



Longmont Area Comprehensive Plan 2008 Indicators Report



Economic Development Department
October 2009

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Introduction

The *Longmont Area Comprehensive Plan* (LACP) incorporates indicators to help the City measure its progress towards achieving its stated goals and policies. These indicators are intended to help City Council weigh decisions regarding growth and development as they relate to the goals, policies, and strategies contained within each chapter of the LACP. Three main purposes for these indicators are identified in the Comprehensive Plan, including:

- Enabling the City to improve quality of life and achieve balance by evaluating conditions across economic, environmental, and community categories;
- Identifying specific indicators where action is needed, and to increase awareness of how actions may impact other goals of the City; and
- Integrating current indicator and benchmark analysis with Longmont Area Comprehensive Plan goals and policies.

The indicators can be found at the end of each chapter of the Comprehensive Plan. These indicators are intended to measure a specific condition related to the economy, the environment, or the community. The indicators were selected based on four criteria. These are:

- They reflect existing community goals related to the long-term economic, environmental, and community health of the City.
- They are statistically measurable, and relevant data are readily available.
- They represent issues that City policy can influence.
- They include a majority of the City's quality of life benchmarks (first approved in October of 2000), as well as benchmarks incorporated into the City's *Land Development Code*.

Purpose of Indicators Report

The purpose of this report is simple; it is to present basic information related to indicators within each chapter of the Comprehensive Plan. These indicators were incorporated into the Plan to help the City weigh decisions about growth and development as they work toward achieving the Plan's stated goals and policies. This report functions as an evaluation tool to be used in the decision making process.

This report, updated annually, attempts to provide a meaningful analysis concerning trends for each indicator. This information is intended to be evaluated collectively. The relationships between specific indicators may provide insight into whether the City is meeting its stated goals for sustainability, balance, and improving the general quality of life. Using the information taken from the indicators, the City may initiate action to address certain trends, while solving problems based on conditions identified through monitoring these indicators.

Indicators at a Glance

The LACP Indicators Report has been published since 2004 and now reports data for a six-year period from 2003 – 2008. In many instances it is possible to begin identifying trends that may be occurring using the reported data. The direction the data is trending for a particular indicator may help the City determine if decisions and actions are having the desired results as the City works toward achieving the goals put forth in the Comprehensive Plan. Trends may help highlight successes; they may also be used to identify areas where additional effort should be focused. New in the 2008 report, is a graphical depiction of the trend. Arrows provided with each indicator provide a quick indication of how the City is doing.



The up arrow indicates the goal is being met or there is movement in a positive direction, consistent with stated goals.

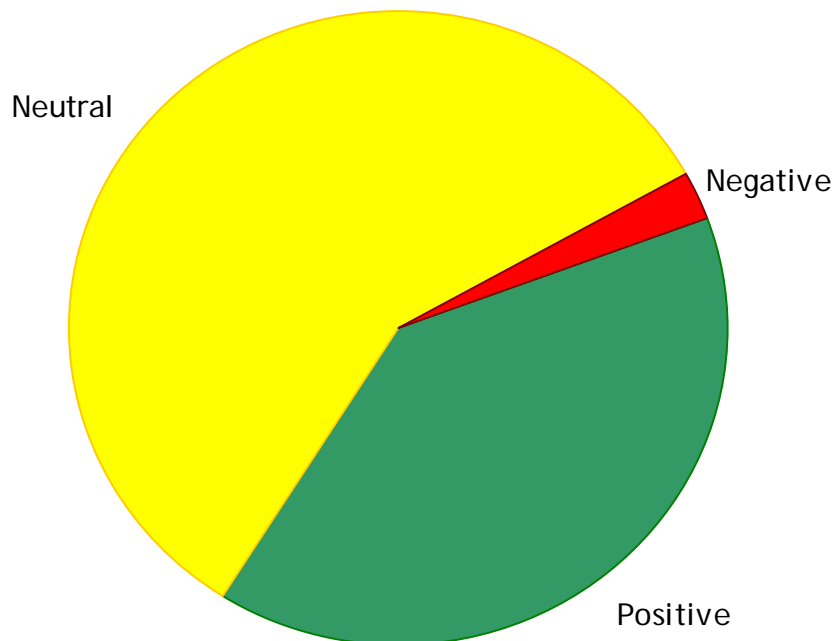


The sideways arrow can indicate there is no major trend in any direction. This may be due to large fluctuations in the data from year to year. It also may mean that there has not been notable progress or major setbacks in meeting stated goals.




















The down arrow indicates that the data is moving in a negative direction, away from goals. The City may need to consider initiating action or modifying policies to address these trends and get back on course to reach the stated goals.
















Summary of Indicator Trends









As illustrated by the pie chart, most of the indicators are neutral or stable. There are 16 areas that are showing movement in a positive direction, while 1 shows movement in a negative direction.

The following table provides a summary of the trends for each indicator. Additional detail on the data, including a discussion, can be found, by section, on the following pages.

Growth of the City Indicators	
Number of building permits issued annually	
Housing starts and growth rate	
Land Use and Urban Design Indicators	
Acres of vacant land within the Longmont Planning Area (LPA)	
Average density of approved residential and mixed-use developments per year	
Number of code violations per year	
Number of new dwelling units issued building permits annually in the established neighborhood planning areas	
Number of residential building permits for additions issued annually	
Number of non-residential square feet issued building permits annually in the established neighborhood planning areas	
Number of historic structures with landmark designations	
Housing Indicators	
Number of construction permits issued by unit type	
Affordability index of local ownership housing, documenting mean and median sales prices for single-family homes and attached housing units	
Affordability index of local ownership housing, documenting mean and median sales prices for single-family homes and attached housing units	
Economic Development Indicators	
Annual net change in the number of jobs in the Longmont area for primary employers	
Jobs to Resident ratio	
Number of non-residential square feet issued building permits annually	
Annual net change in the square feet of office and industrial space in the Longmont area that primary employers have absorbed	
Square feet of office and industrial lease space available for primary employers in the Longmont area	

End of year vacancy rate for office and industrial space for primary employers in the Longmont area	
Commercial Development Indicators	
Annual sales tax revenue by major sector	
Central Business District Indicators	
Percent annual change in Central Business District retail sales	
Public Improvements Indicators	
Construction of all new development included water quality measures which met the City's National Pollutant Discharge Elimination System regulations to maintain the City's discharge permit with the Colorado Department of Public Health and Environment	
Verify that new development provides necessary public improvements	
Identify number of development proposals denied based on location outside of response time (<i>fire and emergency response time</i>)	
Transportation Indicators	
Number of traffic impact studies required for proposed developments and the number of development applications denied based on the benchmark	
Level of service and volume-to-capacity ratio for key intersections in the City	
Number of trips made on local Regional Transportation District transit	
Number of employers with a transportation demand management (TDM) program for employees, such as van pools, ECOPASS, or others.	
Total vehicle miles traveled (VMT) on the City's arterial and collector roadways	
Total miles of bikeways in the City	
Human Services, Culture, and Education Indicators	
Number of development proposals and corresponding dwelling units that were denied, or placed on hold, based on this benchmark (<i>level of service standards for schools</i>)	
Number of acres of incorporated area in which new development is not possible due to development conditions that exceed this benchmark (<i>level of service standards for schools</i>)	
Environmental Quality and Resource Conservation Indicators	
Total City water supply relative to projected water demand as specified in the City's Quality of Life Benchmarks	

Air quality measurements, based on local monitoring stations operated by the State of Colorado	
Number of violations to Section 15.05.160 of the <i>Land Development Code</i> , regarding noise, vibrations, odors, glare and heat, hazardous waste, and operational compatibility	
Parks, Greenways, and Open Space Indicators	
Number of new acres of constructed neighborhood parks and community parks per year	
Acres of open space acquisitions within the St. Vrain Valley Planning Area boundaries by the City, County or other public agency	
Linear feet of primary and secondary greenways constructed by the City or private developers	
Number of acres eligible for transferred development rights (TDR) transfers	
Role of Government Indicators	
None at this time	Not applicable

Growth of the City Indicators

Comprehensive Plan Background

The goal of the City is to continue to accommodate growth that enhances the quality of the environment for existing and future residents. This basic concept of sustainability balances economic vitality, environmental health, and community well-being over the long term. The intention is that growth will be a positive addition to the City, improving the general quality of life for residents and paying its fair share in terms of infrastructure and service delivery costs.

There is an emphasis within the Comprehensive Plan on a balance between residential and non-residential uses, as well as between jobs and housing. This is based on the concept that a variety in land uses will help provide a high quality of life for residents and encourage sufficient revenue generation to serve the City of Longmont.

The City has adopted several components of a growth management system, such as the City's benchmarking system. This system can limit the timing of development in particular locations around the City based on levels of infrastructure development. Components of this benchmarking system can be found throughout various sections of this indicators report.

Policy Rationale

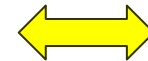
The on-going dialogue about the appropriate growth rate for the City will be clarified with information on the community's quality of life. Tracking the growth rate is critical for the City to understand relationships between growth and each of the indicators identified in the *Longmont Area Comprehensive Plan*.

Benchmark Standard

None at this time

Growth of the City – Indicator A

Number of building permits issued annually.



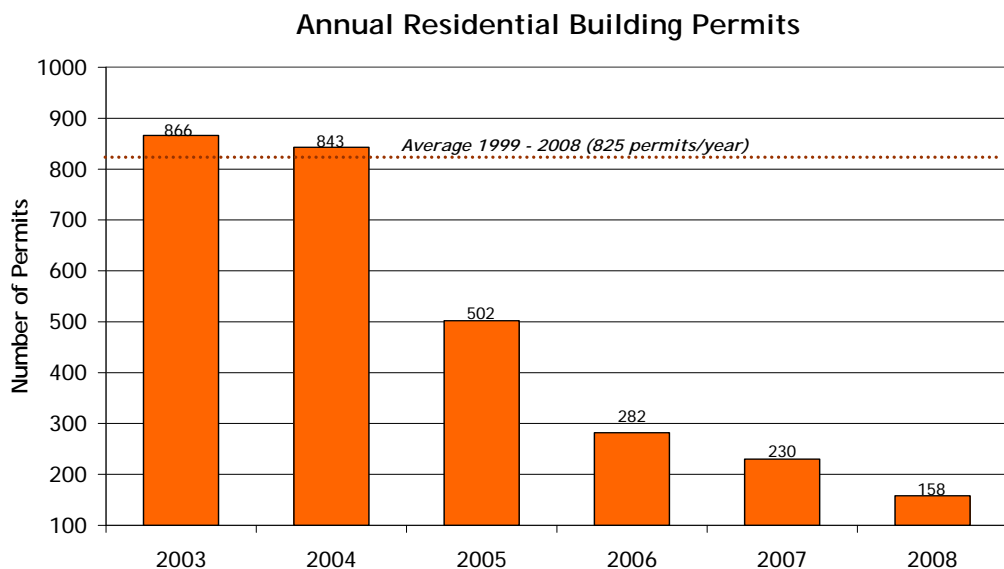
Year	Number of Permits	Change from Previous Year
2003	866	-
2004	843	-23
2005	502	-341
2006	282	-220
2007	230	-52
2008	158	-72

Methods / Sources

City of Longmont Economic Development Department

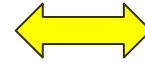
Discussion

In 2008, 158 residential building permits were issued by the City of Longmont. This represents approximately 69% of the total permits that were issued the previous year. When compared to historic averages, 2008 was a year of much slower growth. As the graph below illustrates, building permit issuance in 2008 was well below the ten year average, as it has been for the last four years. Although the 10-year average for permit issuance is high because of the increased permit activity in the late 90's and early 2000's, the permit numbers for 2008 are still well below historic averages. By comparison, the 20-year, 10-year, 5-year, and 3-year averages were 678, 825, 403, and 223 respectively. The large decrease in number of residential permits issued in 2008 is primarily due to the state of the economy and housing market in general. This trend of reduced residential permit activity is expected to continue into the near future. The City may continue to see lower annual building permit numbers, like those observed since 2005, as the City moves closer to buildout.



Growth of the City – Indicator B

Housing starts and growth rate.



Year	Housing Starts	Growth Rate
2003	866	2.7%
2004	843	2.6%
2005	502	1.5%
2006	282	0.8%
2007	230	0.7%
2008	158	0.5%

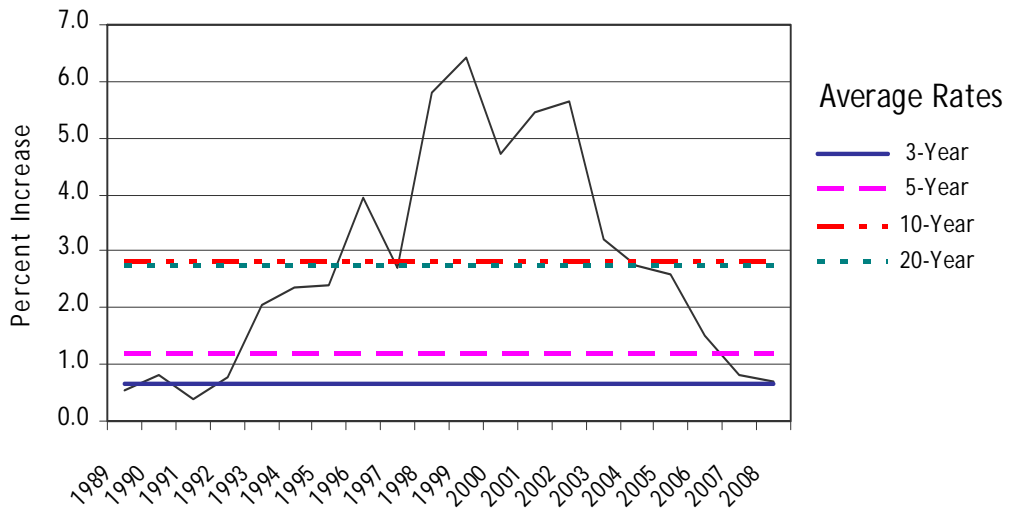
Methods / Sources

City of Longmont Economic Development Department

Discussion

The growth rate started slowing in 2005; growth rates have been decreasing ever since reaching a nearly record low of 0.5% in 2008. As a comparison, the 20-year, 10-year, 5-year, and 3-year average growth rates were 2.8%, 2.8%, 1.2% and 0.7 respectively. These slower growth rates can be attributed to many factors, but are primarily due to the economic recession, which has hit the housing sector particularly hard. In addition high foreclosure rates and residential growth in parts of southwest Weld County may have contributed to a slowing of Longmont’s residential growth.

