car shares, etc.) also are important elements in creating an active and successful "transit supportive" environment.

Commercial

Retail and office focusing on neighborhood and community-serving product and services, preferably integrated into or designed as a mixed use project. Such developments are primarily situated on higher volume streets to attract drive-by customers thereby enhancing sales. Floor-to-area ratios are relatively high due to surface parking limitations and infill lot sizes. Buildings may be one to two stories in height except along Main Street were a minimum of 2-stories is required.

Public Spaces & Parks

Outdoor spaces for public use and enjoyment, ranging from larger more passive use "open spaces" to smaller parks and plazas that can be activated for daily utilization or community events, are critical to supporting living and business conditions in the Area. Such spaces are to be interspersed throughout the Area to offset the anticipated higher densities. Public space and artifacts that offer recognition of the City's agricultural history, such as community gardens and historic farm implements at highly visible locations, provide a unique element to implementation of the Plan. Given the Area's proximity to the St. Vrain Creek trail system and the Dicken's Farm Nature Area and Park, efforts are to be made to enhance connectivity for future residents and visitors to the Area and the historic downtown area.

Residential

The Area is significantly deficient of housing and, thus, the provision of a diverse range of new housing development is of extreme importance in creating and maintaining a vibrant community and sustaining the economic vitality of the Area and the City as a whole. The planned annexation of the Longmont Sugar Factory properties into the City, and other properties within the Urban Renewal Area, offers a significant land mass to accommodate several hundred housing units. Furthermore, smaller assemblages and parcels, particularly in proximity to the transit station and downtown, provide opportunities for high density product such as apartment or condominium complexes or smaller uniquely designed stacked product. The emphasis for residential development in the Area is to pursue rental and ownership product promoting attainability and affordability through higher density development such as townhouses, paired-houses, quads, multi-unit condominiums, and "urban character" apartments.

Public Facilities and Venues

Given its proximity to the historic downtown, the St. Vrain Creek open space and trail network, and the forthcoming transit facilities, the Area is situated to accommodate facilities and public spaces supporting a range of social and recreation events and activities. The livability for the community and attraction for prospective visitors would be and desire to visit the Area would be significantly enhanced accordingly, along with providing substantial the economic benefit to the City's financial viability for years to come. Events and activities can be accommodated through the provision of adequately sized and designed parks and plazas, or street designs should take into consideration the possibility of designing some streets to serve such purposes in addition to moving traffic efficiently and safely.

Land use designations reflected above and in the Plan are all currently permissible under the Zoning Districts currently in place. All zoning is designated as either Mixed Use - Employment (MU-E) or Mixed Use – Downtown (MU-D) allowing for the integration of all uses and the preferred density levels.

4.2 Development Objectives The development objectives for the Urban Renewal Area include:

a) Attract and fulfill the redevelopment of blighted properties into a diverse range of land uses and building types as contemplated in Section 4.1 above.
b) Eliminate and prevent blight;
c) Improve interconnectivity with surrounding land uses, neighborhoods, and significant areas of the City, including the historic Downtown ;
d) Enhance property values and associated fiscal viability of the City;
e) Provide land uses supportive of and complementary to planned public improvements;
f) Provide ease of vehicular, pedestrian, and alternative mode transportation circulation;
g) Encourage continued presence of existing businesses and attract new prospects consistent with the Plan vision;
h) Provide a range of financing mechanisms to encourage private property re-investment and investment;
i) Mitigate impacts to businesses as Area redevelops;

j) Encourage/pursue public-private partnerships as means to implement the Plan; and,

k) Take advantage of transit related improvements to create thriving and attractive living, working and business environment.

4.2.1 Redevelopment Opportunities—Catalyst Project Areas A key concept associated with implementation of the Plan is targeted investment in strategic locations that will serve to catalyze redevelopment throughout the Area that will contribute to the elimination of blight. There are three primary catalyst project areas within the Southeast Longmont Urban Renewal Area:

- Longmont Sugar Factory area;
- S.T.E.A.M (Lower Downtown); and,
- 1st and Main Transit Station TOD area.

Longmont Sugar Factory Subarea – The historic Longmont Sugar Factory, built in 1905, is situated adjacent to the eastern-most boundaries of the Urban Renewal Area. The plant ceased operations and was vacated over 50 years ago. Several of the historic buildings, including the 4-story main factory, remain standing offering an opportunity for historic restoration and preservation, thus providing for an anchor and cornerstone for redevelopment of the approximate 120$^{+/-}$ acres of adjacent vacant and underutilized property. Given the size of the redevelopment area, there is a unique opportunity to development of a mix of land uses collectively creating a vibrant "one of a kind" community offering options for living, employment, business, and recreation. The massive logistical and financial challenges associated with required environmental remediation and infrastructure improvements, and multiple land ownerships will require significant involvement of the Longmont Urban Renewal Authority in making the project a reality and success.

Amended 9/8/26
See Exhibit A-1

S.T.E.A.M – In 2019, the Longmont City Council moved forward with an initiative to address redevelopment challenges in the area generally bounded by 3rd Avenue on the north, Martin Street to the east, the St. Vrain Creek to the south, and Main Street to the west given the forthcoming removal of the area from the 100-year floodplain. This lower downtown basin was subjected to significant destruction and regulatory fiat resulting from the major 2013 flooding episode along the St. Vrain Creek. This area has been lacking any new development opportunity for the past 11 years since the flood primarily due to the inability to issue development permits given the revised flooding designation. However, improvements associated with increasing the storm capacity of the St. Vrain Creek and the pending FEMA re-mapping, opens up new development opportunity. The removal of the subarea from the floodplain, and its proximity to downtown and the 52-acre Dicken's Farm Nature Area, will be needed to assist in redevelopment activities envisioned in the S.T.E.A.M. initiative.

~~*1st & Main Transit Station TOD Area* – The City of Longmont and the Denver Regional Transportation District (RTD) have planned on a transit center in the vicinity of 1st Avenue and Main Street since the inception of RTD's FasTracks rail project in 2004. While rail service remains in the future, RTD has provided the City with $16.4 million to proceed with construction of a bus station, parking garage and roadway improvements to initiate rapid-bus service to Boulder beginning in 2026. This major investment in the transit facilities provides a significant stimulus to attracting new high-density development simultaneous with and following construction of the transit facility. A couple of larger land holdings immediately adjacent to and within proximity to the bus station and future rail platform provide the opportunity for such development. It is projected that over time the Transit Area, bounded by 2nd Avenue, Main Street, the St. Vrain Creek, and S. Pratt Parkway, could result in 800 to 1,200 residential units of which about 200 would be designated as affordable units, thus attractive to potential users for the transit system.~~

4.3 Design Objectives High quality and intriguing landform and building design are critical to the success of creating and maintaining a vibrant community. It is also acknowledged that redevelopment of the area will occur over many years, and thus design considerations will be subject to continual change. Thus, the Plan is intended to respond accordingly by providing flexibility and adaptability. Accordingly, the following design objectives are to be pursued:

a) Pursuing a mix of land uses and building typologies that promote vitality and livability;

b) Ensuring a variety of land use densities to assist in addressing affordability;

c) Encouraging a higher quality and eclectic variety of architectural design;

d) Providing transportation improvements designed to enhance access into and out of the Area;

e) Enhancing multimodal transportation alternatives while minimizing conflicts with cars and trucks;

f) Incorporating sustainability elements into improvements;

g) Incorporating pedestrian-friendly streetscape which unifies uses and Plan components;

h) Providing adequate lighting and signage to promote safety and accessibility.

