

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 could 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.

An analysis the site’s property blocks is illustrated in **Figure 3-2** and summarized in **Table 3-2**. The station area has approximately 47 acres of developable land (excluding roadways). Block 1 has ground floor retail space, oriented to 119th Street with office uses above on the second floor. Block 2 has 90 for-lease residential units. Block 3 contains the corporate business campus with 105,000 square feet of space in three buildings. Block 4 is the retail node which has street-oriented commercial space with parking in the interior of the site. A 55,000 square foot supermarket store is shown as the retail anchor for this node with an additional 45,000 square feet of complementary stores and services. The existing Sugar Mill buildings would be redeveloped to create 220 for-sale loft units and would have 15,000 square feet of retail space on the ground floor (office space on the second floor) along 119th Street on Block 5. Blocks 6 and 7 would have the same configuration and would include 15,000 square feet of commercial space along 119th Street and 90 for-sale apartments. Block 8 is the station site and is described in detail in the previous paragraph. Blocks 9 through 12 are residential blocks with at total of 90 for-lease apartments and 231 for-sale apartments.

Figure 3-2: Block Diagram – Sugar Mill Station

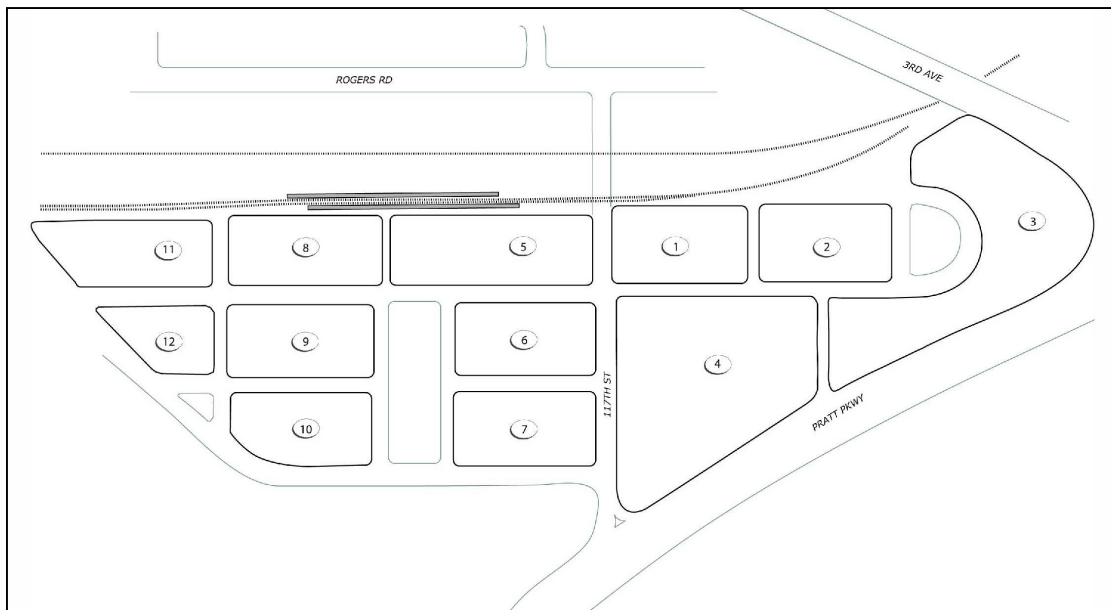


Table 3-2: Development Program – Sugar Mill Station

Block No.	Description/Use	Block Size (AC)	Non-Residential (SF)			Residential (Units)		
			Com. ¹	Office	Total	Sale	Lease	Total
1	Ground Floor Retail/Second Floor Office	3.0	15,000	15,000	30,000	0	0	0
2	For-Lease Apartments	3.0	0	0	0	0	90	90
3	Office/Business Park	8.0	0	105,000	105,000	0	0	0
4	Retail Center with a Supermarket Anchor	8.0	100,000	0	100,000	0	0	0
5	Redev.of Sugar Mill Bldgs.(Lofts) & Retail/Office	5.5	15,000	15,000	30,000	220	0	220
6	Retail Facing 119 th /Flats	3.0	15,000	0	15,000	0	90	90
7	Retail Facing 119 th /Flats	3.0	15,000	0	15,000	0	90	90
8	Transit Uses ²	3.0	0	0	0	0	0	0
9	For-Lease Apartments	3.0	0	0	0	0	90	90
10	For-Sale Apartments	2.7	0	0	0	81	0	81
11	For-Sale Apartments	3.3	0	0	0	99	0	99
12	For-Sale Apartments	<u>1.7</u>	<u>0</u>	<u>0</u>	0	<u>51</u>	<u>0</u>	51
	Total	47.2	160,000	135,000	295,000	451	360	811

¹ Includes retail, food, and beverage establishments.

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² Includes a total of 300 surface parking spaces.

Source: Economic & Planning Systems; URS

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.

3.7 FINDINGS & CONCLUSIONS

Through the station area planning process, two distinct TOD concepts have been developed as shown on **Table 3-3**. 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 3-3: 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 3-4** below. Each station was reviewed with respect to five requirements: land use, zoning, land assembly, relocations, and public improvements.

Table 3-4: 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 119 th St. at Rodgers Rd. and Hwy. 119

Source: Economic & Planning Systems; URS

- **Zoning** - Both sites would require a rezoning of the property to accommodate the intended development. The City of Longmont may want to consider approval of a special TOD zoning category to accommodate such future rezoning proposals.