Historic Growth Rates



Growth of the City – Other Information (not a LACP Indicator)

End of year population and growth rate

Year	Population	Growth Rate
2003	79,321	2.6%
2004	81,169	2.3%
2005	82,798	2.0%
2006	84,636	2.2%
2007	85,762	1.3%
2008	86,194	0.5%

Methods / Sources

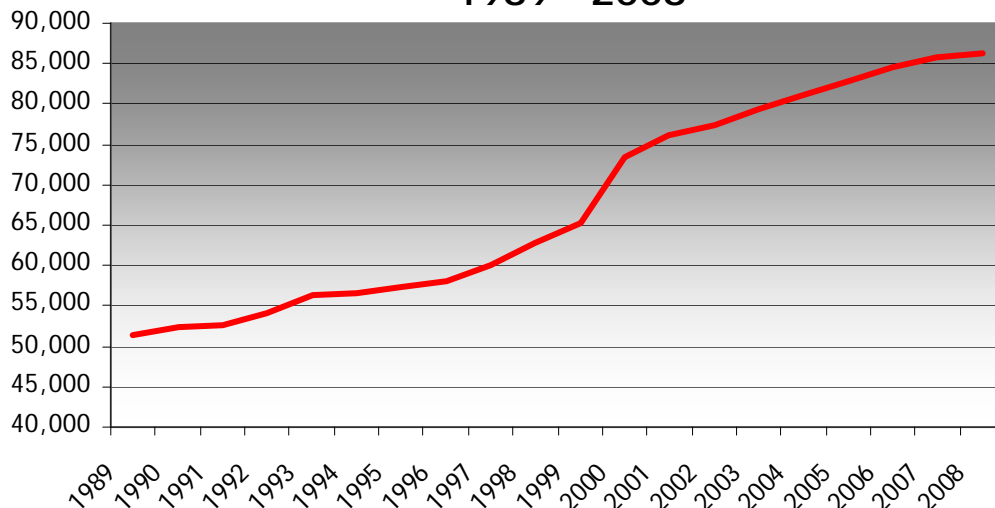
City of Longmont Economic Development Department

Discussion

Each year the City estimates population using information collected throughout the previous year. Certificates of occupancy are used as a measure of how many new dwelling units are available for new residents. Assumptions on household size and housing vacancy rates are also used to estimate how many people are living within the City. The City uses the decennial census to get an official count of population every ten years.

The City has added nearly 35,000 residents in the last 20 years. As illustrated by the graph below, population within the City has been growing relatively steadily over the past twenty years, from 51,446 in 1989 to 86,194 in 2008.

**City of Longmont Population
1989 - 2008**



Land Use and Urban Design Indicators

Comprehensive Plan Background

The Comprehensive Plan emphasizes that development should enhance the community's image and the quality of life for all residents. The goals, policies, and strategies of the plan encourage people to do more than meet minimum standards, which will directly impact the quality of growth in the City. Because the quality of growth is important, the City has focused its efforts to improve its aesthetics and urban design. Elements that can contribute to this include:

- Land use patterns,
- Architecture,
- Historic preservation,
- Design of public space and structures,
- Landscaping,
- Signs,
- Art,
- Maintenance, and
- Mass, height, and setback of structures.

Encouraging quality design in new developments, as well as enhancing and preserving existing neighborhoods, is emphasized by the City.

Policy Rationale

The *Longmont Area Comprehensive Plan* goals call for a compact urban form that uses land efficiently, is aesthetically pleasing, and minimizes undesirable impacts to the environment.

Benchmark Standard

None at this time

Land Use and Urban Design – Indicator A



Acres of vacant land within the Longmont Planning Area (LPA)

Year	Acres of Vacant Land	Percent of Total Area in LPA that is Vacant
2003	5,867	28.1%
2004	5,736	27.4%
2005	5,422	25.9%
2006	5,344	25.5%
2007	5,260	25.1%
2008	5,250	25.1%

Methods / Sources

City of Longmont Economic Development Department

Discussion

Approximately 10 acres of vacant land were developed during 2008. Although vacant land consumption has been slowing for the past few years, this is far lower than what was developed even in 2006 and 2007. The lower acreage being developed during 2008 is consistent with information reported for other indicators. As the Growth of the City Indicators A and B show, there were fewer permits issued for new residential dwelling units during 2008. In addition, there was a decrease in the amount of non-residential square footage permitted (Economic Indicator C). In addition, there was a pretty significant share of growth going back into the established neighborhood planning areas as illustrated by the Land Use and Urban Design Indicators D and F; this likely means increased redevelopment and less development of vacant greenfield sites. In short, this translates to less raw land being used for development. According to this data, the City still has over eight square miles of land, within the LPA that is potentially developable.

It should be noted that in 2004 the 2003 figure was revised from 5,068 acres. The City of Longmont Economic Development Department developed an improved methodology in 2004; this methodology is now used to track vacant and developable land. It was necessary to revise the 2003 figure so that appropriate comparisons could be made.

Land Use and Urban Design – Indicator B

Average density of approved residential and mixed-use developments per year



Year	Average Density*
2003	8.7
2004	6.0
2005	2.5
2006	8.9
2007	5.0
2008	3.0

*Average Density is reported in dwelling units per acre

Methods / Sources

City of Longmont Economic Development Department

Discussion

The data collected for 2008 shows the average density for approved residential and mixed-use developments has decreased since 2007. In 2008 there was one new residential project approved with a total of 227 units; these were all single family detached units. The rather significant drop for 2008 is somewhat misleading since this figure represents only one project. In previous years projects included other housing types such as single family attached and multi family housing. These housing types tend to accommodate higher densities, which raised the overall average density. For example, in 2006 when the average density was almost 9 dwelling units per acre, single family detached units represented only about 2% of the total units approved. In 2007 the average density dropped to 5 dwelling units per acre; approximately 45% of the units approved were single family detached homes, while the remaining units were a mix of apartments, condominiums, and duplexes. This illustrates how variety in housing types can affect density.

Tracking density is important for a number of reasons. Higher densities can translate to reduced land consumption and more efficient service provision. In addition, higher densities may help support transit. This trend will continue to be monitored in the future. If the downward trend continues, the City may want to evaluate what steps need to be taken to ensure a more robust variety of housing types, including higher density development, is approved and constructed within the City.

Land Use and Urban Design – Indicator C

Number of code violations per year



Year	Code Violations	Change from Previous Year
2003	2,918	-
2004	3,029	+111
2005	2,916	-113
2006	3,053	+137
2007	3,301	+248
2008	3,006	-295

Methods / Sources

City of Longmont Community Services Department

Discussion

The total number of code violations for the City decreased by 295 violations from 2007 to 2008, but the number of violations is generally consistent with the number of violations the City has seen in the past. Weather patterns are a big factor in the number of complaints; in high snow years there may be a higher number of complaints for not removing snow and ice, in wet summers weeds may pose a larger problem. The winter of 2008 was rather mild; Code Enforcement staff suspects this may have contributed to the decrease from the previous year. Staffing levels have not changed since 2006, which can also have an effect on the number of violations. Historically a larger enforcement staff means there may be additional opportunities to proactively identify violations, in addition to responding to complaints.



Land Use and Urban Design – Indicator D



Number of new dwelling units issued building permits annually in the established neighborhood planning areas

Year	New Dwelling Units	Percent of Total Units
2003	14	1.6%
2004	12	1.4%
2005	39	7.8%
2006	57	20.2%
2007	26	11.3%
2008	100	63.3%

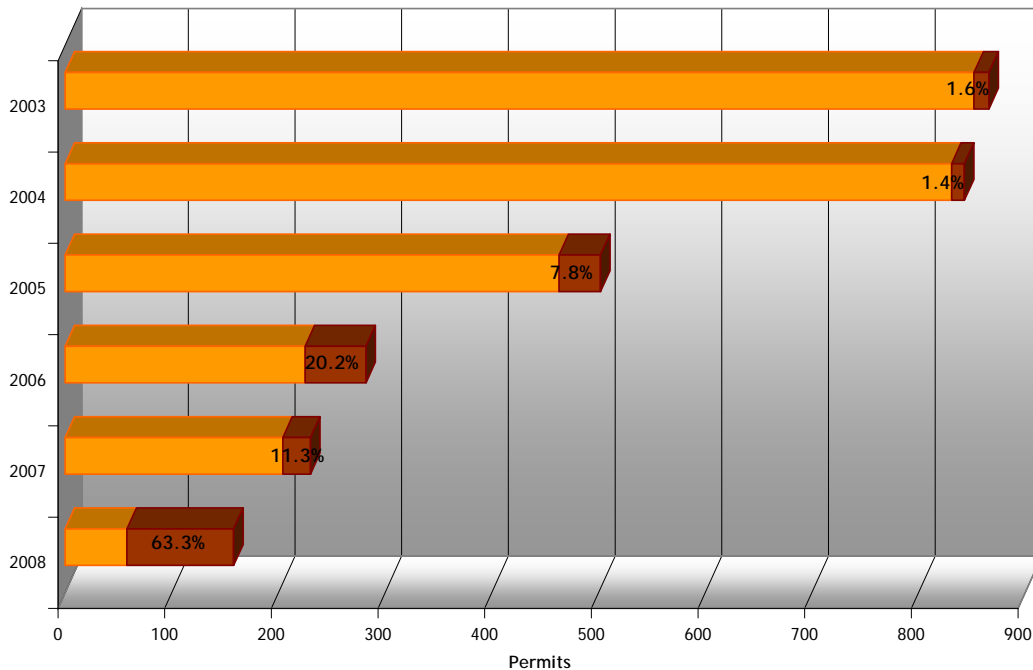
Methods / Sources

City of Longmont Economic Development Department

Discussion

The number of residential building permits issued in established neighborhood planning areas increased considerably in 2008, both in terms of the total number of permits and in terms of the percentage of total permits. In 2008, 100 building permits for new dwelling units were issued in the established neighborhood planning areas. This represented over 63% of all new residential units permitted in 2008. This was primarily due to two multifamily projects that were permitted in the established neighborhoods.

New Units in Established Neighborhood Planning Areas as a Portion of Total Units

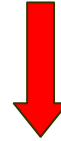


Although the numbers for 2007 were lower than 2005 and 2006 levels, the numbers are up from 2003 and 2004 levels. This may be an indication that more residential infill development is occurring in the City. Since infill development will likely become increasingly important as the City moves closer to buildout, staff expects that this trend will continue in future years.

These data are also important when looked at with other indicators, such as the average density of approved developments (Land Use and Urban Design Indicator B). Infill development within established neighborhoods can help to increase the City's overall density. It can provide increased opportunities for new development within the City without consuming additional lands that are not already part of the City's urban fabric. The City expects that infill will be an increasingly important element in accommodating growth and providing efficient service delivery in the future. This indicator, as well as other related indicators, should continue to be monitored in the future.

Land Use and Urban Design – Indicator E

Number of residential building permits for additions issued annually



Year	Permits	Average Square Footage for Additions
2003	73	478
2004	71	760
2005	38	609
2006	45	477
2007	29	812
2008	28	419

Methods / Sources

City of Longmont Economic Development Department

Discussion

The number of residential additions was down by 1 permit from 2007 to 2008 and lower than previous years. The number of permits is the lowest it's been since tracking this indicator began. As the table above shows the number of permits and the average square footage for additions varies year to year. There are a number of factors that may contribute to a property owner's decision to add onto an existing house. Probably one of the biggest contributing factors is the state of the economy. This may explain why there has been a decrease in the number of permits issued for 2007 and 2008.

Note: An enhanced reporting tool was developed in 2009 causing the figures for 2003 – 2007 to be revised with the 2008 report.

Land Use and Urban Design – Indicator F

Number of non-residential square feet issued building permits annually in the established neighborhood planning areas



Year	Square Feet	Number of Permits
2003	122,956 sq ft	11
2004	165,078 sq ft	17
2005	185,354 sq ft	16
2006	139,160 sq ft	20
2007	193,230 sq ft	23
2008	111,449 sq ft	10

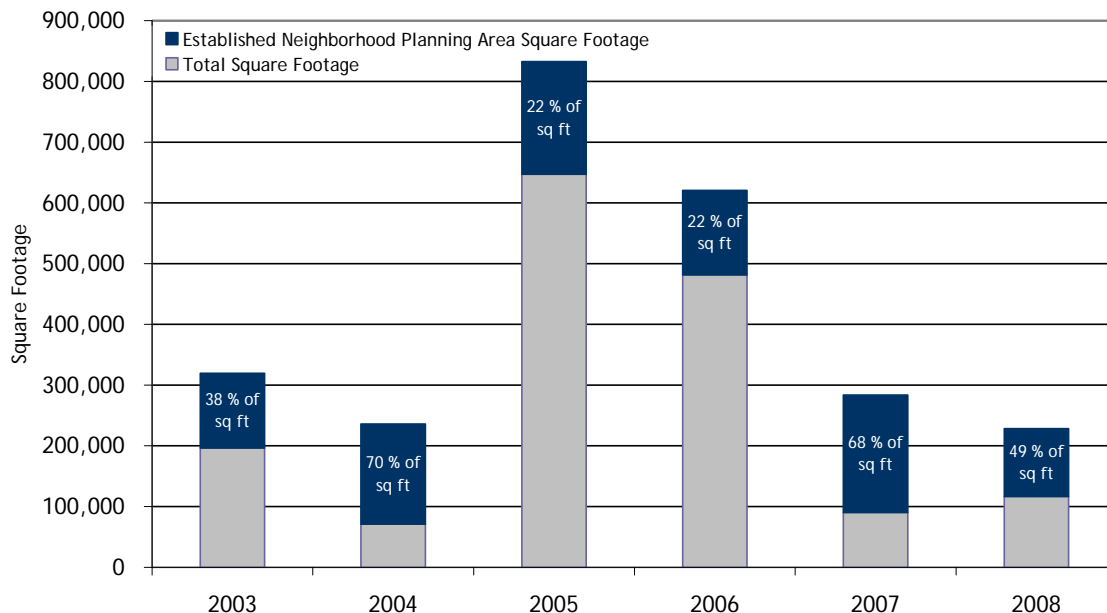
Methods / Sources

City of Longmont Economic Development Department

Discussion

There was a decrease in the total non-residential square footage permitted and the number of permits issued in established neighborhood planning areas in 2008. The graph below shows the share of building permits issued for non-residential square footage in the established neighborhood planning areas as a portion of the total non-residential square footage issued permits.