4.4 Building Standards All development shall conform Envision Longmont Multimodal & Comprehensive Plan, the Development Code, International Building Codes, and any site-specific zoning for properties in the Urban Renewal Area until such time these documents are amended to be consistent with the intent of this document. In conformance with the Act and Urban Renewal Plan, the Authority may adopt additional design standards and other requirements applicable to properties in the Urban Renewal Area.

4.5 Public Improvements and Facilities

The Authority may undertake certain actions to make the Urban Renewal Area more attractive for private investment. The Authority may, or cause others to, install, construct, and reconstruct any public improvements in the Urban Renewal Area, including, without limitation, streets, sidewalks, underground utility and service facilities, streetscapes, pedestrian corridors, and parking facilities. The Authority may also, or cause others to, install, construct, and reconstruct any other authorized improvements in the Urban Renewal Area, including, without limitation, other authorized undertakings, or improvements for the purpose of promoting the objectives of this Urban Renewal Plan and the Act.

Public projects are intended to support and stimulate (directly and indirectly) private sector investment in and around the Urban Renewal Area. The combination of public and private investment will assist in the reinvestment and conversion of the Urban Renewal Area into a viable employment and commercial gateway area with supporting residential, institutional, and public spaces preserving and enhancing the economic viability over the long term for the City of Longmont, St. Vrain Valley School District, Boulder County, and other public service providing entities.

4.5.1 Infrastructure

Most of the Area is severely limited in the availability or capacity of utility and transportation infrastructure, thus requiring significant public or private investment to accommodate and support new development activity. New infrastructure is intended to be placed within public rights-of-way or dedicated public easements. Where viable and practicable, new infrastructure will build on and integrated into the existing infrastructure and be designed and constructed in a most financially efficient and effective manner. Existing services located in a manner that hinder or impede a redevelopment project and are no longer essential to the efficient and effective functionality of the system may be removed or vacated.

The list in **Figure 1** identifies some of the infrastructure improvements essential to facilitating development within the Area. Many of these improvements will be fully or partially funded from other funding sources such as the City Capital Improvements Program, other governmental entities (i.e. special districts, schools, counties, etc.) state and federal grants and loans, and contributions from non-governmental agencies. For the purposes of this Plan, TIF proceeds are not intended to replace such dedicated funding but will be utilized to facilitate implementation of some of these improvements in partnership with these other financial resources or private development as it proceeds. This is not an all entailing and is subject to modification as development proceeds and/or other regulatory requirements change requiring improvements or modifications.

FIGURE 1 - Anticipated Capital and Redevelopment Preparation Needs within the SE Longmont Urban Renewal Area

Category	Project	Funding Status	Potential Partners
Streets	Boston Avenue connection to Price Road over BNSF RR Tracks	City CIP	City
Streets	Emery Street Extension – 1st Ave. to Boston Ave.	No Funding	Developer/City
Streets	BNSF rail crossing – Martin St. to Sugar Factory property	No Funding	Special District/ Developer
Streets	Coffman Street Multimodal Extension – 1st Ave. to Boston Ave.	Partially funded by RTD & City CIP	RTD/City
Streets	Main Street Streetscaping/Pedestrian Crossing Enhancement – 2nd Ave. to St. Vrain Creek	No Funding	CDOT/City/ LDDA
Streets	2nd Avenue Streetscaping – Main St. to Terry St.	No Funding	City/LDDA
Streets	Boston Avenue Streetscaping/Pedestrian Enhancements – Main St. to S. Pratt Pkwy.	No Funding	RTD/Developer/ City/ Special District
Streets	1st Avenue reconstruction & utility improvements-Main St. to Martin St.	No Funding	City/LDDA/ Special District/ Developer
Streets	1st Avenue Relocation due to construction of Commuter Rail Platform	No Funding	RTD/CDOT
Streets	Sugar Factory – Multiple local Streets and associated utilities	No Funding	Special District/ Developers
Streets	Sugar Mill Road & 119th Street reconstruction	No Funding	Special District/ Developers
Streets	Martin Street reconstruction – 3rd Ave. to St. Vrain Creek	No Funding	City
Utilities	Sanitary Trunk Line Interceptor "G" replacement or rehabilitation	No Funding	Special District/ City CIP
Utilities	S.T.E.A.M water, sewer, and storm infrastructure – varying locations	No Funding	Special District/ City CIP
Utilities	Sugar Factory Sub-Area water, sewer, and storm infrastructure – varying locations	No Funding	Special District/ CIP/ Grants

Utilities	Transit Station Area water, sewer, and storm infrastructure – varying locations	Partially funded by RTD	Special District/ City CIP/RTD/ Other Grants
Utilities	Sub-Regional Water Quality and Detention Facilities – Sugar Factory area	No Funding	Special District/ City CIP/Grants/ Developer
Utilities	Undergrounding of overhead utility lines – varying locations	No Funding	Longmont Electric Utility
Facilities	Public Bus and Rail Transit Facilities including Parking Garages	Partially Funded by RTD/City CIP	RTD/CDOT/ Special District/ City CIP/Grants
Facilities	Publicly Accessible Pocket Parks and Plazas	No Funding	Special District/ City CIP/Grants
Facilities	Institutional Facilities and Event Venues	No Funding	Special District/ City CIP/Grants/ Developers
Facilities	Bicycle and Pedestrian Facilities – varying locations	No Funding	Special Districts/ City CIP/CDOT/ Grants
Other	Small business support and assistance	LDDA Grants	LDDA / Developers
Other	Remediation of hazardous materials and conditions	No Funding	EPA/State

4.6 Private Development, Improvements and Facilities LURA intends to pursue and facilitate redevelopment through public-private partnerships utilizing resources and tools at its disposal as provided for in the Act. Accordingly, it is anticipated that there will be a high level of responsiveness from the private development and investment sector to enter into such partnerships. In these partnerships, an investment of TIF from LURA is intended to leverage significant amounts of private funding to assist in improving properties and implementing publicly owned and beneficial improvements that would likely not occur without such investment.

5.0 Project Implementation

Colorado's Urban Renewal Law allows for and recommends a wide range of activities be used in the implementation of improvements within an urban renewal area. It is the intent of the Longmont Urban Renewal Authority (LURA) to provide incentives to stimulate private investment in partnership with property owners, investors, developers, and other affected parties to accomplish the objectives of the plan. Public-private partnerships and joint venture development will be key to the Authority's strategy for preventing the further spread of blight and eliminating the current blighting conditions. Reliance on powers such as eminent domain will only be considered as a final option as determined by the Longmont City Council, to achieve the redevelopment objectives of this Plan. No effort to condemn privately held property is to proceed without the City first conducting and exhausting efforts to negotiate a reasonable agreement with the property owner(s). Should the use of eminent domain be deemed to be necessary the City of Longmont and the Authority have every intention of compensating impacted property owners the fair market value as set by the courts. That said, the City does not intend to use these powers to assist the private sector in assembling and acquiring land for long-term speculative purposes. Rather, any consideration of utilizing eminent domain shall require the Authority to issue an RFQ/RFP to pursue and implement a beneficial development in a timely manner.

5.1 Property Acquisition and Land Assemblage

The Authority through a negotiated purchase, or eminent domain in accordance with state law and the Urban Renewal Plan, may acquire property. The Authority may only proceed with acquisitions under the power of eminent domain subject to approval of a simple majority vote of the Longmont City Council on a case-by-case basis. The Authority may temporarily operate, manage, and maintain property acquired in the Urban Renewal Area. Such property shall be under the management and control of the Authority and may be rented or leased pending its disposition for redevelopment.

5.2 Relocation Assistance

The acquisition of real property by the Authority may result in the relocation of individuals, families, or business concerns. In the event relocation becomes necessary, the Authority shall adopt a relocation plan consistent with specific objectives which will be identified in that relocation plan and Colorado law. Should Federal funding interplay with the urban renewal project, the Authority will abide by the federal Uniform Relocation Act.

