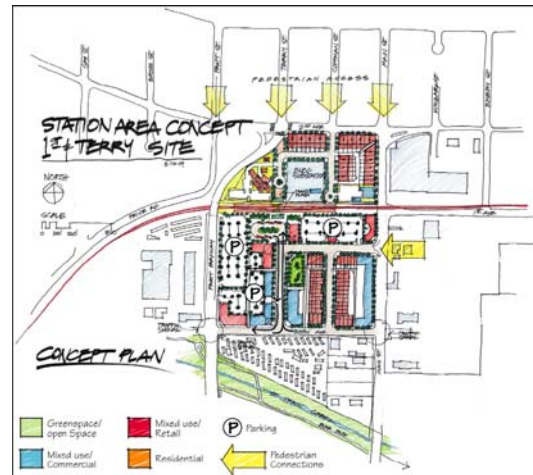


Exhibit III

STATION TOD ANALYSIS

1st/Terry Street (Downtown) Station

The proposed station is located just west of the 1st Avenue and Main Street intersection. The site can be accessed by Main Street and Pratt Parkway from the north and south, a proposed new road just south of 1st Avenue from the east, and Boston Avenue from the west. Bus and auto access to the station would occur along Pratt Parkway at Boston Avenue or off Main Street at Boston Avenue. The transit block (two parcels, one located just south of the BNSF railroad, and the second located east of the Pratt Parkway over crossing) is approximately 10 acres in total and would include the standard station facilities such as platforms, ticket machines, bus loading zones, a kiss-n-Ride, and 500 parking spaces in a combination of surface or structured parking. The transit parking located directly east of Pratt Parkway is wrapped with non-residential uses. In addition, there is a small pad site for approximately 7,500 square feet of commuter oriented commercial development located adjacent to the bus turnaround and station platforms.



TOD Opportunities: The station area's strongest amenity is its proximity to the downtown (including retail and restaurants) City offices, banks, and other commercial office uses. The station area consulting team developed a mixed-use infill concept for the Downtown station. The team proposed both residential and commercial development to mix uses both vertically (such as ground floor commercial and second level residential) and horizontally throughout the station area. Blocks in the station area were designed with the same dimensions, scale, and street orientation as the existing downtown, blending the old and new urban environments. The concept plan retains the historic Golden West Flour Mill building, which is anticipated to be privately redeveloped into a mixed use development including for-sale residential units. The concept also assumes that the electric substation cannot feasibly be relocated. This is potentially a disadvantage of this site because nearly one full block of development adjacent to the station is dedicated to uses that are not transit oriented. However, City staff indicated that screening or enclosing the facility with walls were potential options for future consideration. These types of improvements would substantially improve the pedestrian experience and the streetscape in the station area. The station area contains approximately 23 acres of developable land (excludes roadways).

The concept plan contains a total of 158,000 square feet of commercial and office uses and 243 residential housing units on the parcels assumed for TOD development. The station may also stimulate other smaller infill development projects in the larger ½-mile area surrounding the station.

Sugar Mill Station

The transit block of the station area (located just south of the rail line and slightly west of the center of the site) is approximately three acres of land and would include the standard station facilities such as platforms, ticket machines, bus loading zones, and a kiss-n-Ride. The concept plan depicts approximately 300 parking spaces. Additional parking could be provided by expanding to adjacent blocks or by building a parking structure on this site. There is a small pad site for approximately 7,500 square feet of commuter oriented commercial development located directly adjacent to the bus turnaround.

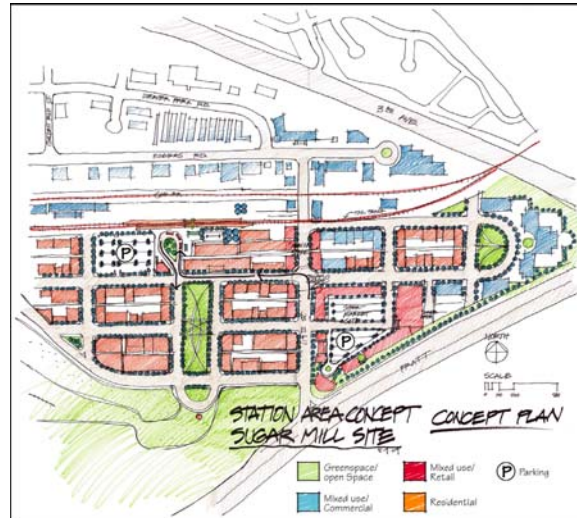
TOD Opportunities

The station's strongest assets for TOD are:

- There is a relatively large amount of vacant and underutilized land available for infill development and medium to high TOD densities in the range of 15 to 60 dwelling units per acre. Potential impacts from this type of development may require that a certain number of residential and non-residential buildings be relocated.
- The site contains the vacant Sugar Mill industrial buildings that could be redeveloped for higher density residential development.
- There are only two major landowners, which will allow for greater ease of land assembly and master planning for future development.
- It is in a corridor targeted for higher density development with regional commercial uses planned just to the east.

Building on these strengths, the station area consulting team developed a mixed-use town center concept for the Sugar Mill station area including for-sale and for-lease residential units, a retail town center, and a corporate business campus. The blocks in the station area were designed with the same dimensions, scale, and street orientation as the existing downtown Longmont, creating a small town center for three blocks along 119th Street from Ken Pratt Boulevard north to the rail track. The station area concept also includes maintaining the landmark buildings and sugar beet silos on the site, integrating historic and new design elements to create a unique experience.

The total development program would provide 811 medium to high density residential housing units and nearly 300,000 square feet of retail and office space as shown. This level of development would allow the station area to function as a mixed-use activity center and a location for development distinctly different from the surrounding lower density suburban development. Because of its size and scale, this development concept could be developed in advance of rail being introduced to the site.



Through the station area planning process, two distinct TOD concepts have been developed as shown on Table III-1. The concepts ranged from a mixed-use urban infill concept for the Downtown site to a mixed-use town center concept for the Sugar Mill site.

Table III-1: Summary of Development Concepts

Station Area	Description /Use	Development Area (acres)	Non-Residential (SF)			Residential (units)		
			Com. (1)	Office	Total	Sale	Lease	Total
Downtown	Mixed-Use Infill	22.5	112,000	46,000	158,000	123	120	243
Sugar Mill	Mixed-Use Town Center	47.2	160,000	135,000	295,000	451	360	811

(1) includes retail, food, and beverage establishments
 Source: Economic & Planning Systems; URS

The following provides a comparative evaluation of the strengths and weaknesses of the candidate stations with respect to their TOD potential as summarized in Table III-2 below. Each station was reviewed with respect to five requirements: land use, zoning, land assembly, relocations, and public improvements.

Table III-2: Development Concept Issues

Station Area	Zoning Change	Parcels to Assemble	Estimated Relocation		Public Improvements
			Res.	Non-Res	
Downtown	Yes	24	10-15	20-25	Improvements to Boston Ave. at Pratt and Main
Sugar Mill	Yes	6	0	2	Improvements along 19 th St. at Rodgers Rd and Hwy 119

Source: Economic & Planning Systems; URS