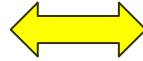
Non-residential Square Footage in Established Neighborhood Planning Areas as a Portion of Total Non-residential Square Footage Issued Permits



Although number of permits and square footage was lower than previous years, the share of non-residential square footage permitted in established neighborhood planning areas was still relatively high when compared with other years.

Tracking square footage and numbers of permits issued in the established neighborhood planning areas may help in understanding how much growth in the City can be attributed to infill or redevelopment. The trend of a larger share of permits and square footage being issued in the established neighborhood planning areas is expected to continue as the City moves closer to buildout and has fewer, large greenfield parcels available for new development.

Land Use and Urban Design – Indicator G



Number of historic structures with landmark designations

Year	Historic Structures
2003	100
2004	112
2005	113
2006	119
2007	122
2008	122

Methods / Sources

City of Longmont Economic Development Department

Discussion

There were no additional structures designated in 2008. The total number of designated landmarks in the City is 122.

Please note that in 2006, the figure for 2004 was corrected from 113 to 112 and the figure for 2005 was corrected from 114 to 113.

Housing Indicators

Comprehensive Plan Background

The Longmont Area Comprehensive Plan promotes housing options for Longmont's residents by encouraging housing diversity. This diversity is accomplished by allowing different housing types, sizes, and densities. The Plan supports the availability of housing types that are in short supply, including affordable housing.

The Comprehensive Plan and Land Development Code both support a mix of housing types, styles, and densities in new and redeveloping neighborhoods. Housing in areas that are predominately non-residential in nature are also allowed as part of a well-designed mixed-used development pattern.

Policy Rationale

The City desires that the housing market reflect the spectrum of local household income levels, providing affordable rental and ownership opportunities in proportion to the ability of local households to pay for housing. Diversity in housing types leads to a broader range of pricing.

Benchmark Standard

Number of units in subdivisions sold and/or rented to qualified households earning a certain percentage below the Area Median Income, as further regulated in Section 15.05.220 of the Land Development Code.

Housing – Indicator A



Number of affordable rental or ownership units added or lost annually, including units developed or controlled by private developers, non-profits, or governmental entities

Year	Ownership Units		Rental Units		Net Annual Affordable Units
	Added	Lost	Added	Lost	
2003	32	0	0	0	32
2004	29	0	0	0	29
2005	31	0	65	14	82
2006	23	0	19	0	42
2007	25	7	104	0	122
2008	19	4	0	6	9

Methods / Sources

The City of Longmont Community Development Block Grant (CDBG)/Affordable Housing Division - *affordable units are defined as those that are restricted through deeds or covenants that must be made available to income-qualifying households. Examples would include the City’s deed restriction that is applied to inclusionary housing units and the Colorado Housing and Finance Authority covenants applied to tax-credit rental housing*

Discussion

The Longmont Land Development Code includes an affordable housing section, the purpose of which is:

- To implement the housing goals of the Comprehensive Plan;
- To promote the construction of housing that is affordable to the community’s workforce;
- To retain opportunities for people that work in the City to also live in the City;
- To maintain a balanced community that provides housing for people of all income; and
- To promote availability of housing options for low- and moderate-income residents, for special needs populations and for a significant proportion of those who both work and wish to live in the City.

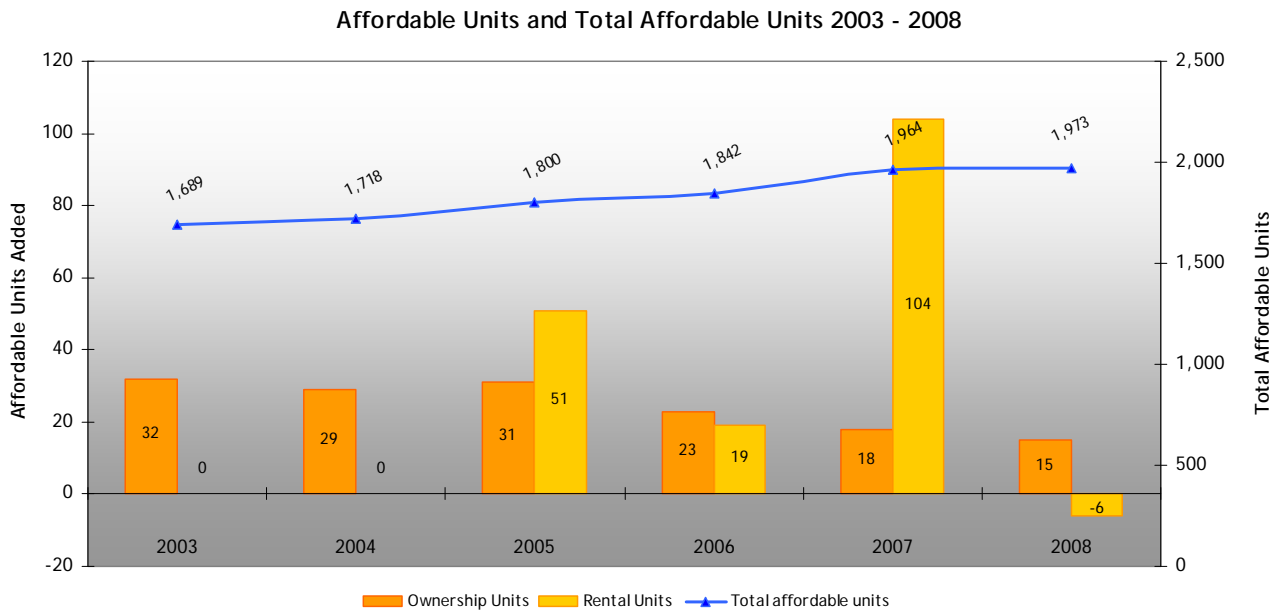
The regulations provide guidance on the provision of affordable housing through annexation agreements and inclusionary zoning. Under the City’s Community Housing Program, three new affordable ownership units were sold to qualifying buyers in 2008; an additional six units were added by Habitat for Humanity. Ten new homes were built in Blue Vista; four homes were lost to foreclosure. So, 15 net new homes were added to the City’s stock of affordable ownership units.

In 2008 six Low Rent Public Housing units were sold by the Longmont Housing Authority and no additional rental units were added.

There has been a net gain in affordable units (ownership, rental, or both) added to the City’s housing stock every year since the City started tracking this indicator in 2003; however, the total number of affordable units added in 2008 is lower than it has been in previous years. The City’s funding has been fairly consistent over time. Since overall new residential development has slowed down, there is a

reduction in the total number of units that would be required through the City’s inclusionary program. Also, the capacity of local non-profits to provide rental housing fluctuates.

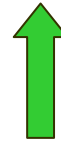
At the end of 2008, the City had 1,973 affordable housing units, which meant that approximately 5.9% of the City’s total housing stock was affordable, based on the City’s definition of affordable housing. There is a far greater number of affordable rental units than ownership units in the City; currently there are 1,729 affordable rental units compared to 244 affordable ownership units.



Please note that the figures for 2004 and 2005 were revised in 2006 based on additional data provided by the City’s Community Development Block Grant (CDBG)/Affordable Housing Division. Ownership units were revised for both years; the revised data showed an additional three units in each year that were not previously reported

Housing – Indicator B

Number of construction permits issued by unit type



Year	Single Family Units		Multi Family Units ¹		Duplex, Triplex, 4-Plex Units		Condos or Townhome Units	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
2003	579	66.9%	42	4.9%	3	0.4%	242	27.9%
2004	536	63.6%	49	5.8%	2	0.2%	256	30.4%
2005	361	71.9%	3	0.6%	0	-	138	27.5%
2006	186	65.9%	21	7.5%	8	2.8%	67	23.8%
2007	103	44.8%	11	4.8%	19	8.3%	97	42.2%
2008	38	24.1%	96	60.1%	12	7.6%	12	7.6%

¹ Multi-family units include accessory dwelling units and apartments.

NOTE: Percentages may not total 100% due to rounding

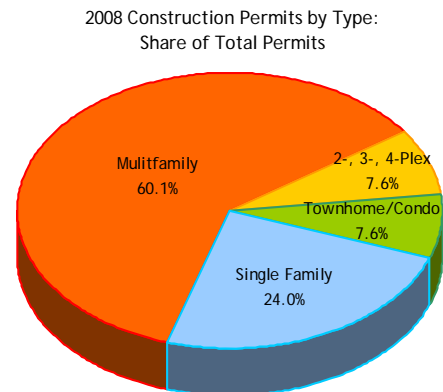
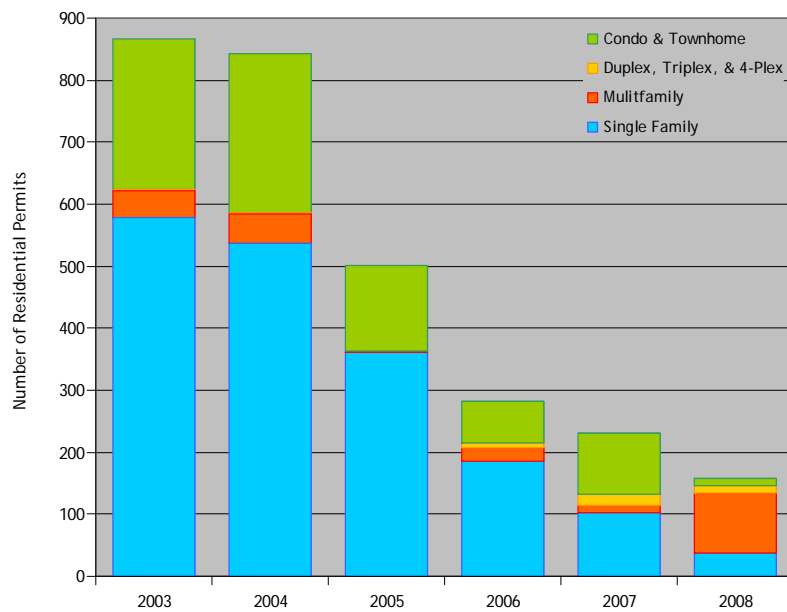
Methods / Sources

The City of Longmont Economic Development Department

Discussion

The City is continuing to issue building permits for a variety of units. In 2008 permits in all residential categories were issued, including single family detached homes, townhomes, condos, duplexes, fourplexes, apartments, and accessory dwelling units. Multi family made up the majority of units permitted in 2008; this was due to two multi family projects being permitted in 2008.

Construction Permits by Type



It is anticipated that single family homes will continue to make up the bulk of the City's housing stock; however, as housing costs rise and the number of non-traditional households grows (e.g. families without children, singles, seniors, etc.), other product types will likely continue to be constructed, probably at increased rates.

The variation in types of permits issued is important since the City wants to provide housing options for all of its residents. Multifamily and attached single family housing are important for the City in terms of providing needed affordable housing. Diversity in housing stock can also be an important factor in determining residential densities in a community. Typically, multifamily and attached single family housing are constructed at higher densities than detached single family homes. It will be important to continue to track this information over time to ensure goals related to housing diversity, affordable housing, and density are met.

Housing – Indicator C

Affordability index of local ownership housing, documenting mean and median sales prices for single-family homes and attached housing units



Year	Single Family (Detached) Housing			Attached Housing		
	Mean	Median	Percentage of Affordable Housing Program Maximum Sales Prices to Median Prices*	Mean	Median	Percentage of Affordable Housing Program Maximum Sales Prices to Median Prices*
2003	\$255,000	\$225,000	73.2%	\$182,600	\$177,000	84.1%
2004	\$266,000	\$229,999	73.3%	\$187,750	\$176,000	86.4%
2005	\$279,210	\$239,000	71.4%	\$187,270	\$177,450	86.6%
2006	\$284,874	\$242,500	72.1%	\$191,658	\$179,900	87.2%
2007	\$279,617	\$240,000	69.7%	\$193,618	\$182,000	87.6%
2008	\$249,502	\$219,966	76.9%	\$185,521	\$166,550	85.8%

*This figure represents the percentage of the typical median home price a family, making 80% of the area median income (AMI) could afford, i.e. in 2008 the maximum a family making 80% AMI could afford for a typical detached house (3 bedroom) was \$169,242, which is 76.9% of \$219,966 and the maximum a family making 80% AMI could afford for a typical attached house (2 bedroom) was \$142,850, which is 85.8% of \$166,550.

Methods / Sources

The City of Longmont Community Development Block Grant (CDBG)/Affordable Housing Division

Discussion

Staff annually calculates the maximum sales prices for attached and detached homes for the City’s Affordable Housing programs. In 2007, for the first time since staff began tracking this indicator, median and mean housing prices for single family detached housing dropped; this trend continued in 2008. In addition, prices for single family attached housing also decreased in 2008. The strength of the housing market, particularly single family detached housing, has been decreasing over the past few years and was particularly weak in 2008, contributing to widespread foreclosures and falling prices.