5.2.1 Mitigate Inconvenience and Expense Development of any relocation program for a project will be designed to mitigate the inconvenience and expense of individuals, families and business concerns that may be displaced by acquisition of property by the Authority.

5.2.2 Information Program Any relocation program will be accompanied by an information program to keep all affected parties advised of relocation activities on a continuing basis and to encourage all such parties to keep the Authority informed of their needs and requirements.

5.3 Environmental Remediation, Demolition, Clearance, and Site Preparation

In carrying out the Urban Renewal Plan, it is anticipated that the Authority will either conduct or assist in the demolition and clearance of buildings, structures, and other improvements from property in the Urban Renewal Area. Pre-development and development activities consistent with this Plan may require such demolition and clearance to eliminate unhealthy, unsanitary, and unsafe conditions, and eliminate obsolete improvements and other uses detrimental to the public welfare, and otherwise remove and prevent the spread of blight. They may also be necessary to alleviate identified hazardous environmental conditions.

With respect to property acquired by the Authority, it may demolish and clear, or contract to demolish and clear, those buildings, structures, and other improvements from property pursuant to this Urban Renewal Plan if, in the judgment of the Authority, such buildings, structures and other improvements cannot be rehabilitated in accordance with this Urban Renewal Plan. The Authority may also undertake such additional site preparation activities, as it deems necessary, to facilitate the disposition and redevelopment of such property. Should such activities involve privately held property, these practices will only occur with the consent of the property owner and after just compensation accordingly, if applicable.

5.4 Property Disposition The Authority may sell, lease, or otherwise transfer real property or any interest in real property subject to covenants, conditions, and restrictions, including architectural and design controls, time restrictions on development, and building requirements, as it deems necessary to redevelop such property. All property and interest in real estate acquired by the Authority in the Urban Renewal Area that is not dedicated or transferred to public entities, shall be sold or otherwise disposed of for redevelopment in accordance with the provision of this Plan and the Act.

5.5 Redevelopment and Rehabilitation Actions Redevelopment and rehabilitation actions within the Urban Renewal Area may include such undertakings and activities as are in accordance with this Urban Renewal Plan and the Act, including without limitation: demolition and removal of buildings and improvements as set forth herein; installation, construction and reconstruction of public improvements as set forth herein; elimination of unhealthy, unsanitary or unsafe conditions; elimination of obsolete or other uses detrimental to the public welfare; prevention of the spread of deterioration; and provision of land for needed public facilities.

5.6 Redevelopment Agreements The Authority is authorized to enter into

Redevelopment Agreements or other contracts with developer(s) or property owners or such other individuals or entities as are determined by the Authority to be necessary or desirable to carry out the purposes of this Urban Renewal Plan. Such Redevelopment Agreements, or other contracts, may contain such terms and provisions as shall be deemed necessary or appropriate by the Authority for the purpose of undertaking the activities contemplated by this Urban Renewal Plan and the Act, and may further provide for such undertakings by the Authority, including financial assistance, as may be necessary for the achievement of the objectives of this Urban Renewal Plan or as may otherwise be authorized by the Act.

6.0 Project Financing

6.1 Public Investment Objective As reflected in the Plan, it is the intent of the Authority to ensure that the public sector continues to play a significant role in revitalization efforts as a strategic partner. Experience has proven that a critical component to the success of any revitalization strategy is participation by both the public and private sectors. Public-private partnerships having the ability to leverage significant financial resources will be key, as no one entity, either public or private, has sufficient resources alone to meet the improvement needs within the Area.

6.2 Authorization 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; 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, including, without limitation, metropolitan and other special districts; sale of securities; loans, advances, and grants from any other available source.

Any, and all, financing methods legally available to the City, the Authority, public body, special district, metropolitan district, private developer, redeveloper, or owner may be used to finance in whole or in part any and all costs of an urban renewal project, including without limitation, the cost of public improvements described or anticipated in the Plan or in any manner related or incidental to the development within or of benefit to 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, the City, or other public or private entity 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 an urban renewal project. 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. An urban renewal project may be financed by the Authority under the tax allocation financing provisions of the Act, which shall be in effect relative to the Urban Renewal Area, or any portion thereof as such portion may be approved by the City Council herein, and subject to those agreements by and between the Authority and effected taxing entities in accordance with the Act, as amended by House Bill 15-1348.

6.2.1 Tax Base Amount That portion of the taxes which are produced by the levy at the rate fixed each year by or for each public body upon the valuation for assessment of taxable property in the Urban Renewal Area, or any portion thereof designated as an approved Tax Increment District last certified prior to the effective date of approval of the respective Plan amendment, or that portion of municipal sales tax collected within the boundaries of said Tax Increment District in the twelve-month period ending on the last day of the month prior to the effective date of approval of the respective Plan amendment, or both such portions shall be paid into the funds of each such public body as are all other taxes collected by or for said public body.

6.2.2 Tax Increment Amount All the property taxes, and any sales taxes, agreed to by the City in excess of the base amount paid into the funds of each such public body in accordance with Section 6.2.2 above, 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 , whether funded, refunded, assumed, or otherwise, incurred the Authority for financing or refinancing, in whole or in part, an Urban Renewal Project, or to make payments authorized by the Act. Any excess municipal sales tax collections not allocated pursuant to this Section 6.2.2 shall be paid into the funds of the City. Unless and until the total valuation for assessment of the taxable property in the Tax Increment District exceeds the base valuation for assessment of the taxable property in the Tax Increment District as provided pursuant to the Act, all of the taxes levied upon taxable property in the Tax Increment District shall be paid into the funds of the respective public bodies.

Unless and until the total municipal sales tax collections in the Tax Increment District exceeds the Base Amount, as provided in Section 6.2.1 of the Plan, all such sales taxes collections 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 taxes upon the taxable property in the Tax Increment Districts or that portion of the municipal sales tax collections from the Tax Increment District as the City shall, by agreement, allocate to the Authority, or both, shall be paid into the funds of the respective public bodies.

The increment portion of the taxes, as described in this Section 6.2.2, 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 Urban Renewal Projects; provided, however, any offsets collected by the City and County Treasurer for return of overpayments or any reserve funds reserved by the Authority for such purposes in accordance with Section 31-25-107(9)(a)(III) and (b) of the Act are not included in such pledge. The Authority shall set aside and reserve a reasonable amount as determined by the Authority of all incremental property and sales taxes paid to the Authority for payment of expenses associated with administering the Plan.

6.3 TIF Revenues & Designated TIF Districts The Authority recognizes that tax increment funding, as described and provided for in Colorado Revised Statutes 31-25-107 (9), C.R.S., is a most critical tool that can be used to attract significant private investment in economically challenged and blighted communities. Access to and utilization of TIF is critical to the success of pursuing redevelopment projects as it provides the means of investing public funding to leverage substantial amounts of private capital both for such development and extremely needed and desirable public and publicly beneficial improvements within the Urban Renewal Area. Without access to, and utilization of, TIF proceeds, the possibility of eliminating blight and providing necessary infrastructure that leads to improving the economic vitality and stability of the Urban Renewal Area is virtually impossible. Accordingly, it is the intent of this plan to effectively generate and utilize an optimal level of TIF to leverage private investment that provides more immediate improvement to the Area and contributes to enhancing and preserving the long-term financial interests of the partnering taxing entities.

Pursuant to 31-25-107 (9.5) C.R.S. the Authority shall negotiate the amount, terms, and conditions of the incremental property tax revenues to be allocated to the project with the effected taxing entities. Accordingly, the Authority intends to negotiate with such entities to establish the particular Tax Increment District contemplated hereunder, and other associated geographical boundary(s) as projects proceed.