- **Land Assembly** - The 1st/Terry Street (Downtown) station would require aggregation of 24 parcels for development, while the Sugar Mill site would only require six parcels.
- **Relocations** - Similar to land assembly, the 1st/Terry Street (Downtown) station would require the greatest number of relocations, including 10 to 15 residential and 20 to 25 non-residential buildings. The Sugar Mill station has primarily vacant land or unoccupied buildings and would require the relocation of two non-residential buildings at the Sugar Mill.

- **Public Improvements** – Both stations would require public improvements to roadways and intersections serving the stations. The 1st/Terry Street (Downtown) station would require signalization of the Pratt Parkway and Boston Avenue intersection, as well as a new access road from Boston north to the station location on 1st Avenue. The Sugar Mill site would require improvements to 119th Street as well as a new access road from 119th to the proposed station location one block to the west.

Another factor affecting TOD potential is the future plans for the site (as reflected in the Longmont Area Comprehensive Plan) and the level of support from the City. The City has considered redevelopment in the 1st/Terry Street (Downtown) station area in the past. In 2003, the City contracted with a consulting firm to complete a redevelopment study for the Golden West Flour Mill site (currently included in the station area). The City is now considering additional “hot spot” studies for other strategic locations along Main Street.

Longmont has completed a blight study of the area bounded by 3rd Avenue, 119th Street, the St. Vrain River and Pratt Parkway, and sufficient blight characteristics were found. The City decided to dissolve its now defunct urban renewal authority and create a new URA with the City Council serving as its board. This authority would give the City additional land assembly and financing powers for redevelopment. The existing lower value uses in the station area and the City’s desire for revitalization would provide a favorable environment for a catalyst TOD project to anchor the southern entrance into Downtown.

The Sugar Mill station site is currently designated for industrial/economic development uses in the Longmont Area Comprehensive Plan. The Plan recommends future regional retail development at the intersection of County Line Road and SH 119 just ½ mile to the east. This recent change in the Plan, as well as the completion of the Ken Pratt Boulevard, improves the potential of the Sugar Mill site for higher value commercial and mixed-use development. This site is also part of the Urban Renewal planning area and will be studied for future TOD

redevelopment opportunities. The concept plan would require a land use amendment and rezoning but there was strong support from city officials who participated in the study for TOD at this location.

3.8 TOD RECOMMENDATIONS

The development concepts for both the 1st/Terry Street (Downtown) and Sugar Mill stations have potential for TOD and should be considered further by the City. The proposed development plans also have the potential for a similar mix of development in advance of the rail line being built. The City can therefore pursue mixed-use development at these two sites in the near future and reserve a future site for the rail station for later development.