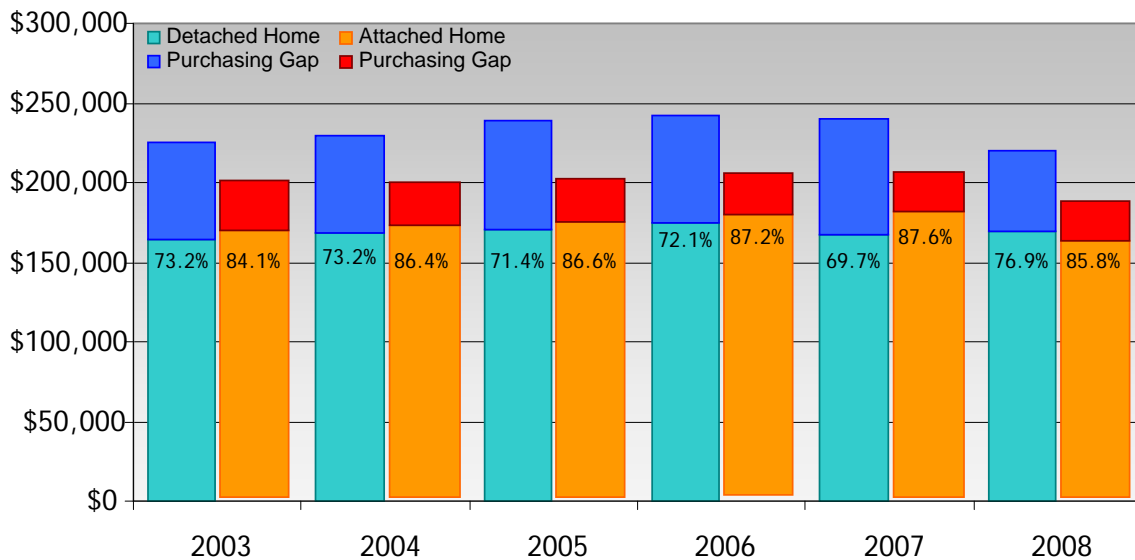
In 2008 the maximum sales price for a typical detached home that a family making 80% of the area median income could afford was \$169,242; this represents 76.9% of the detached median housing price in the area. The maximum sales price for a typical attached home was \$142,850, or 85.8% of the attached median housing price. If this figure were 100%, a family making 80% of the area median income could afford a typical median priced house. For this analysis, a typical detached home is a three bedroom unit and a typical attached home is a two bedroom unit. As the chart on the following page shows, this represents a purchasing gap from the City’s median home prices shown above of \$50,724 for a typical detached home and \$23,700 for a typical attached home. From 2007 to 2008 the purchasing gap did decrease considerably for single family detached homes; however the purchasing gap increased slightly for attached homes.

Housing – Indicator C contd.

Although area median income has increased over the past two years, this does not necessarily translate into an increase in purchasing power given the increased costs in gas, food and utilities over this same period. The purchasing gap is problematic because it shows that increases in area income are not keeping pace with housing prices, even when housing prices are not rising.

Please note that the “Percentage of Affordable Housing Program Maximum Sales Prices to Median Prices” figures in the above table were revised in 2006 for 2003, 2004, and 2005. Staff had used family size rather than number of bedrooms for this calculation; however, after discussion with Affordable Housing staff, it was determined that it made more sense to use number of bedrooms, as this more closely correlates with typical detached and attached homes sold as part of the City’s Affordable Housing Program.

Purchasing Gap between Area Median Home Prices and the City’s Affordable Housing Program Maximum Sales Prices



The label on each bar represents the percentage of the typical median home price a family, making 80% of the area median income (AMI) could afford. The closer this percentage is to 100%, the closer a family making 80% AMI would be to being able to afford a typical median priced detached or attached home.

Housing – Other Information (not a LACP Indicator)

Number of Housing Units on the Market (in August)

Year	Units on Market	
	Single Family	Multi-Family
2003	Not available	Not available
2004	799	220
2005	765	237
2006	951	282
2007	892	244
2008	547	212

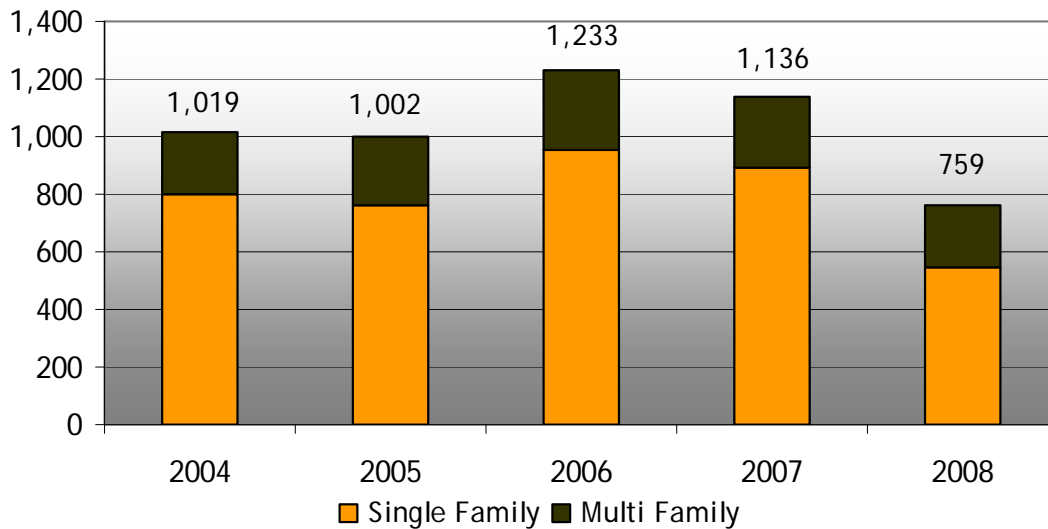
Methods / Sources

The City of Longmont Community Development Block Grant (CDBG)/Affordable Housing Division

Discussion

The number of housing units on the market in Longmont is at its lowest level since 2004; as illustrated by the graph below, the number of units on the market has dropped for the last two years from a high point in 2006. The higher levels of units on the market were likely a result of the slowing housing market and economic downturn. The decrease since 2006 is most likely due to a slow down in new residential construction over the past couple of years.

Number of Housing Units on the Market



Housing – Other Information (not a LACP Indicator)

Average Days to Contract (Annual Average)

Year	Single Family Homes Average Days to Contract	Multi-Family Homes Average Days to Contract
2003	81	139
2004	81	125
2005	80	100
2006	89	114
2007	87	118
2008	78	114

Methods / Sources

The City of Longmont Community Development Block Grant (CDBG)/Affordable Housing Division

Discussion

The average days to contract represents how long homes are on the market before a sale occurs – the longer the number of days, the slower the market. Since this figure is an average, some homes are on the market longer and some for a much shorter period than the average. Generally, multi-family homes are listed for longer periods of time before they sell than single family homes. The single family average days to contract shown above is lower than it’s been for the past five years. This may be due to an increased demand with fewer homes available for sale.

Economic Development Indicators

Comprehensive Plan Background

The economic development goals of the Longmont Area Comprehensive Plan emphasize a well-balanced, diversified, and stable economic base for Longmont. The plan recognizes that attracting and retaining primary jobs to the community is important to its economic base. This means that the availability of quality educational opportunities, housing, and community services are essential in increasing economic development. As the City's economic base continues to expand, a greater balance of jobs to residents will result.

The Comprehensive Plan Map shows land that is planned for, developed, or used for business and industry in the Longmont Planning Area. In addition to the industrial/economic development designations on the map, several locational considerations for economic development have been identified. These include:

- Access to major highways through the City's arterial street system with minimal travel through other land uses
- Proximity to the airport
- Proximity to other industries
- Compatibility with nearby land uses

Policy Rationale

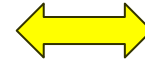
A well-balanced, diversified, and stable economic base is critical to providing high quality jobs to residents, generating wealth within the community, and establishing a dependable tax base to support City services and infrastructure improvements.

Benchmark Standard

Jobs to Resident ratio

Economic – Indicator A

Annual net change in the number of jobs in the Longmont area for primary employers



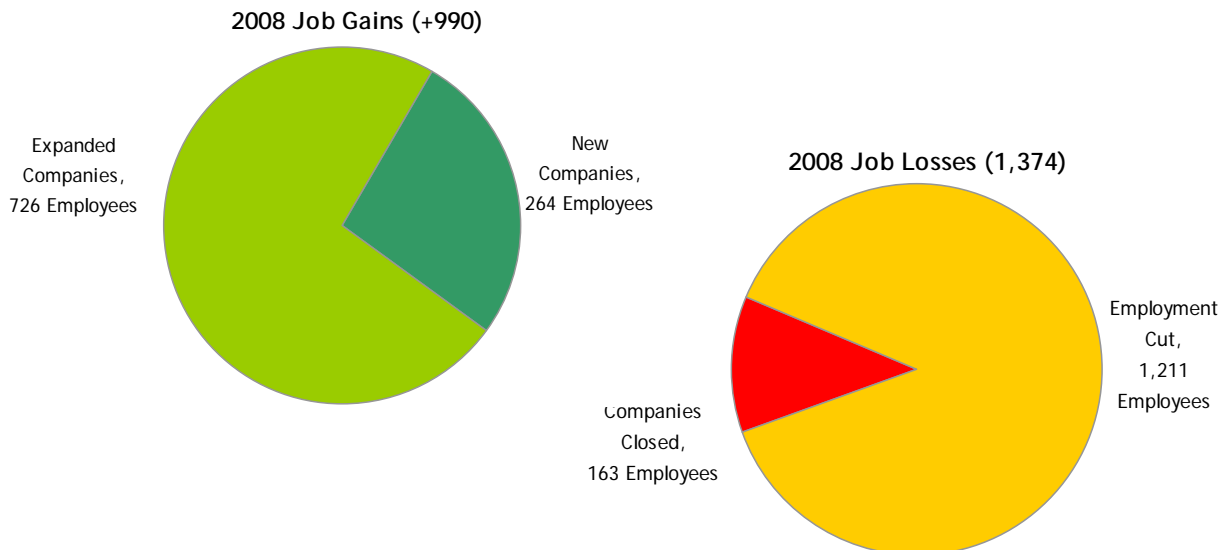
Year	Net Job Change
2003	-26
2004	-291
2005	+631
2006	-191
2007	+48
2008	-384

Methods / Sources

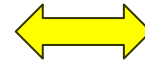
The Longmont Area Economic Council (LAEC) conducts surveys annually to track employment growth. The *Primary Employer Activity Report* measures the change in number of employees for every primary employer in the Longmont area. The data supplied by the LAEC include information for an area that extends beyond the City’s boundaries. For 2003 – 2006 this included areas within the St. Vrain Valley School District; in 2007 areas in Weld County were removed. The area currently served by the LAEC covers the City of Longmont and northeast Boulder County.

Discussion

There was a net loss of jobs for primary employers in 2008. 990 jobs were added in 2008, which is actually more jobs than were added in 2007; however, several companies cut employment resulting in a rather later number of job losses. 57 existing companies added 726 jobs, while 16 new companies opened in the area creating 264 new jobs. 66 companies closed, relocated, or cut employment resulting in a loss of 1,374 jobs.



Economic – Indicator B



Jobs to Resident ratio

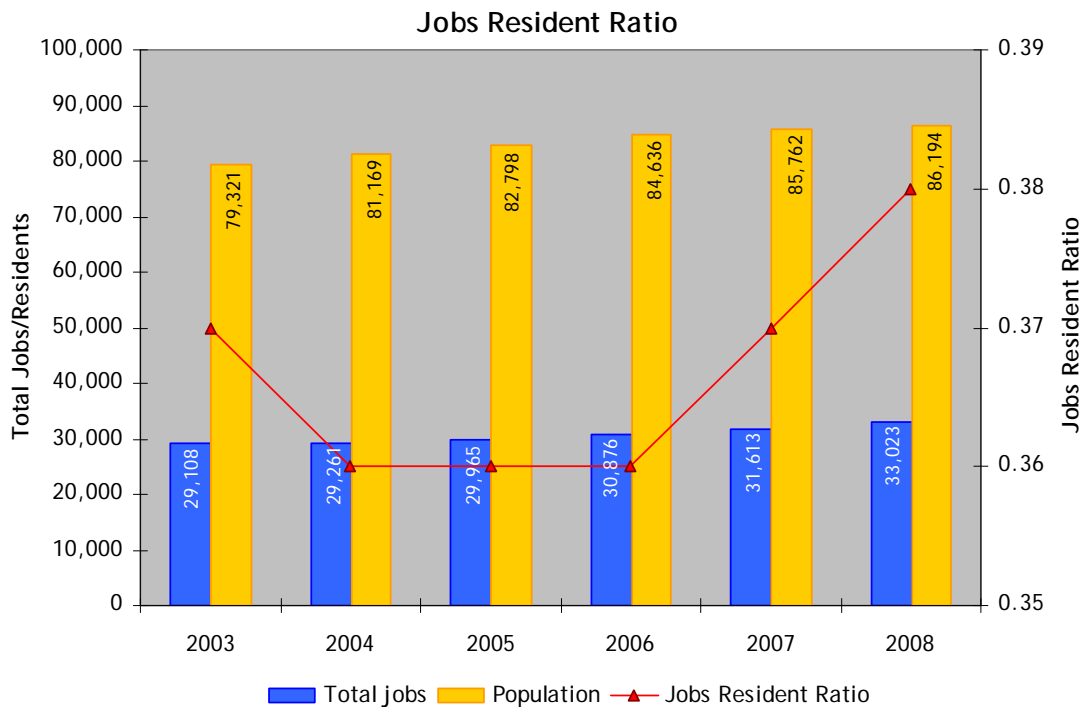
Year	Ratio
2003	.37:1
2004	.36:1
2005	.36:1
2006	.36:1
2007	.37:1
2008	.38:1

Methods / Sources:

Information on the number of jobs for Longmont is provided annually by the Denver Regional Council of Governments (DRCOG). They provide point in time data from June of the reporting year. Their data are tailored to municipal boundaries and are limited to wage and salary positions (Department of Labor and Employment – Quarterly Census of Employment & Wages), i.e. these numbers do not include other positions such as those that are compensated on commissions, sole proprietors, etc.

Discussion

The jobs to resident ratio for the City was up slightly from 2007 to 2008; it also increased from 2006 to 2007 according to the revised data provided by DRCOG. The ratio was stable from 2004 to 2006 after having decreased slightly from 2003. Generally, an increasing or stable jobs resident ratio indicates that employment growth is keeping pace with population growth.



Note: Total jobs includes only wage and salary employment

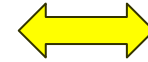
A healthy jobs to resident ratio is important for economic reasons as well as environmental and quality of life reasons. Additional jobs in the City may translate to additional opportunities for residents to work in Longmont as well as live here. This can have positive impacts on the community. For example, if people are working closer to where they live, there are likely more opportunities to walk or bike to work; at a minimum driving distance may be shorter, reducing vehicle miles traveled (VMT). This may contribute to improved air quality. Also, if people are staying in Longmont during the day, they may spend more of their dollars in the community, which could lead to an increase in revenue for the City. Further, less time spent commuting can positively affect one's quality of life.