The Longmont City Council may also consider the authorization of contributing a portion of project producing sales tax to the tax increment allocation. Upon City Council approval, the municipal sales tax increment will be distributed in accordance with the tax increment financing provisions of Section 31-25-107 (9), C.R.S. which is by this reference incorporated herein as if set forth in its entirety. If there is any conflict between the Act and this Urban Renewal Plan, the provisions of the Act shall control, and the language in the Plan will be automatically deemed to conform to the statute.

6.4 Tax Increment Financing Districts Given the large size of the Urban Renewal Area, the Plan anticipates the creation of and negotiations relative to a number of tax increment projects expected to be executed at varying times as circumstances and conditions change. The Urban Renewal Plan shall be amended and negotiations with the taxing entities undertaken at such time as Tax Increment Districts are proposed. All negotiated agreements with impacted taxing entities shall be included within an Intergovernmental Agreement (IGA) between the Longmont Urban Renewal Authority and each of the respective taxing entities pursuant to 31-25-107 (9.5) C.R.S. prior to final consideration of any modification to this Urban Renewal Plan creating such a Tax Increment District .

6.4.1 Tax Increment District No. 1 Pursuant to the provisions of Section 31-25-107(9.5) of the Colorado Urban Renewal Law, in approving this 1st Amendment to the Southeast Longmont Urban Renewal Plan, Tax Increment District No. 1, as depicted in Exhibit E and described in Exhibit F, is hereby created as part of the 1st Amendment to the Southeast Longmont Urban Renewal Plan and shall become effective upon approval of such amendment.

6.5 Authority Participating Interest in Private Development Projects The Authority may require a participating interest in private development projects in which it provides financial support. The philosophy behind this is that public support is frequently needed for projects of this nature, in order to fill a gap left by available traditional financing. In the event the project(s) produces revenues in excess of a market rate of return, the public sector might become a partner and share in the success of the project. In this event, the Authority may also require an excess profits provision. The terms of the participating interest and excess profits provisions will be negotiated in the Redevelopment Agreement(s).

7.0 Changes and Minor Variations from Adopted Plan

7.1 Changes in the Approved Urban Renewal Plan This Urban Renewal Plan may be modified pursuant to the provisions of the Act governing such modification, including Section 31-25-107 thereof, as the same may be amended from time to time.

7.2 Minor Variations In specific cases, where a literal enforcement of the provisions contained in the Urban Renewal Plan constitutes an unreasonable limitation beyond the intent and purpose of these provisions, the Authority may allow minor variances from these provisions.

7.3 Inter-Agency Cooperation For the purpose of this Plan, the Authority may enter into one or more Cooperation Agreements with the City or other public bodies pursuant to the Act. The City and Authority recognize the need to cooperate in the implementation of this Urban Renewal Plan for, but not limited to, such items as project financing and administering the construction of public improvements. This paragraph shall not be construed to require any particular form of cooperation.

7.4 Urban Renewal Plan Review Process The review process for the Urban Renewal Plan is intended to provide a mechanism to allow those parties responsible for implementing the Plan to periodically evaluate its effectiveness and make adjustments to ensure efficiency in implementing the recommended urban renewal activities.

The following steps are intended to serve as a guide for Plan review:

a) The Authority may propose modifications, and the Authority shall make such modifications as may be necessary provided they are consistent with the applicable comprehensive plan of the City and the Urban Renewal Law.
b) Modifications may be developed from suggestions of the Authority, property and business owners, and Staff operating in support of the Authority.
c) As series of joint workshops may be held by, and between, the Authority and property and business owners to direct and review the development of Plan modifications.

8.0 Plan Administration and Legal Counsel

The Authority may employ technical experts, agents, and employees, permanent and temporary, and it shall determine their qualifications, duties, and compensation. Until such time that it is determined by the Authority that administration of the Plan requires the commitment of permanent employee(s), it is intended that City of Longmont staff will be assigned by the City Manager to fill the role of Plan administrators.

8.1. Executive The City Manager of the City of Longmont is authorized to designate a City employee of their choosing to serve in the capacity as Secretary of the Authority (Executive Director), until such time that the Authority Board of Commissioners determines it is in its interest to directly make such assignment under agreement with the City or hire such party as an employee of the Authority.

8.2 Directorate-Liaison The City of Longmont City Manager's office, or its designated City department or division, is authorized to provide the Authority and Secretary with directorate-liaison support. The assigned department/division will coordinate Authority activities necessary to implement the Plan, such as:

a) Public hearing notifications;
b) Affected party notification;
c) Public information and outreach efforts;
d) Report preparation;
e) Record keeping;
f) Management of technical experts and other agents;
g) All other requirements deemed necessary to implement the Plan.

8.3 Legal Counsel According to the Urban Renewal Law, the Authority may call upon the municipal counsel or chief legal officer of the City for such legal services that it may require, or it may employ its own counsel and legal staff.