This is a very important indicator to monitor. Job retention and creation programs, as well as increasing housing variety, will likely continue to stabilize the jobs to resident ratio.

Note: In 2008, DRCOG revised the way in which they report employment data. Previously they reported total employment, which included wage and salary positions as well as other positions such as those that are compensated on commissions, sole proprietors, etc. Because the estimate of other positions was based off assumptions, DRCOG determined that they would no longer include this category. Consequently, City staff has revised employment figures to remove other employment from previous years (2003 – 2007) to improve the ability to compare data between years. This resulted in a revised jobs resident ratio for these years. It is important to note that due to this method of reporting, total employment for Longmont is somewhat underrepresented; however, this information can still be used to determine trends for our jobs resident ratio.

Economic – Indicator C

Number of non-residential square feet issued building permits annually



Year	Square Feet	Number of Permits
2003	319,451 sq ft	41
2004	236,121 sq ft	31
2005	832,673 sq ft	50
2006	620,642 sq ft	48
2007	283,607 sq ft	37
2008	228,201 sq ft	17

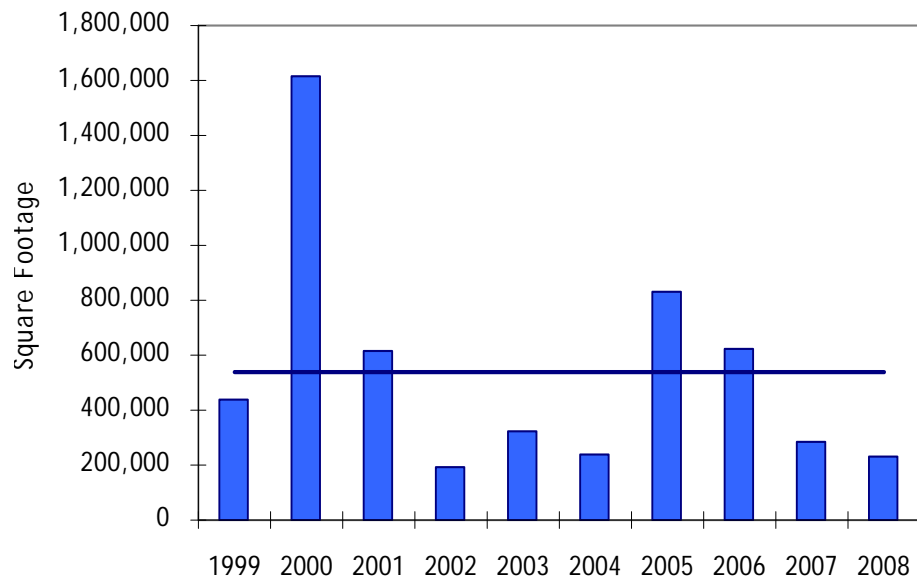
Methods / Sources

City of Longmont Economic Development Department

Discussion

The number of non-residential building permits decreased rather significantly from 2007 to 2008, although the square footage permitted in 2008 decreased only slightly. Historical information shows that nonresidential construction varies markedly from year to year. 2005 and 2006 were years in which a relatively high number of non-residential square footage was permitted in the City. In both years, this increase was, in large part, due to several large projects pulling permits. There were no large non-residential projects permitted in the City during 2007 or 2008. The total square footage issued permits in 2008 was well below the 10-year average and the lowest since this information has been reported in this report. This type of activity is important for the City because in many cases non-residential projects generate higher revenues than residential uses through higher property taxes and sales taxes. New non-residential projects may also mean job creation and economic development for the City.

Non-Residential Building Permits



Economic – Indicator D



Annual net change in the square feet of office and industrial space in the Longmont area that primary employers have absorbed

Year	Net Change
2003	+38,101 sq ft
2004	+220,307 sq ft
2005	+53,496 sq ft
2006	+120,273 sq ft
2007	+170,198 sq ft
2008	+322,335 sq ft

Methods / Sources

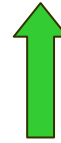
Longmont Area Economic Council (LAEC) tracks this data. The data supplied by the LAEC include information for an area that extends beyond the City’s boundaries. For 2003 – 2006 this included areas within the St. Vrain Valley School District; in 2007 areas in Weld County were removed. The area currently served by the LAEC covers the City of Longmont and northeast Boulder County.

Discussion

In 2008 the Longmont area saw over 320,000 square feet of additional office and industrial space absorbed by existing and expanding companies. 16 new companies opened in the area in 2008 absorbing nearly 400,000 square feet of space; the 57 companies that expanded in 2008 absorbed an additional 231,749 square feet of space, either in existing space or in new construction. The 10 companies that closed or relocated and the 56 that downsized accounted for a loss of 306,736 square feet.

Economic – Indicator E

Square feet of office and industrial lease space available for primary employers in the Longmont area



Year	Square Feet
2003	2,453,169 sq ft
2004	2,016,529 sq ft
2005	1,877,358 sq ft
2006	1,880,284 sq ft
2007	1,466,080 sq ft
2008	1,204,542 sq ft

Methods / Sources

Longmont Area Economic Council (LAEC) tracks this data. The data supplied by the LAEC include information for an area that extends beyond the City’s boundaries. For 2003 – 2006 this included areas within the St. Vrain Valley School District; in 2007 areas in Weld County were removed. The area currently served by the LAEC covers the City of Longmont and northeast Boulder County.

Discussion

The square footage of office and industrial lease space available for primary employers decreased again from 2007 to 2008, after having decreased from 2006. This is not surprising since primary employers absorbed over 320,000 square feet of space (see Indicator D above). The figure above represents space that was available for occupancy at the end of 2008. It is important to note that areas in Weld County were removed from LAEC’s service area beginning in 2007. While the space available has been steadily decreasing, it decreased at a faster rate from 2006 to 2007. This is in large part due to changes in the service area; Weld County historically accounted for a larger share of available space as a portion of the total, so when these spaces were removed there was not only less overall space available, but also less space available as a share of total space (see Indicator F below).

The square footage of office and industrial lease space available for primary employers in the Longmont area appears to be decreasing, based on the data collected for the last six years. This indicator will be monitored to see if this downward trend continues into the future. While it’s encouraging that primary employers are occupying increasing space in Longmont’s facilities, it is also important that a supply of office and industrial lease space remains available for future expansions and new companies.

Economic – Indicator F



End of year vacancy rate for office and industrial space for primary employers in the Longmont area

Year	Square Feet
2003	23.2%
2004	19.6%
2005	18.4%
2006	18.1%
2007	17.5%
2008	14.2%

Methods / Sources

Longmont Area Economic Council (LAEC) tracks this data. The data supplied by the LAEC include information for an area that extends beyond the City’s boundaries. For 2003 – 2006 this included areas within the St. Vrain Valley School District; in 2007 areas in Weld County were removed. The area currently served by the LAEC covers the City of Longmont and northeast Boulder County.

Discussion

The vacancy rate for office and industrial space for primary employers in the Longmont area decreased substantially from 2007 to 2008. Primary employers absorbed approximately 320,000 square feet of office and industrial space in 2008; the square footage of office and industrial lease space available for primary employers also decreased from 2007 to 2008. This combination resulted in a decreasing vacancy rate.

When looking at the data for the past six years, it appears that vacancy rates in the Longmont area are steadily decreasing; this indicator will need to be monitored to see if this trend continues in years to come.

It is important to note that areas in Weld County were removed from LAEC’s service area beginning in 2007. Some of the decrease from 2006 to 2007 was likely due to the change in this service area, as Weld County historically accounted for a larger share of available space as a portion of the total. This indicator appears to still be trending downward even in the revised service area as vacancy rates decreased substantially from 2007 to 2008.

Economic – Other Information (not a LACP Indicator)

Annual Median Family Income (4 person household)

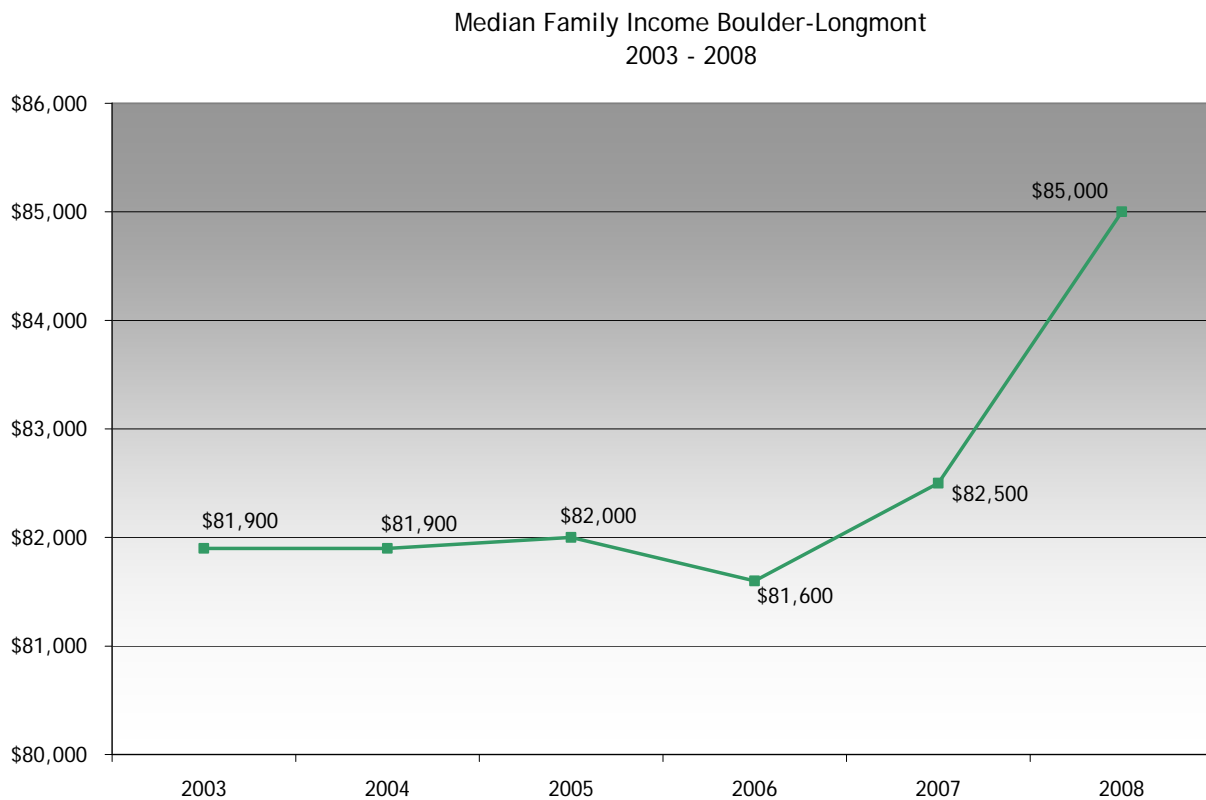
Year	Median Family Income
2003	\$81,900
2004	\$81,900
2005	\$82,000
2006	\$81,600
2007	\$82,500
2008	\$85,000

Methods / Sources

The City of Longmont Community Development Block Grant (CDBG)/Affordable Housing Division

Discussion

None at this time.



Commercial Development Indicators

Comprehensive Plan Background

The integration of commercial development within existing and planned neighborhood planning areas is encouraged by the *Longmont Area Comprehensive Plan*. Commercial centers are classified by function. This classification includes the following center types: neighborhood, multi-neighborhood, regional, and mixed-use. Neighborhood centers are smaller in scale and located throughout the City. They are intended to encourage pedestrian traffic and other alternative means of transportation. Multi-neighborhood commercial areas have a larger local trade area and are typically anchored by a supermarket or drug store. Regional centers have a much larger trade area and typically have at least two major anchors, often times national retailers. Both multi-neighborhood and regional center locations are intended to accommodate vehicular and transit trips. Mixed-use corridors are intended to encourage creative development that promotes exceptional design and mix of uses along major corridors. An appropriate mix of these commercial centers will serve and support the City.

The Plan promotes integrating smaller scale commercial development as an enhancement to neighborhoods and supports the notion of having more than one regional center. Commercial centers should be compatible with the surrounding environment. The location of commercial centers throughout the City accomplishes efficient goods and services delivery to residents while minimizing the impacts on adjacent land uses.

Policy Rationale

A well balanced, diversified, and stable commercial sector is critical to establishing a dependable tax base to support City services and infrastructure improvements.

Benchmark Standard

None at this time

Commercial Development – Indicator A

Annual sales tax revenue by major sector



Year	Sector			
	Automotive	Food	Utilities	Other
2003	\$3,005,464	\$8,613,104	\$2,938,209	\$14,281,297
2004	\$3,043,182	\$9,220,647	\$3,207,356	\$15,451,852
2005	\$3,007,156	\$9,470,683	\$3,479,899	\$15,746,994
2006	\$2,817,961	\$10,089,232	\$3,744,525	\$16,727,056
2007	\$3,361,058	\$11,637,689	\$4,085,746	\$19,706,395
2008	\$3,051,885	\$12,222,956	\$4,332,440	\$19,468,016

Methods / Sources

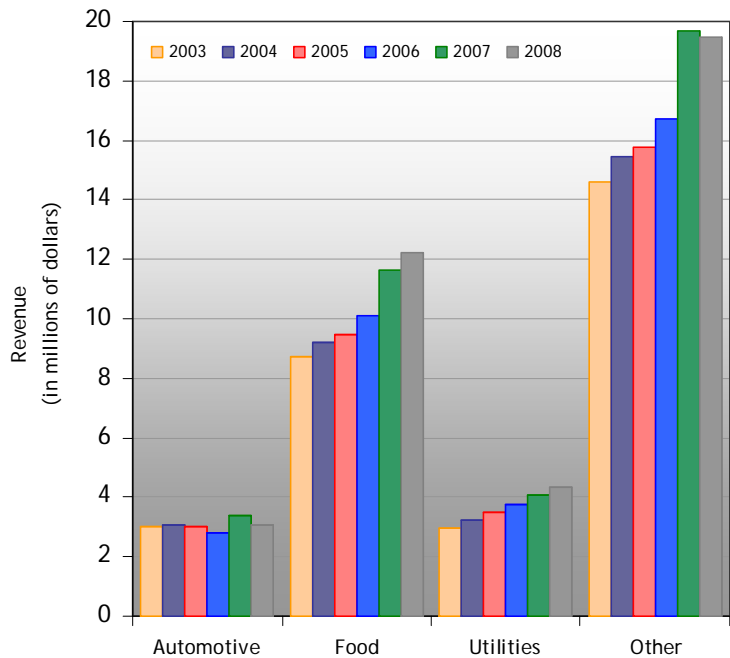
City of Longmont Finance & Support Services Department

Discussion

The tax generated by major sector is summarized annually. The “other” category includes apparel, home furnishings, retail dept. stores, lodging, lumber, professional, unclassified, home occupations, and manufacturing.