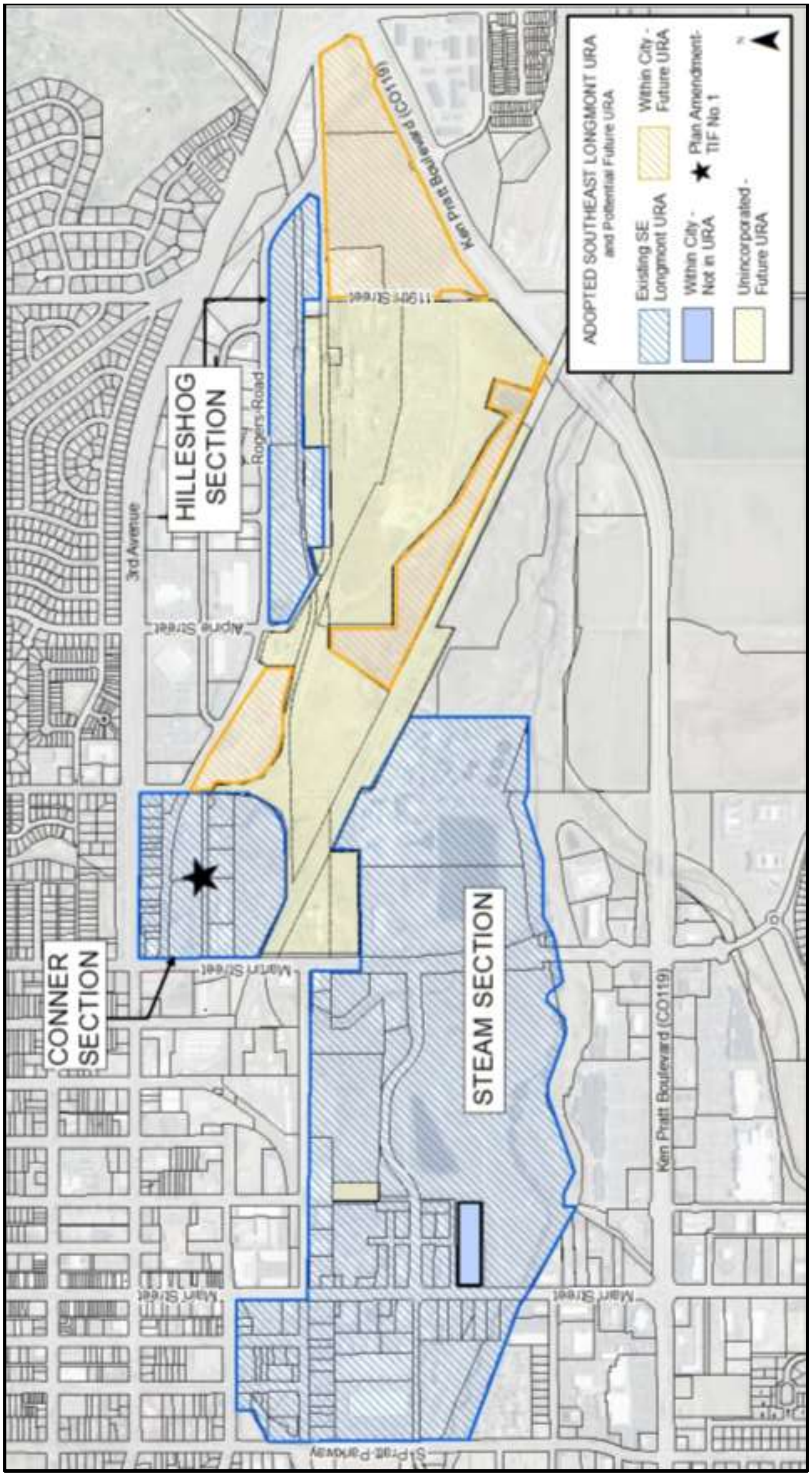
9.0 Severability

If any portion of the Urban Renewal Plan is held to be invalid or unenforceable, such invalidity will not affect the remaining portions of this Urban Renewal Plan.

10.0 Term

The Term of this Plan and the associated Urban Renewal Area shall remain in effect until such time as the City Council of the City of Longmont deems that all goals and/or projects have been sufficiently accomplished, and/or all debts and expenses incurred by the Authority subject to revenue generated from the Area have been repaid. Pursuant to Colorado Statutes, the funding period of any Tax Increment District shall be limited to twenty-five (25) years from the effective date of a TIF's commencement, or an extended time period as the statute may allow per future amended, or until such time period less than 25 years as stipulated in any IGA with the taxing entities. In the event the City chooses to dissolve the Urban Renewal Area, the Authority any remaining funds not obligated towards repayment of applicable debts and shall be disbursed proportionately to the appropriate taxing entities.

EXHIBIT “A” URA BOUNDARY MAP



Southeast Longmont Urban Renewal Plan – Steam Section Modification Area

All that part of the City of Longmont, Boulder County, Colorado, located in Sections 3, 10, and 11, Township 2 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 point of intersection of the south right-of-way line of 2nd Avenue and the west right-of-way line of Main Street;

Thence westerly along said south ROW line of 2nd. Avenue to a point approximately 235 feet east of the east right-of-way line of Pratt Street;

Thence southerly approximately 109 feet to the northwesterly right-of-way line of the Pratt/Terry overpass;

Thence southwesterly along said northwesterly right-of-way line to the east right-of-way line of Pratt Street;

Thence southerly along said east right-of-way line to the south bank of the St. Vrain River;

Thence southeasterly along said south bank to the west right-of-way line of Main Street;

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For and on behalf of Topographic, Co.
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Thence southeasterly to the intersection of the south bank of the St Vrain River and the east right-of-way line of Main Street;

Thence northerly along the east right-of-way of Main Street to the centerline of the St. Vrain River;

Thence southeasterly along the centerline of the St. Vrain River to the west line of the east 1/2 of the northwest 1/4 of said section 11;

Thence northerly along said west line 47.43 feet to the southwest corner of that land described in Special Warranty Deed at Reception No. 1059214, dated August 20, 1990, said southwest corner being the southwest corner of the Longmont wastewater treatment plant;

Thence S 89° 26' 55" E, a distance of 304.16 feet;

Thence S 87° 28' 05" E, a distance of 223.61 feet;

Thence S 71° 09' 11" E, a distance of 78.31 feet to the southeast corner of said Longmont wastewater treatment plant;

Thence N 00° 13' 18" W, along the east line of said treatment plant, a distance of 972.10 feet to the southern right-of-way line of the BN&SF RR;

Thence N 63° 57' 28" W, along said southern right-of-way line of the BN&SW RR, a distance of 670.83 feet to the said west line of the east 1/2 of the northwest 1/4 of section 11;

Thence N 00° 13' 18" W, along said west line, a distance of 83.63 feet;

Thence N 63° 57' 28" W, along said southern right-of-way line of said BN&SF RR, a distance of 526.98 feet;

Thence S 00° 20' 04" E, a distance of 210.17 feet;

Thence S 89° 26' 49" W, a distance of 829.00 feet to the west line of said section 11;

Thence northerly along said west line, a distance of 210.17 feet to the northwest corner of said section 11;

Thence westerly along the north line of said section 10, a distance of 40.00 feet;

Thence southerly and parallel with the west line of said section 11, a distance of 304.50 feet;

Thence westerly and parallel with the north line of said section 10, a distance of 60.00 feet to the west right-of-way line of Martin Street;

Thence northerly along the west right-of-way line of Martin Street to the intersection of the west right-of-way line of Martin Street and the southerly right-of-way line of 1st Avenue;

Thence westerly along the south right-of-way line of 1st. Avenue to the intersection of the south right-of-way line of 1st. Avenue and the west right-of-way line of Main Street;

Thence northerly along the westerly right-of-way of Main St. to the south right-of-way line of 2nd. Avenue to the **POINT OF BEGINNING**.

Excepting

Lot 1, as shown on the Final Plat of Dickens Homestead, as described at Reception No. 2679447, dated April 12, 2005 in the records of Boulder County Clerk and Recorder's Office.

And

Excepting

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;

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;

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;

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 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;

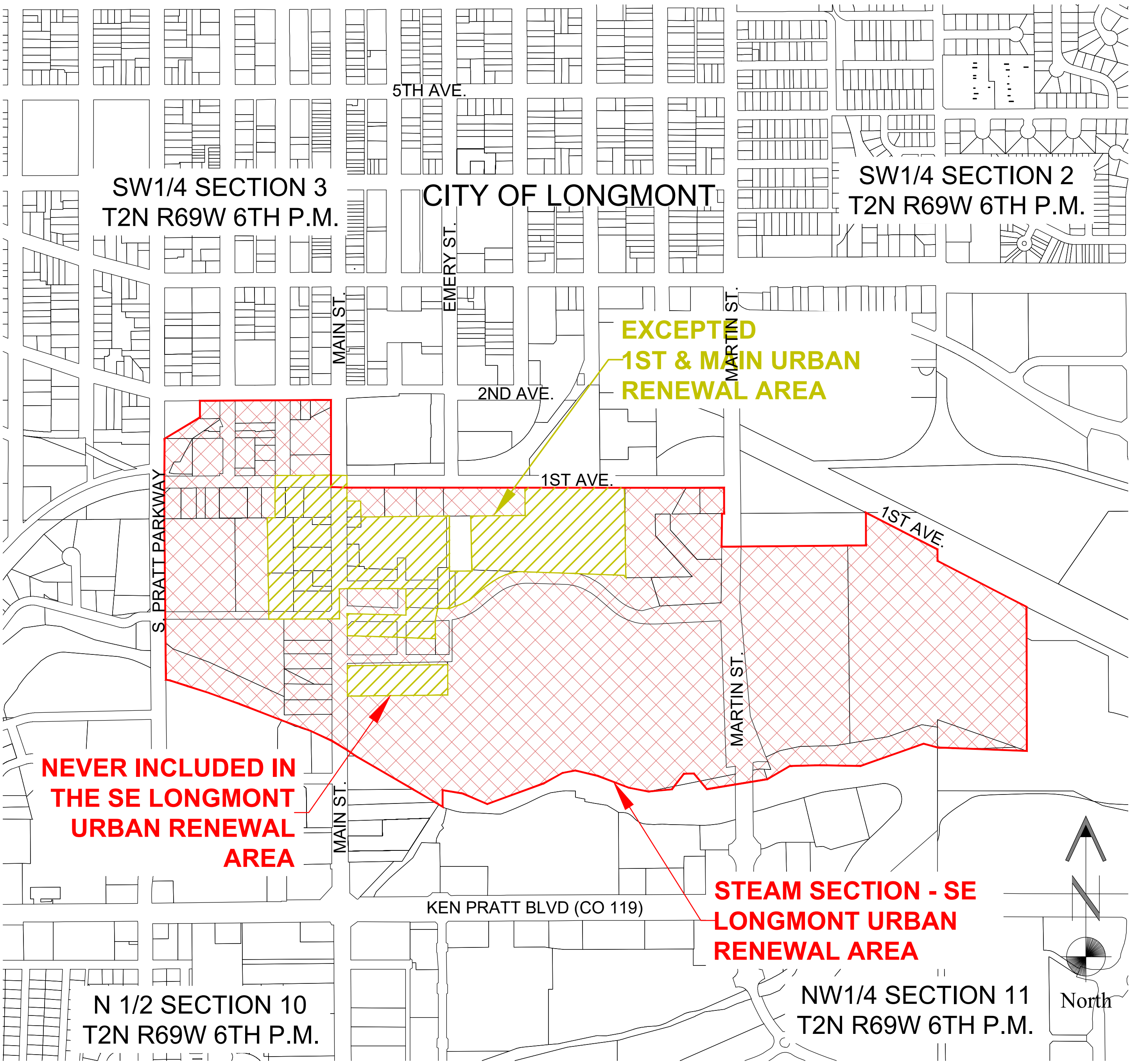
Thence northerly, along the westerly line of said Parcel No. 131503325016 to the northwest corner of said Parcel No. 131503325016, said corner also being a point on the southerly right-of-way line of said 1st Street;