Since 2003, total sales tax revenues have increased; 2008 revenues were up slightly from 2007 revenues. Increases in sales tax revenue can be explained by a number of factors including population growth, growth of retail sales in existing businesses and revenues from new businesses that open in the City. In 2008 tax revenues from the food and utilities sectors increased while revenues from the automotive and other sectors decreased. Revenues grew at a slower pace than in previous years, which is not surprising as the state of the economy began to decline in 2008. The trend of growth in sales tax collections is not continuing in 2009.

Sales Tax Revenue by Sector



Note: The Finance & Support Services Department made a change in the way this data is reported, so figures for 2003 – 2007 were revised with the 2008 report. In an effort to give a more accurate total by industry group for each year, delinquent sales tax and other revenues were included in the revised totals. In addition, the figure for 2007 was also adjusted to include the public safety tax, which had been previously left out.

Central Business District Indicators

Comprehensive Plan Background

The continued revitalization of the Central Business District is supported by the *Longmont Area Comprehensive Plan*. The Central Business District functions as the core of the City; it is the center for financial, professional, governmental, service, cultural, social, entertainment, and specialty retail activity. The importance of maintaining this role as the traditional core requires continued revitalization efforts. The policies included in the Plan are intended to:

- Support enhancing the downtown's appearance and vitality,
- Create a pedestrian-friendly district
- Enhance the quality of business opportunities, and
- Encourage compatibility between the Central Business District and the surrounding residential neighborhoods

In addition the policies, goals, and strategies specified in the *Longmont Area Comprehensive Plan*, the Longmont Downtown Development Authority has a master plan that contains more specific information on defining the role of downtown, establishing the expectations and vision for the future, and setting forth implementation strategies.

Policy Rationale

The Central Business District serves as the City's core for financial, professional, governmental, cultural, and entertainment activity. Maintaining the strength of the Central Business District requires continued revitalization efforts.

Benchmark Standard

None at this time

Central Business District – Indicator A



Percent annual change in Central Business District retail sales

Year	Change
2003	-2.9%
2004	+1.1%
2005	+2.9%
2006	+2.2%
2007	+4.2%
2008	+5.7%

Methods / Sources

City of Longmont Finance & Support Services Department, Longmont Downtown Development Authority

Discussion

There has been a continued increase in Central Business District (CBD) retail sales since 2003. This is due to a number of factors including decreasing vacancy rates and a change in the types of uses within the CBD. More specifically, there has been a shift from office uses to more retail oriented uses that produce sales tax revenue. In addition, the LDDA developed a marketing and advertising campaign at the end of 2006, which included increased advertising, a gift card program and events. This has also contributed to the increase in sales tax. The City is encouraged that this trend will continue into the future with the continued commitment of the City and other organizations to making the CBD a greater destination within Longmont.



Public Improvements Indicators

Comprehensive Plan Background

In a growing community like Longmont, it is a challenge to have levels of public improvements keep pace with community growth. The need for public improvements can be generated several ways including, new development, existing deficiencies, obsolescence, and changing goals of the City. Public improvements include utilities, transportation facilities, and public buildings. The *Longmont Area Comprehensive Plan* provides policies to guide the City in determining what improvements are needed, when the City needs them, and finally who should pay for them.

The Plan describes how growth should pay for its fair share of the necessary public improvement costs. Basically two types of public improvements are discussed: basic and neighborhood. Basic public improvements are those that have a direct relationship to individual properties or projects, while neighborhood public improvements meet larger neighborhood or Citywide needs. In addition to these two types of improvements, two types of costs are established in the Plan. These are fair share costs and oversizing costs. Fair share costs are those that are the responsibility of the property owner because that portion of the improvement directly benefits the development of that property. Oversizing costs cover the portion of the improvement that is shared by all property owners or the City because of a larger benefit from the facility.

In addition to describing types and responsibilities for the costs of public improvements, the Plan also addresses the issue of when public improvements must be in place. A development must have in place all of the public improvements necessary to serve its future residents and employees and necessary for the development to function as an integrated, compatible part of the City.

Policy Rationale

The City's goal for providing necessary public facilities for an efficiently functioning community is accomplished by a combined effort of public and private efforts. The public efforts are generally focused on maintaining existing facilities or addressing obsolescence. The private efforts ensure that adequate facilities are provided for new development.

Benchmark Standard:

Drainage and water quality: Storm water discharge must meet or exceed federal standards. All necessary drainage facilities must be provided with new development, as further defined in Section 15.05.150 of the *Land Development Code*.

Utilities: Adequate utilities and appurtenances shall be provided with new development, as further defined in Section 15.05.150 of the *Land Development Code*.

Fire and Emergency Medical Response: Each building lot within a development shall be within a specified response time of a City fire station, as further defined in Section 15.05.150 of the *Land Development Code*.

Power: Power service shall be reliable as measured by system average interruption frequency index, customer average interruption duration index, and the momentary average interruption index as specified in the City's Quality of Life Benchmarks.

Public Improvements Indicators – Indicator A

Construction of all new development included water quality measures which met the City’s National Pollutant Discharge Elimination System regulations to maintain the City’s discharge permit with the Colorado Department of Public Health and Environment



Year	Percent of Construction
2003	100%
2004	100%
2005	100%
2006	100%
2007	100%
2008	100%

Methods / Sources

City of Longmont Public Works and Natural Resources Department

Discussion

All new developments are required to have stormwater control features that consider water quality as part of their design and construction; therefore all included water quality measures that met the City’s NPDES regulations.

Public Improvements Indicators – Indicator B

Verify that new development provides necessary public improvements



Year	Public Improvement Agreements Approved	Construction Acceptance Granted	Final Acceptance Granted
2003	14	14	22
2004	12	16	23
2005	11	12	22
2006	13	20	7
2007	8	12	23
2008	4	4	8

Methods / Sources

City of Longmont Public Works and Natural Resources Department

Discussion

The number of projects granted construction acceptance and final acceptance for public improvements went down in 2008; the number of Public Improvement Agreements (PIAs) approved was also lower than its been in previous years.

Public Improvements Indicators – Indicator C

Identify number of development proposals denied based on location outside of response time (*fire and emergency response time*)



Year	Denied Proposals
2003	0
2004	0
2005	0
2006	0
2007	0
2008	0

Methods / Sources

City of Longmont Fire Department

Discussion

None at this time.

Transportation Indicators

Comprehensive Plan Background

Mobility is important to the City's economic, community, and environmental health. The *Longmont Area Comprehensive Plan* includes goals, policies, and strategies aimed at supporting the continued development of a multi-modal transportation system that is capable of serving existing and proposed land uses and that encourages travel by means other than single-occupant automobiles. These goals, policies, and strategies are approached in four ways, through:

- The Transportation System
- Travel Demand Management
- Transportation and Land Use Balance
- Transportation and Livability:

Policy Rationale

Mobility is important to the City's economic, community, and environmental health. A safe and efficient transportation system enhances the City's economic viability and the residents' quality of life.

Benchmark Standard

Meet Level of Service standards or volume-to-capacity ratio, as further defined in Section 15.05.150 of the *Land Development Code*.

Transportation Indicators – Indicator A

Number of traffic impact studies required for proposed developments and the number of development applications denied based on the benchmark



Year	Required Traffic Impact Studies	Denied Applications
2003	17	0
2004	12	0
2005	15	0
2006	14	0
2007	10	0
2008	9	0

Methods / Sources

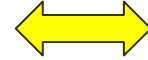
City of Longmont Economic Development Department and Public Works & Natural Resources Department

Discussion

Developers are required to provide a traffic impact study where the potential impacts of a development warrant such a study. As a result of this requirement, 9 traffic impact studies were submitted in 2008; no applications were denied based on this benchmark. The number of required traffic impact has decreased the last few years, which is expected since overall development activity has slowed.

Transportation Indicators – Indicator B

Level of service and volume-to-capacity ratio for key intersections in the City



See Attached Table

Methods / Sources

City of Longmont Public Works & Natural Resources Department

Discussion

According to the standard, level of service (LOS) should not fall below D and the volume to capacity ratio (v/c) should not exceed 1.0. Overall in 2008, LOS improved at two intersections (17th/Main, Ken Pratt/Hover), decreased at two intersections (3rd/Main, Nelson/Hover), and remained the same at two intersections (17th/Hover, Ken Pratt/Main) when compared to 2007. Hourly volumes increased at the intersections of 17th/Main and Ken Pratt/Main, but decreased or stayed the same at the other intersections.

The overall benchmark was not exceeded by any of the key intersections for 2008; in 2007 the Ken Pratt/Hover intersection exceeded the overall benchmark. The following intersections exceeded the LOS standard for specific directional movements:

- Ken Pratt/Hover – thru movement for westbound lanes (LOS E), left turn for southbound lanes (LOS F);
- Nelson/Hover – left turn for eastbound lanes (LOS F), thru movement for westbound lanes (LOS E);
- Ken Pratt/Main – thru movement for eastbound lanes (LOS F), thru movement for westbound lanes (LOS E).

The Ken Pratt/Hover southbound left turn movement and Ken Pratt/Main eastbound thru movement also exceeded the v/c benchmark at 1.1.

Average P.M. Peak Hour Level and v/c Ratio for Benchmark Intersections in 2008

	Eastbound			Westbound			Northbound			Southbound			Total Hourly Volume and Overall LOS
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3rd/Main Volume	115	415	80	200	470	145	80	1,080	155	140	760	125	3,765
% of Entering Volume*	3%	11%	2%	5%	12%	4%	2%	29%	4%	4%	20%	3%	
LOS	n/a	C	n/a	C	C	n/a	n/a	B	n/a	n/a	A	n/a	C
V/c ratio	n/a	0.5	n/a	0.6	0.6	n/a	n/a	0.8	n/a	n/a	0.5	n/a	
17th/Main Volume	200	535	170	145	420	260	240	1,415	180	200	930	110	4,805
% of Entering Volume	4%	11%	4%	3%	9%	5%	5%	29%	4%	4%	19%	2%	
LOS	n/a	D	n/a	n/a	D	C	B	C	n/a	n/a	C	n/a	C
V/c ratio	n/a	0.8	n/a	n/a	0.6	0.4	0.7	0.8	n/a	n/a	0.6	n/a	
Ken Pratt/Hover Volume	850	965	-	90	475	-	120	865	140	245	885	-	4,635
% of Entering Volume	18%	21%	-	2%	10%	-	3%	19%	3%	5%	19%	-	
LOS	D	D	n/a	n/a	E	n/a	n/a	D	n/a	F	D	n/a	D
V/c ratio	0.9	0.9	n/a	n/a	0.9	n/a	n/a	0.9	n/a	1.12	0.9	n/a	
Nelson/Hover Volume	440	555	155	165	370	200	165	1,650	130	230	1,020	200	5,280
% of Entering Volume	8%	11%	3%	3%	7%	4%	3%	31%	2%	4%	19%	4%	
LOS	F	D	n/a	n/a	E	n/a	n/a	C	n/a	n/a	B	n/a	D
V/c ratio	0.94	0.63	n/a	n/a	0.83	n/a	n/a	0.9	n/a	n/a	0.5	n/a	
17th/Hover Volume	355	460	70	245	330	160	150	1,400	360	110	630	165	4,435
% of Entering Volume	8%	10%	2%	6%	7%	4%	3%	32%	8%	2%	14%	4%	
LOS	D	D	n/a	D	D	n/a	n/a	C	A	n/a	C	n/a	C
V/c ratio	0.7	0.7	n/a	0.5	0.5	n/a	n/a	0.9	0.4	n/a	0.4	n/a	
Ken Pratt/Main Volume	415	1,325	195	210	665	220	240	920	495	245	745	290	5,965
% of Entering Volume	7%	22%	3%	4%	11%	4%	4%	15%	8%	4%	12%	5%	
LOS	D	F	n/a	n/a	E	n/a	n/a	D	B	n/a	D	B	D
V/c ratio	0.5	1.1	n/a	n/a	0.9	n/a	n/a	0.9	0.6	n/a	0.7	0.3	

*Percentages may not equal 100 due to rounding errors.

Note: Columns marked n/a are below the 5% entering volume threshold, so LOS and v/c data are not shown for those movement

Transportation Indicators – Indicator C



Number of trips made on local Regional Transportation District transit

Year	Total Transit Trips	Local RTD Trips ¹	Other RTD Trips ²	Special Transit Trips
2003	678,009	208,135	469,874	19,575
2004	681,487	201,081	480,406	21,706
2005	824,208	246,303	577,905	21,533
2006	887,065	239,476	647,589	23,564
2007	972,197	245,639	726,558	26,837
2008	1,091,262	241,889	818,739	30,634

¹Local RTD trips include: School tripper, local fixed routes, and Call-n-Ride services.

²Other RTD trips include trips made on the following routes: J, L, and the BOLT.