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

Exhibit A-1



0 500 1000

Graphic Scale in U.S. Survey Feet
1" = 1000'

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

TOPOGRAPHIC
LOYALTY INNOVATION LEGACY

File: G:\SURVEY\CITY_OF_LONGMONT\CITY_OF_LONGMONT_LEGAL_DESCRIPTION\PROJECT_DATA\WORKING\CITY OF LONGMONT_SLURPA_LEGAL & EXHIBIT.dwg
Printed: August 12, 2026, 7:54 AM By: Emily.Vonbergen

EXHIBIT “B”

Southeast Longmont Urban Renewal Area
Legal Description

Those certain parcels of land situated in Sections 1 & 2 & 3 & 10 & 11 & 12 of Township 2N, Range 69W of the 6th PM, City of Longmont, County of Boulder, State of Colorado, more particularly described as:

~~S.T.E.A.M Section~~ Amended 9/8/2026

~~Beginning at the point of intersection of the south right of way (ROW) line of 2nd. Ave. and the west ROW line of Main St. Thence westerly along said south ROW line of 2nd. Ave. to a point approximately 235 feet east of the east ROW line of Pratt St. Thence southerly approximately 109 feet to the northwesterly ROW line of the Pratt/Terry overpass. Thence southwesterly along said northwesterly ROW line to the east ROW line of Pratt St. Thence southerly along said east ROW line to the south bank of the St. Vrain River . Thence southeasterly along said south bank to the west ROW line of Main St. Thence southeasterly to the intersection of the south bank of the St Vrain River and the east ROW line of Main St. Thence northerly along the east ROW of Main St. to the centerline of the St. Vrain River. Thence southeasterly along the centerline of the St. Vrain River to the west line of the east 1/2 of the northwest 1/4 of said section 11. Thence northerly along said west line 47.43 feet to the southwest corner of that land described by deed , reception number 1059214. Said southwest corner being the southwest corner of the Longmont wastewater treatment plant. Thence S 89° 26′ 55″ E a distance of 304.16 feet. Thence S 87° 28′ 05″ E a distance of 223.61 feet. Thence S 71° 09′ 11″ E a distance of 78.31 feet to the southeast corner of said Longmont wastewater treatment plant. Thence N 00° 13′ 18″ W along the east line of said treatment plant a distance of 972.10 feet to the southern ROW line of the BN&SF RR. Thence N 63° 57′ 28″ W along said southern ROW line of the BN&SW RR a distance of 670.83 feet to the said west line of the east 1/2 of the northwest 1/4 of section 11. Thence N 00° 13′ 18″ W along said west line a distance of 83.63 feet. Thence N 63° 57′ 28″ W along said southern ROW line of said BN&SF RR a distance of 526.98 feet. Thence S 00° 20′ 04″ E a distance of 210.17 feet. Thence S 89° 26′ 49″ W a distance of 829.00 feet to the west line of said section 11. Thence northerly along said west line a distance of 210.17 feet to the northwest corner of said section 11. Thence westerly along the north line of section 10, T2N, R69W a distance of 40.00 feet. Thence southerly, parallel with the said west line of section 11 a distance of 304.50 feet. Thence westerly, parallel with the north line of said section 10 a distance of 60.00 feet to the west ROW line of Martin St. Thence northerly along the west ROW line of Martin St. to the intersection of the west ROW line of Martin St. and the southerly ROW line of 1st Ave. Thence westerly along the south ROW line of 1st. Ave. to the intersection of the south ROW line of 1st. Ave. and the west ROW line of main St. Thence northerly along the westerly ROW of Main St. to the south ROW line of 2nd. Ave. and the point of beginning.~~ (*~~continued on next page~~*)

EXHIBIT "B"

Southeast Longmont Urban Renewal Area
Legal Description

~~Except lot 1, as shown on the plat of "Dickens Homestead", reception number 2679447, of the records of Boulder County~~.

CONNER Section

A parcel of land in the SW1/4 of section 2, T2N, R69W, of the 6TH. PM, City of Longmont, County of Boulder, State of Colorado, containing all of Eastside subdivision lying south of the south ROW line of State Highway 119, and block 4 of Factory Place Addition, and Conner subdivision, and East 2nd. Ave. from Martin St. to Lashley St., and East Rodgers Rd. from Martin St. to Lashley St., and the Longmont solid waste facility. The boundary of said parcel being more particularly described as follows.

Beginning at the southwest corner of Conner subdivision, said corner is approximately 770 feet north of the southwest corner of said section 2. Thence southerly along the east ROW line of Martin St. approximately 185 feet to the northern ROW line of the Burlington Northern Railroad. Said northern line being the southerly line of the Longmont solid waste facility. The following 4 courses are along the southerly and easterly boundary of said solid waste facility. 1) Thence S 63° 43′ 28″ E a distance of 472.67 feet to a point of curve to the left. 2) Thence easterly 245.63 feet along said curve. 3) Thence S 88° 44′ 29″ E 271.42 feet to a compound curve to the left. 4) Thence northeasterly along said compound curve 629.03 feet to the southeast corner of said Conner subdivision. Thence northerly along the east line of said Conner subdivision to the northeast corner thereof. Said northeast corner being on the south right of way (ROW) line of East Rodgers Rd. Thence continuing northerly, crossing East Rodgers Rd. to the southeast corner of block 4 of Factory Place Addition. Said southeast corner being on the west ROW line of Lashley St.. Thence continuing northerly along the west ROW of Lashley St. to the south ROW line of State Highway 119. Thence westerly along said south ROW line to the east ROW line of Martin St.. Thence southerly along said east ROW line, crossing East Rodgers Rd. and East 2nd. Ave. to the southwest corner of said Conner subdivision and the point of beginning.