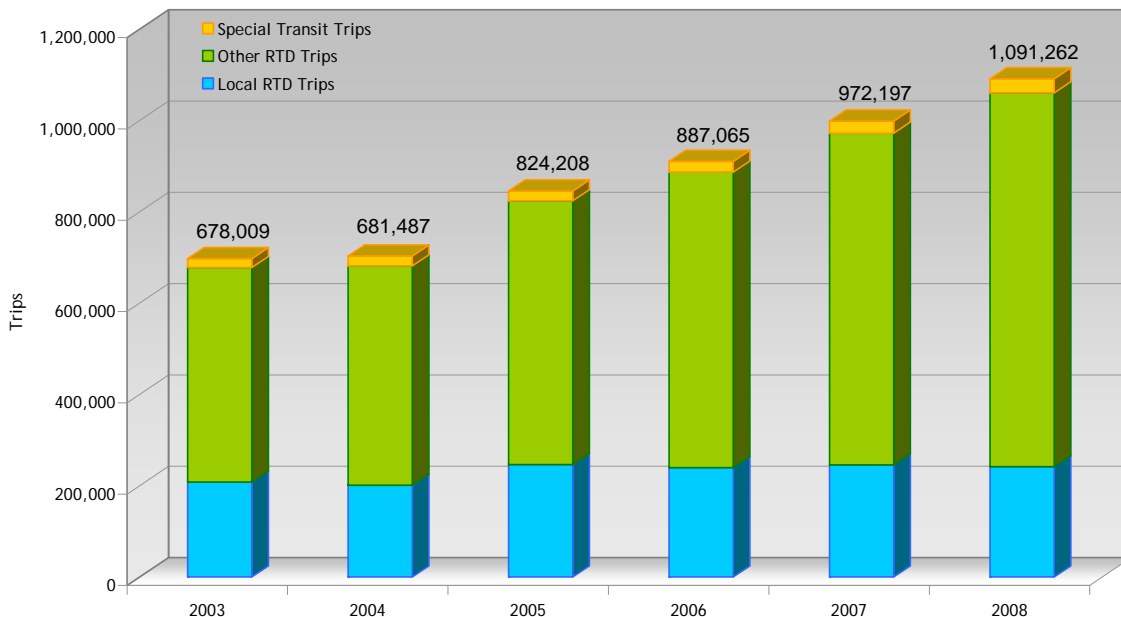
Methods / Sources

Regional Transportation District (RTD), Special Transit, and the City of Longmont Economic Development Department.

Discussion

In order to present a truer picture of the actual number of trips made on transit, transit trips are broken out by type. This includes trips made on Special Transit’s “door-through-door” service, local trips made on RTD’s school tripper, call-n-Ride and fixed route services, and trips made on RTD’s regional buses. As the graph illustrates, the largest portion of transit trips, approximately 75% in 2008, are made on other (regional) RTD routes. These include intercity trips to Boulder and Denver. Local RTD trips account for

Transit Trips



2008 Longmont Area Comprehensive Plan Indicators Report

approximately 22% of transit trips, while Special Transit trips make up the remaining 3%.

Transit ridership has been increasing steadily. Total transit trips increased approximately 12% from 2007 to 2008; since 2003, there has been a 61% increase in the total number of trips. There are a number of factors that may have contributed to this continued increase. One reason for the increase in ridership is the added service on the BOLT and the J regional bus routes to Boulder starting in late 2004. A steady increase in gas prices since late 2005 has also contributed to the increased ridership over the past years.



Note: Figures for 2003 – 2007 were revised with the 2008 report for “Local RTD Trips,” “Other RTD Trips,” and “Total Transit Trips.” Previous reports did not show annual trip totals, which is what this indicator aims to measure. This correction was made in 2008. “Special Transit Trips” were not affected.

Transportation Indicators – Indicator D

Number of employers with a transportation demand management (TDM) program for employees, such as van pools, ECOPASS, or others.



Year	Employers with a TDM Program
2003	7
2004	7
2005	7
2006	7
2007	7
2008	7

Methods / Sources

City of Longmont Economic Development Department

Discussion

There has not been a change in the employers with a TDM program in place for employees since this indicator was last reported. Although these programs are important, the City is not actively promoting these programs or recruiting business to participate due to other priorities and a lack of additional resources. The seven employers that currently have a TDM program are:

- Amgen
- Butterball
- City of Longmont
- Longmont United Hospital
- Saint Vrain Valley School District
- Seagate
- Xilinx



Transportation Indicators – Indicator E



Total vehicle miles traveled (VMT) on the City’s arterial and collector roadways

Year	City of Longmont		National Average
	Total VMT	Change from Previous Year	Change from Previous Year
2003	278 million	-	-
2004	290 million	+ 4.1%	+ 1.1%
2005	297 million	+ 2.4%	+ 0.1%
2006	298 million	+ 0.3%	+ 0.2%
2007	298 million	No increase	- 0.4%
2008	290 million	- 3.7%	- 3.6%

Methods / Sources

City of Longmont Public Works & Natural Resources Department and national data published by the Federal Highway Administration

Discussion

For the first time since this tracking began, estimated VMT in Longmont decreased relative to the previous year. Historically Longmont’s increases in VMT were seen due to population growth as well as increases in miles of streets, number of vehicle trips and length of vehicles trips. As shown above, this year’s reduction and our relatively flat VMT levels in 2006 and 2007 mirror national VMT trends during the same period. Our 3.7% decrease in 2008 has dropped overall motor vehicle travel to levels estimated in 2003-2004. While energy prices and the increasing availability of alternative modes of travel in Longmont may have helped stabilize VMT in recent years, it is likely that the poor economy has also played a major role in this year’s significant reduction.

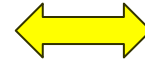
VMT is a good measure of overall level of travel and mobility in Longmont. Travel increases affect a roadway’s Level of Service (LOS) and Volume to Capacity (V/C) ratios, which are discussed in Indicator B above. VMT is also a good indicator for the level of environmental impacts that may result from motor vehicle travel, such as air and water quality.

This indicator will continue to be monitored to determine whether recent stabilization and this year’s reduction in VMT will continue.

Note: Staff continually collects new data and improves our methods of estimating VMT, which can result in revisions to previous VMT estimates. As a result, some historical VMT estimates shown in this table may vary slightly from those shown in previous reports.

Transportation Indicators – Indicator F

Total miles of bikeways in the City



Year	Miles of Bikeway
2003	-
2004	-
2005	-
2006	-
2007	-
2008	118.7

Methods / Sources

City of Longmont Public Works & Natural Resources Department and Economic Development Department

Discussion

In 2008 amendments were made to the *Longmont Area Comprehensive Plan* to incorporate concepts from the adopted Multi Modal Transportation Plan. Included with these amendments was the addition of a transportation indicator: total miles of bikeways in the City. Beginning with the 2008 report, total miles of on and off street bikeways will be reported. This information is based on the *Longmont Area Comprehensive Plan* Bikeways map and includes existing bikeways within the Longmont Planning Area (LPA).



Note: This indicator was added in 2008; 2008 provides the base year for data.

Human Services, Culture, and Education Indicators

Comprehensive Plan Background

The *Longmont Area Comprehensive Plan* recognizes the role that social, cultural, and educational factors have on the physical development of the City and the quality of life in the community; as the City grows the demand for human services increases. The City provides many services directly and uses five basic premises in guiding efforts to provide these services, including:

- Empowerment,
- Prevention, early intervention, and education,
- Community catalyst,
- Continuum of services, and
- Service accessibility and acceptability.

Residents and visitors of Longmont enjoy a variety of cultural opportunities, some provided directly by the City. The City maintains a commitment to providing a variety of educational programs, working with several partners including the St. Vrain Valley School District.

The goals, policies, and strategies in the Plan support and enhance a wide range of resources from these areas so that residents of the City have an opportunity to maximize their potential. This includes efforts to improve cultural opportunities, foster an appreciation of cultural diversity, and ensure quality educational opportunities exist within the City.

Policy Rationale

The quality of the local education system is a key factor in the community's ability to meet the needs of children, reduce future demand for social services, provide a capable workforce, and attract quality employers. The community recognizes that providing quality schools is critical to its quality of life.

Benchmark Standard

Meet minimum level of service standards for schools, as further defined in Section 15.05.150 of the *Land Development Code*.

Human Services, Culture, and Education Indicators – Indicator A

Number of development proposals and corresponding dwelling units that were denied, or placed on hold, based on this benchmark (*level of service standards for schools*)



Year	Development Proposals	Dwelling Units
2003	0	0
2004	0	0
2005	3	903
2006	0	0
2007	0	0
2008	0	0

Methods / Sources

City of Longmont Economic Development Department

Discussion

Consistent with 2006 and 2007, no development proposals were put on hold by the City because of the school capacity benchmark in 2008. This is primarily due to the fact that the school district has constructed new schools within the district and within the City of Longmont. This includes three new elementary schools and a new high school.

Human Services, Culture, and Education Indicators – Indicator B

Number of acres of incorporated area in which new development is not possible due to development conditions that exceed this benchmark (*level of service standards for schools*)



Year	Acres
2003	72
2004	291
2005	524
2006	0
2007	0
2008	0

Methods / Sources

City of Longmont Economic Development Department

Discussion

This indicator relates to Indicator A discussed earlier. Since new schools have been constructed, there is no development acreage that is affected by this benchmark.

Environmental Quality and Resource Conservation Indicators

Comprehensive Plan Background

The *Longmont Area Comprehensive Plan* includes goals, policies, and strategies related to environmental health, preservation, and resource management. The condition of the environment is directly related to the quality of life for the City's residents as well as the success of the business environment. Preservation of Longmont's natural features and areas will help maintain the City's identity and desirability as a place to live and work.

Policy Rationale

Clean air, water, and soil are becoming increasingly important to Longmont's residents. The conservation of Longmont's natural resources will help to ensure their availability for the community's continued vitality. Objectionable impacts from noise, vibrations, odors, glare or heat, hazardous waste, and operations should be kept to a minimum.

Benchmark Standard

Water Supply: Maintain sufficient water supplies to meet the projected demand as specified in the City's Quality of Life Benchmarks, based on the drought yield of the current supply

Water: Meet all Safe Drinking Water requirements at the Water Plant.

Wastewater: Meet all Colorado Discharge Permit System permit requirements

Air Quality: Meet all federal standards for carbon monoxide; particulates; and ozone

Noise: Meet daytime and night-time noise level standards for residential areas, as further defined in Section 15.05.160 of the *Land Development Code*

Environmental Quality and Resource Conservation – Indicator A



Total City water supply relative to projected water demand as specified in the City’s Quality of Life Benchmarks

Year	Actual Supply	Projected Supply ¹	Projected Demand
2003	26,301 acre feet	30,250 acre feet in 2014	23,510 acre feet in 2014
2004	27,783 acre feet	30,660 acre feet in 2015	23,910 acre feet in 2015
2005	28,512 acre feet	31,069 acre feet in 2016	24,290 acre feet in 2016
2006	29,726 acre feet	31,083 acre feet in 2017	24,670 acre feet in 2017
2007	30,005 acre feet	31,661 acre feet in 2018	25,050 acre feet in 2018
2008	30,336 acre feet	32,005 acre feet in 2019	25,430 acre feet in 2019

¹ Projected supply is based upon the drought supply for reported year.

Methods / Sources

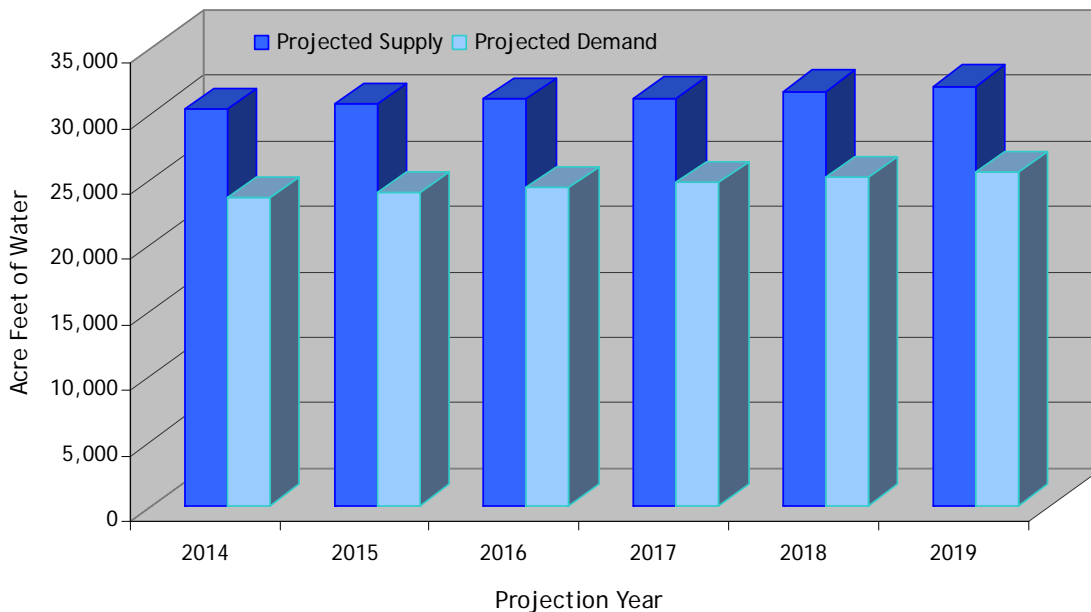
City of Longmont Public Works & Natural Resources Department

Discussion

The current benchmark standard for water supply is to maintain sufficient water supplies to meet projected demand, based on the drought yield of the current supply. As the graph below shows, this benchmark is still being met since the projected supply is greater than the projected demand.

Note: The 2005 Actual Supply figure was revised in 2006. The previous figure was taken from a different time of year, which was inconsistent with figures reported for other years.

Projected Water Supply and Demand



Environmental Quality and Resource Conservation – Indicator B

Air quality measurements, based on local monitoring stations operated by the State of Colorado



Year	Carbon Monoxide*		Particulate Matter**	
	One-Hour Readings	Eight-Hour Readings	24-Hour PM ₁₀ Levels	24-Hour PM _{2.5} Levels
2003	5.1 ppm	3.5 ppm	43 µg/m ³	31.5 µg/m ³
	4.2 ppm	3.3 ppm	34 µg/m ³	28.6 µg/m ³
2004	5.3 ppm	3.7 ppm	75 µg/m ³	27.8 µg/m ³
	4.3 ppm	3.2 ppm	68 µg/m ³	21.9 µg/m ³
2005	5.0 ppm	2.8 ppm	42 µg/m ³	20.3 µg/m ³
	4.8 ppm	2.4 ppm	40 µg/m ³	18.9 µg/m ³
2006	3.9 ppm	2.2 ppm	37 µg/m ³	30.5 µg/m ³
	2.8 ppm	1.8 ppm	35 µg/m ³	20.4 µg/m ³
2007	3.8 ppm	2.3 ppm	52 µg/m ³	34.2 µg/m ³
	3.4 ppm	1.9 ppm	48 µg/m ³	28.7 µg/m ³
2008	4.2 ppm	3.2 ppm	60 µg/m ³	27.0 µg/m ³
	3.5 ppm	2.7 ppm	44 µg/m ³	24.5 µg/m ³

* measured in parts per million (ppm), two maximum readings reported

** measured in micrograms per cubic meter (µg/m³), two maximum readings reported

Methods / Sources

City of Longmont Public Works & Natural Resources Department and the Colorado Department of Public Health and Environment (CDPHE)

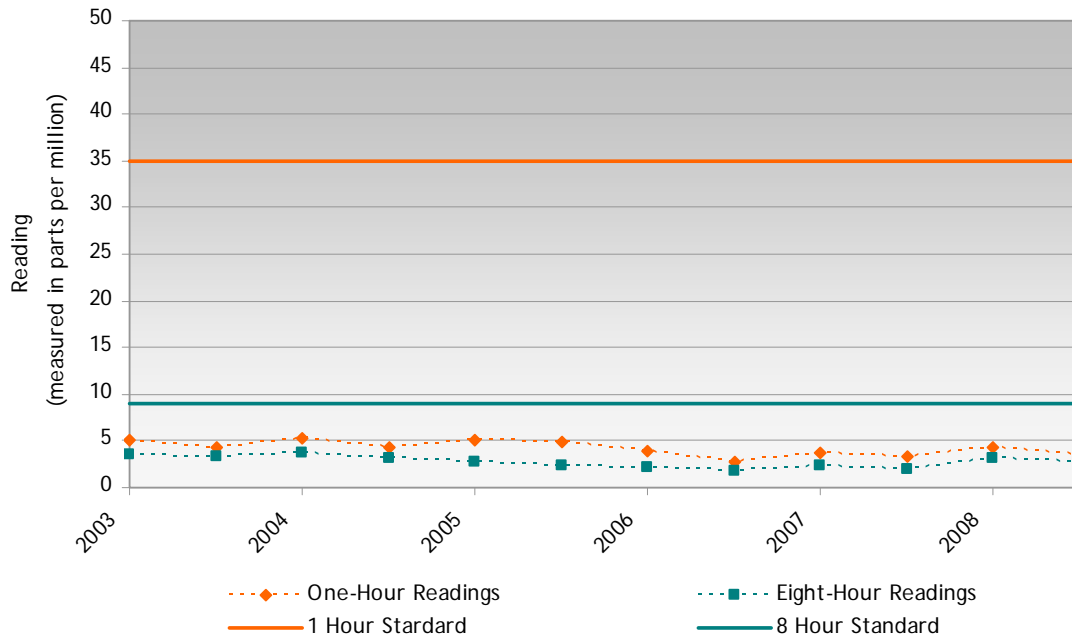
Discussion

The City is meeting the benchmark for air quality. The air quality measurements included in the table above show that the City is meeting federal air quality standards. The National Ambient Air Quality Standards (NAAQS) specify standards for six principal pollutants, three of which are included in the City’s benchmarks. These standards are in place to protect public health. Levels for the following pollutants should not exceed the following standards:

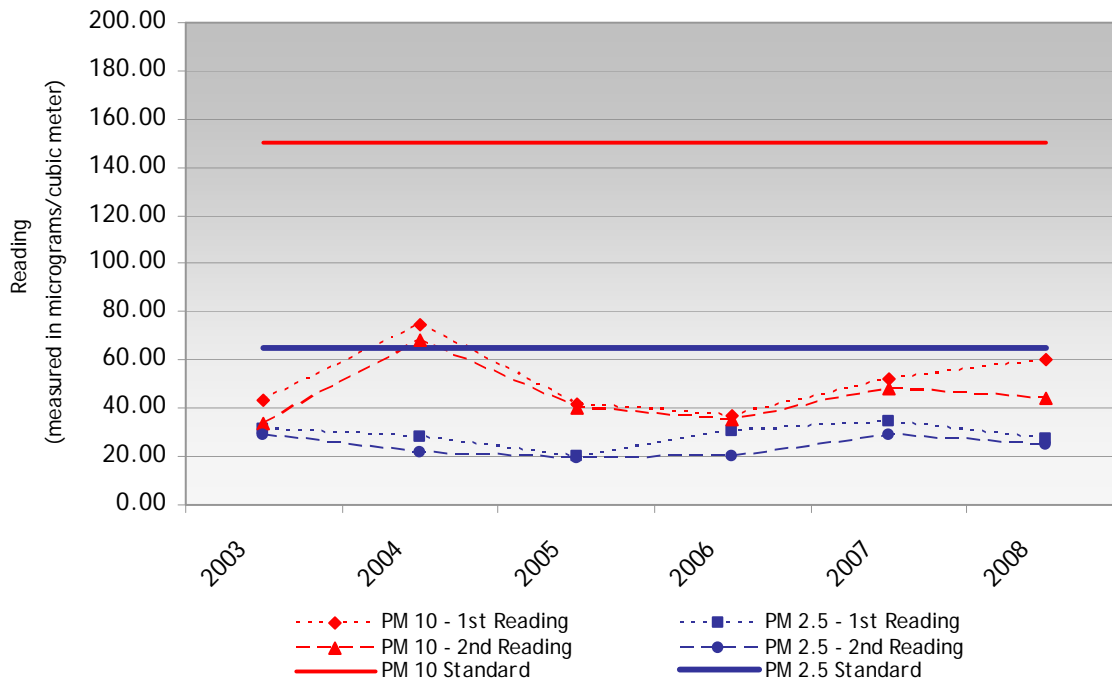
- PM₁₀ 24-Hour – 150 µg/m³
- PM_{2.5} 24-Hour – 35 µg/m³
- Carbon Monoxide 8-Hour – 9 ppm
 1-Hour – 35 ppm

According to the data provided by CDPHE, the City’s air quality has improved from 2004 to 2006, with the exception of PM_{2.5} levels. In 2007 levels of particulate matter and carbon monoxide increased from 2006 levels. While PM_{2.5} levels decreased from 2007 to 2008, reported PM₁₀ levels and carbon monoxide levels were higher in 2008. Although the City is still meeting the federal air quality standards for PM_{2.5}, PM₁₀, and carbon monoxide, it will be important to monitor this trend to ensure these particulate matter and carbon monoxide levels do not continue to rise.

Carbon Monoxide



Particulate Matter



Particulate matter is a mixture of microscopic solids and liquid droplets that are suspended in air. According to the CDPHE, the size of particles is directly linked to their potential for causing health problems, since the smallest particles can get deep into lungs and some may even pass into the bloodstream. This may affect both heart and respiratory health. Carbon monoxide is a colorless, odorless gas; its primary source is motor vehicle exhaust. It affects the central nervous system by depriving the body of oxygen (<http://apcd.state.co.us/documents/2005AnnualDataReport.pdf>).

Environmental Quality and Resource Conservation – Indicator C



Number of violations to Section 15.05.160 of the *Land Development Code*, regarding noise, vibrations, odors, glare and heat, hazardous waste, and operational compatibility

Year	Violations
2003	19
2004	10
2005	12
2006	11
2007	11
2008	8

Methods / Sources

City of Longmont Community Services Department

Discussion

The number of violations to Section 15.05.160 decreased from 2007 to 2008; these violations are entirely based on complaints. Violations were at the lowest levels they've been since the City started reporting this on this indicator in 2003.

Parks, Greenways, and Open Space Indicators

Comprehensive Plan Background

The *Longmont Area Comprehensive Plan* includes several goals, policies, and strategies related to the creation, preservation, maintenance, and use of parks, greenways, and open space areas in and around the City. These areas are vital to the City's image and identity, its attractiveness to residents, businesses and visitors, and its general quality of life. The open areas and recreational opportunities of the City are essential to quality growth and development. The Plan specifies location and design criteria for these areas in order to serve current and future residents' needs.

Parks are identified in the Plan as those open lands that the City develops for recreation. They include neighborhood, community, and district parks. A variety of recreational opportunities at varying scales and intensities is provided for at these facilities.

Greenways are linear corridors that serve multiple purposes including: accommodating trail-oriented recreation, providing for wildlife movement through urban areas, connecting residential areas to the bikeway network, and providing for the multiple uses and maintenance of storm drainage corridors. Primary greenways, encompassing rivers, lakes, ditches, creeks, and utility corridors, are designated in the Plan. The location of secondary greenways are determined when the City reviews subdivisions.

Open space is defined in the Plan as those areas that remain in a relatively natural state or use. These areas may or may not be owned by the City and accessible to the public. These areas serve one or more of the following functions:

- Preservation of natural areas, wildlife habitat, and wetlands,
- Provision of low impact, passive outdoor recreation,
- Maintenance of Longmont's separate identity,
- Preservation of agriculture, and
- Preservation or enhancement of the visual quality of scenic entryway corridors to the community

Policy Rationale

Parks, greenways, and open space accentuate the existing natural qualities of the community. Preserving and/or improving these areas provides residents and visitors with greater recreational opportunities to enjoy the City's natural setting.

Benchmark Standard

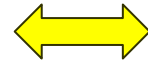
Parks: Meet level of service standards for parks as specified in the City's Quality of Life Benchmarks

Agricultural Preservation: Number of acres eligible for transfer of development rights per the Boulder County/Longmont Intergovernmental Agreement

Open Space: Acquire open space according to the attributes established by the open space election

Parks, Greenways, and Open Space Indicators – Indicator A

Number of new acres of constructed neighborhood parks and community parks per year



Year	New Acres
2003	0
2004	0
2005	24
2006	34
2007	0
2008	0

Methods / Sources

City of Longmont Parks, Open Space and Public Facilities Division

Discussion

There were no new acres of neighborhood or community parks added in 2008. The economy is drives funding for park construction and maintenance. Community parks, which are currently the focus for the City, take several years to plan and are not counted as new acreage until the park opens to the public. The combination of these factors in 2008 resulted in no new park land being added.

There are currently 190 acres of neighborhood parks in 23 parks around the City. This includes:



Kanemoto Park

- Affolter
- Alta
- Athletic Field
- Blue Skies
- Carr
- Collyer
- Dawson
- Flanders
- Hover
- Kanemoto
- Kensington
- Lanyon
- Left Hand Creek
- Loomiller
- Pratt
- Price/ Sunset
- Raber
- Rothrock Dell
- Rough & Ready
- Spangler
- Stephen Day
- Thompson
- Valley
- Willow Farm

There are currently five community parks within the City that total 229 acres. These include:

- Clark Centennial
- Garden Acres
- Quail Campus
- Roosevelt
- Sandstone Ranch

Parks, Greenways, and Open Space Indicators – Indicator B



Acres of open space acquisitions within the St. Vrain Valley Planning Area boundaries by the City, County or other public agency

Year	Total Acres	City of Longmont	
		Owned in Fee	Conservation Easement
2003	21,541	1,318	146
2004	23,302	1,404	232
2005	23,477	1,464	237
2006	24,226	305	0
2007	24,229	0	0
2008	24,627	0	0

Methods / Sources

City of Longmont Public Works & Natural Resources Department and Boulder County Parks & Open Space and Geographic Information Systems Departments

Discussion

Open space was purchased within the St. Vrain Valley Planning Area (SVVPA) by Boulder County during 2008. Several properties were added through County open space and conservation easement purchases. The City of Longmont did not acquire any additional open space during 2008. In 2000, the citizens of Longmont voted to approve an additional 0.2 cent sales tax that is used specifically for the acquisition and development of open space in and around the City; this tax was extended in 2007. It is expected that the City will purchase additional open space within the SVVPA in the coming years.

The total open space in the St. Vrain Valley Planning Area represents over 40% of the total area within the SVVPA. This is important since open space areas help meet the needs of the community. For example, open space areas provide recreational opportunities, opportunities for agriculture, and important wildlife habitat. These areas may also function as a buffer to keep the City separate from other communities, which may help preserve Longmont’s unique identity. Further, open space and natural areas enhance the visual quality of an area and contribute to an overall higher quality of life.

Note: The total acreage for 2003 was revised in 2005 to account for two additional parcels purchased by the City of Boulder in 2001. These were excluded in the original 2003 calculation. Also, the City did not technically acquire any additional open space in 2006. Lake McIntosh is now counted in the City’s open space program, whereas previously it had not been included in this category. The City has taken over the management and has added many amenities to this open space area. This change was made in 2006.

Parks, Greenways, and Open Space Indicators – Indicator C

Linear feet of primary and secondary greenways constructed by the City or private developers



Year	Linear Feet
2003	5,170
2004	8,395
2005	8,900
2006	13,988
2007	1,832
2008	0

Methods / Sources

City of Longmont Public Works & Natural Resources Department

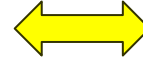
Discussion

No additional linear feet of primary greenways or secondary greenways were added within the City during 2008. Greenway route planning, design, and construction can take several years and new linear feet are not counted until the greenway opens to the public. Greenway construction is often tied to new development. Since there has been a significant slow down in new residential growth (Growth of the City Indicators A & B), it is not surprising that construction of greenways has slowed.

Since greenways permit public access, residents and visitors have an increased opportunity to move about the City on these off-street paths. Additional linear feet of greenways may encourage the use of non-motorized transportation options, which may aid in meeting some of the goals discussed in the transportation section.

Parks, Greenways, and Open Space Indicators – Indicator D

Number of acres eligible for transferred development rights (TDR) transfers



Year	Acres
2003	174
2004	148
2005	92
2006	92
2007	69
2008	69

Methods / Sources

City of Longmont Economic Development Department and Boulder County Land Use Department

Discussion

There are currently four remaining TDR receiving sites for the City totaling 69 acres. TDR's are an important tool for directing development to appropriate areas, while maintaining others as undeveloped.

Note: The number of acres eligible for TDR transfers for 2003 – 2007 was adjusted in 2008 report. This is a result of receiving updated information from Boulder County in 2009.

Role of Government Indicators

None at this time