HILLESHOG Section

A parcel of land in the southeast 1/4 of section 2 and the southwest 1/4 of section 1, all in T2N, R69W, of the 6th PM, City of Longmont, County of Boulder, State of Colorado, being more particularly described as follows (continued on next page).

EXHIBIT “B”

Southeast Longmont Urban Renewal Area
Legal Description

Beginning at the point of intersection of the north right of way (ROW) line of Sugarmill Rd. and the east line of the southeast 1/4 of said section 2. Whence the southeast corner of said section 2 bears southerly 30 feet. Thence west along the north ROW line of Sugarmill Rd. approximately 796 feet. Thence N40°55’19”E a distance of 89.8 feet to the southwesterly ROW line of East Rodgers Rd. Thence N 49° 04’ 41” W along the southwesterly ROW line of East Rodgers Rd. a distance of 298.10 feet to a point of curvature. Thence along the arc of a curve to the left (radius of said curve being 533 feet, chord of said arc bears N 69° 27’ 11” W, 371.14 feet.) a distance of 379.08 feet. Thence westerly along the southerly ROW line of East Rodgers Rd. to the east ROW line of Sugarmill Rd. Thence south and southeast along the west and northwest ROW line of Sugarmill Rd. to the southwest corner of parcel number 1, as shown on the map of Hilleshog Mono-Hy annexation number 1. Thence east along the north ROW of Sugarmill Rd. approximately 794.61 feet to the southeast corner of said parcel number 1. Thence north along the east line of said parcel number 1, approximately 146 feet, to the south ROW line of the Great Western Railroad. Thence easterly along the south ROW line of the Great Western Railroad, approximately 1185 feet to the east line of the southeast 1/4 of said section 2. Thence south along the east line of said section 2 , approximately 146 feet, to the point of beginning.

EXHIBIT "C" Conditions of Blight

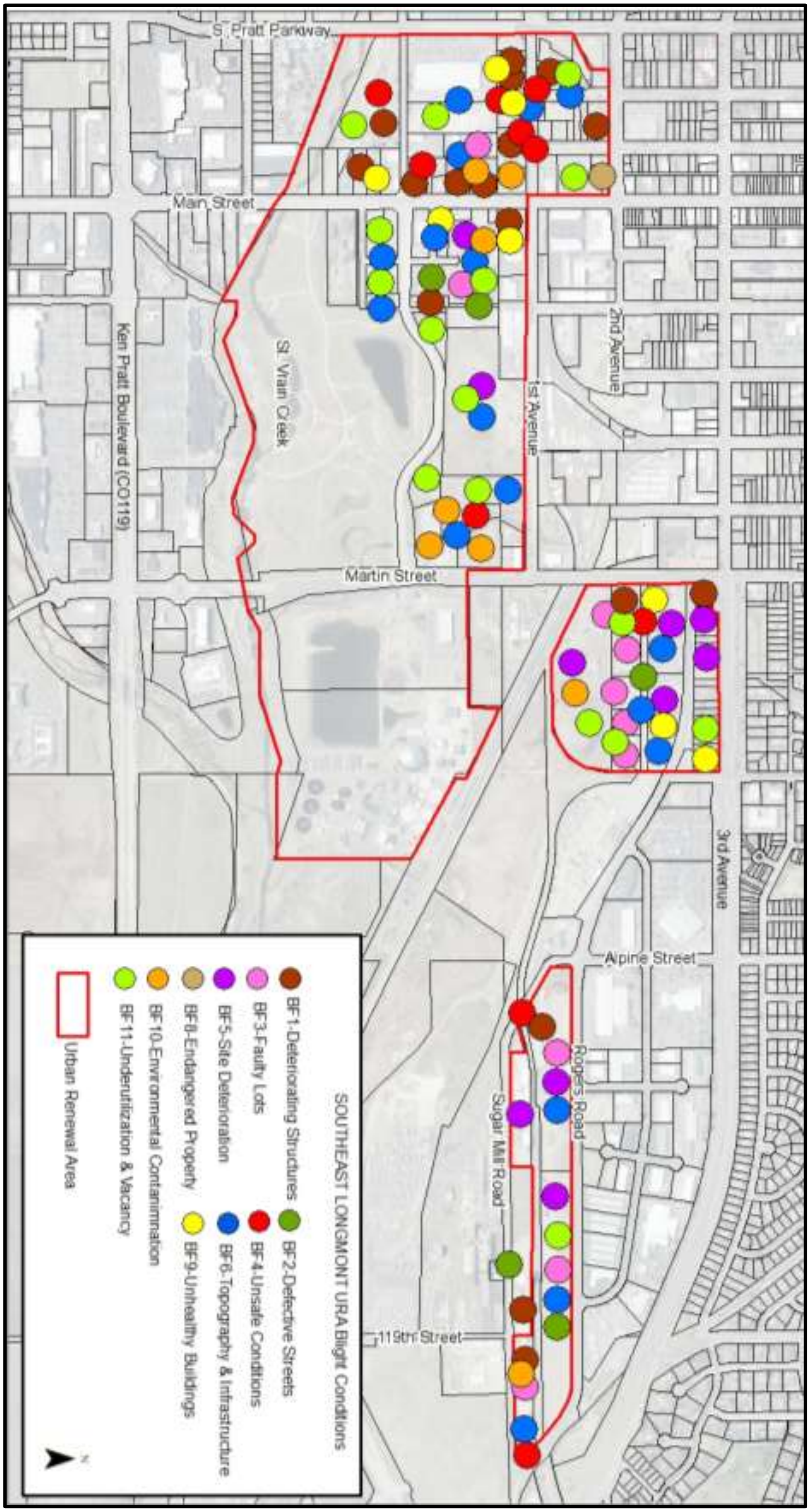


EXHIBIT "D" Conceptual Land Use & Development Plan

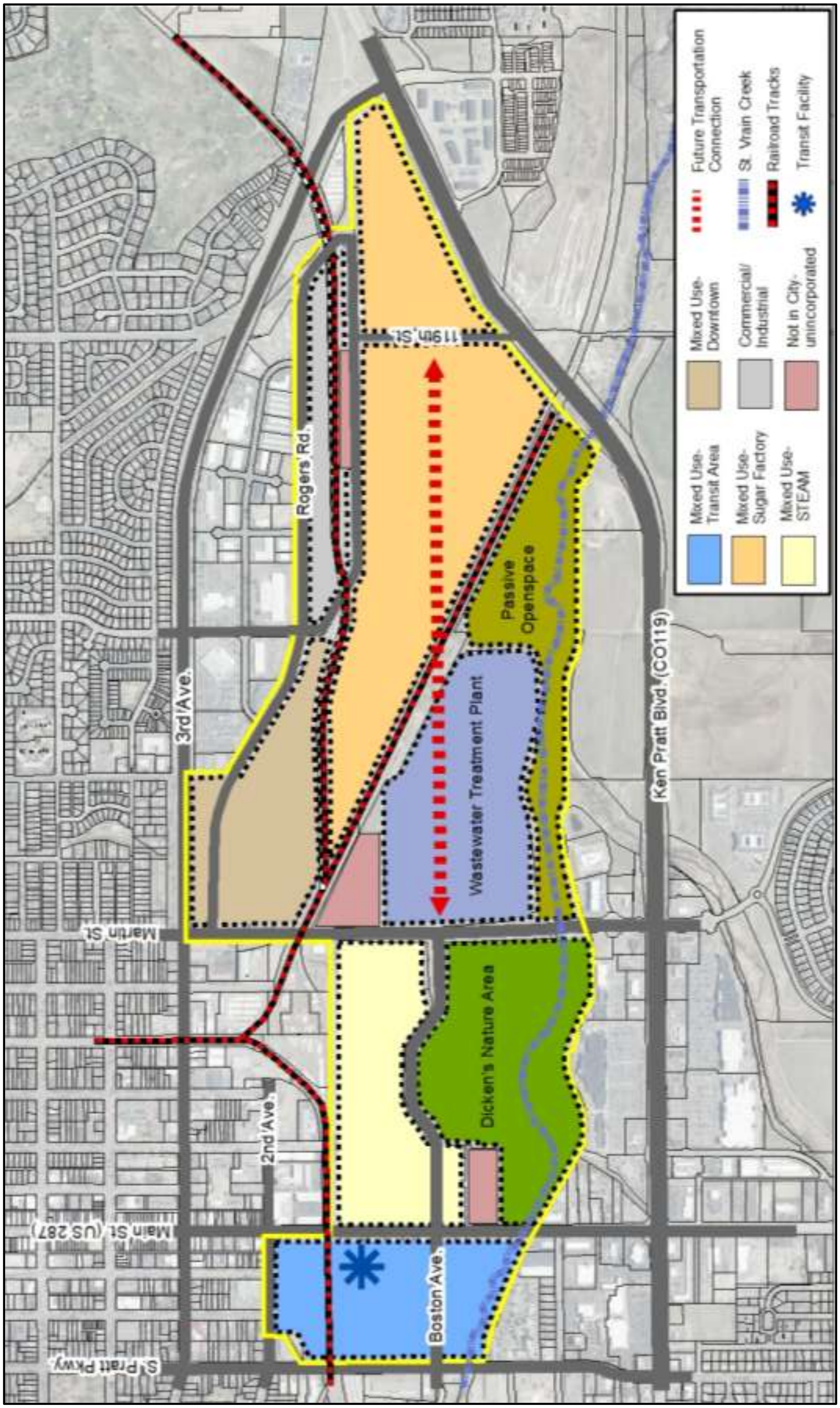


EXHIBIT "E" TIF District No. 1

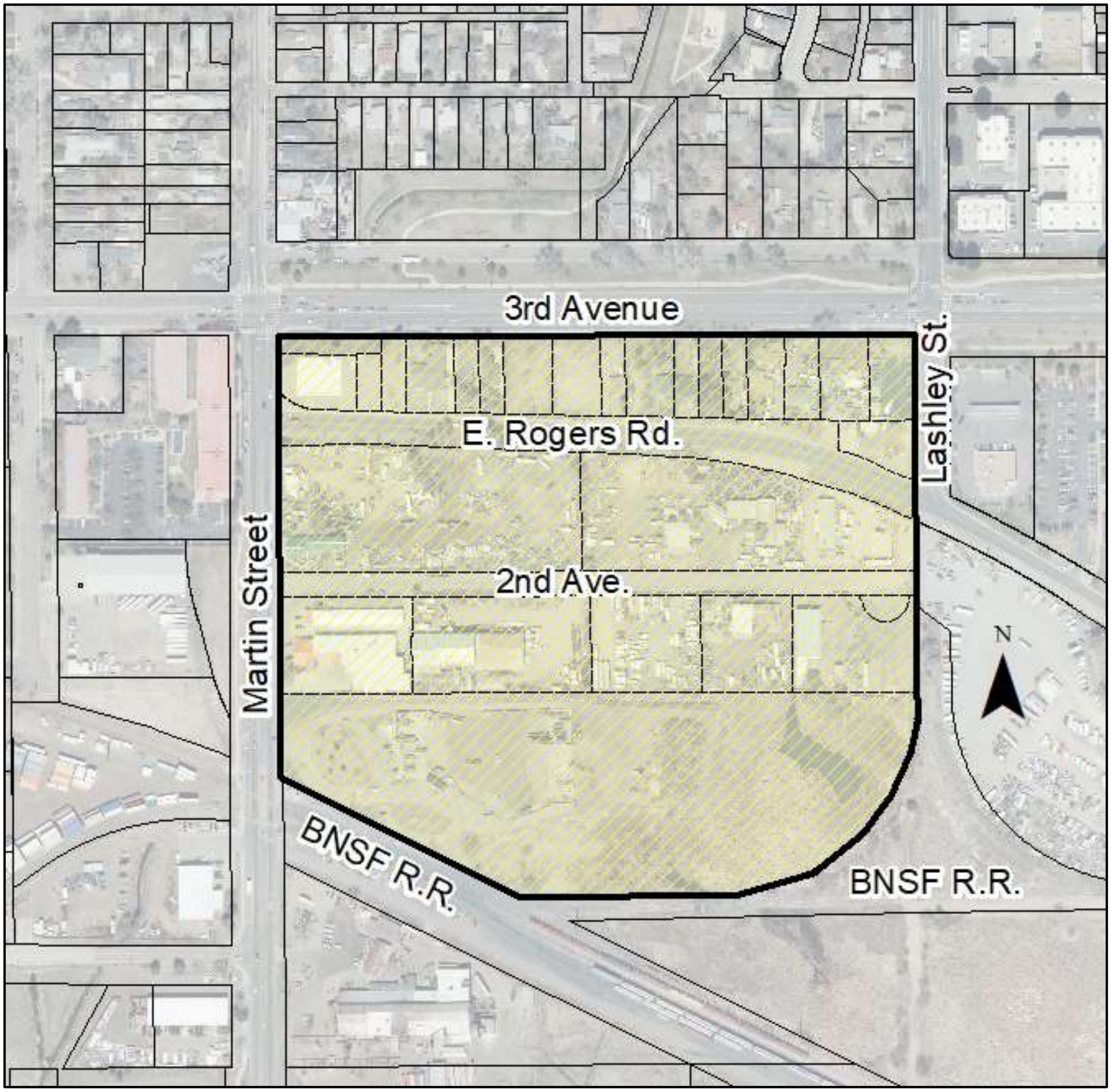


EXHIBIT "F" TIF District No. 1 Legal Description

A parcel of land in the SW1/4 of section 2, T2N, R69W, of the 6TH. PM, City of Longmont, County of Boulder, State of Colorado, containing all of Eastside subdivision lying south of the south ROW line of State Highway 119, and block 4 of Factory Place Addition, and Conner subdivision, and East 2nd. Ave. from Martin St. to Lashley St., and East Rodgers Rd. from Martin St. to Lashley St., and the Longmont solid waste facility. The boundary of said parcel being more particularly described as follows:

Beginning at the southwest corner of Conner subdivision, said corner is approximately 770 feet north of the southwest corner of said section 2. Thence southerly along the east ROW line of Martin St. approximately 185 feet to the northern ROW line of the Burlington Northern Railroad. Said northern line being the southerly line of the Longmont solid waste facility. The following 4 courses are along the southerly and easterly boundary of said solid waste facility. 1) Thence S 63° 43' 28" E a distance of 472.67 feet to a point of curve to the left. 2) Thence easterly 245.63 feet along said curve. 3) Thence S 88° 44' 29" E 271.42 feet to a compound curve to the left. 4) Thence northeasterly along said compound curve 629.03 feet to the southeast corner of said Conner subdivision. Thence northerly along the east line of said Conner subdivision to the northeast corner thereof. Said northeast corner being on the south right of way (ROW) line of East Rodgers Rd. Thence continuing northerly, crossing East Rodgers Rd. to the southeast corner of block 4 of Factory Place Addition. Said southeast corner being on the west ROW line of Lashley St. Thence continuing northerly along the west ROW of Lashley St. to the south ROW line of 3rd Avenue. Thence westerly along said south ROW line to the east ROW line of Martin St. Thence southerly along said east ROW line, crossing East Rodgers Rd. and East 2nd. Ave. to the southwest corner of said Conner subdivision and the point of beginning.