

LONGMONT AREA COMPREHENSIVE PLAN

July 8, 2003



Adopted by City Council on August 26, 2003
Includes amendments through July 27, 2010



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Special thanks to the numerous people concerned about Longmont's future and to City Staff who participated in the update of the *Longmont Area Comprehensive Plan*.





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INTRODUCTION

The *Longmont Area Comprehensive Plan* is the latest in the City of Longmont's efforts to plan for its future. City planning cannot be a static process. It must be flexible and continuously revised to reflect changing circumstances and community values, particularly in a dynamic, growing city such as Longmont.

The Longmont community has a tradition of city planning that dates back to the establishment of the Chicago Colorado Colony in 1871. With the adoption of the *St. Vrain Valley Plan* in 1974, the City solidified this tradition in response to a period of rapid growth and change. The City revised the *St. Vrain Valley Plan* in 1982. In 1986, the City of Longmont again revised the *St. Vrain Valley Plan*, in response to conditions affecting the City at that time, and renamed it the *Longmont Area Comprehensive Plan*. The City updated the *Longmont Area Comprehensive Plan* in 1995 and again in 2003.

The *Longmont Area Comprehensive Plan* establishes the type of city residents want Longmont to become by presenting a comprehensive view of the community, defining the visions of the City's future, and establishing general methods by which to realize those visions. Its purpose is to articulate the collective desires of the community. The *Longmont Area Comprehensive Plan* is second only to the *Municipal Charter* as the City's most important document.

The updated *Longmont Area Comprehensive Plan* is designed to be process-oriented in guiding the growth and development of the City. It establishes a policy framework for the City to use to discuss and evaluate key issues facing the City, amendments to the *Longmont Area Comprehensive Plan* and to City regulations, and development proposals. It is flexible in its support of planned unit developments. By submitting a planned unit development to more stringent review criteria, the City may approve densities or land uses that are not shown for a particular location on the Comprehensive Plan Map. For example, the City may approve a planned unit development with higher residential densities if the planned unit development includes more amenities and higher development standards.

The City of Longmont's mission statement succinctly states the focus of the updated *Longmont Area Comprehensive Plan*:

***Our mission is to enhance the quality of life for those
who live in, work in, or visit our community.***

What many people value about Longmont is its "small town, friendly atmosphere." People know their neighbors. They care about the community and routinely invest their time and money to make Longmont a better place to live. They find it a good place to raise a family.

The challenge in implementing the *Longmont Area Comprehensive Plan* as Longmont grows is to use the plan to enhance the aspects of the City that the community values. The *Longmont Area Comprehensive Plan* is a guide to help the City make decisions that recognize, incorporate, and strengthen the physical and nonphysical aspects that make Longmont a great place. Regardless of Longmont's size in the future, people should still be able to say they value its small town, friendly atmosphere.



This document contains the goals, policies, and strategies of the *Longmont Area Comprehensive Plan*. Other important documents are useful to consider as components in the City's planning process. *Envision 2020: A Strategic Plan for the Community of Longmont* captures the community's dreams of what it wants Longmont to be in the future and makes specific recommendations to achieve those dreams. Functional master plans deal with specific topics, such as the water and wastewater systems, the airport, and the downtown, and provide specific guidance for particular areas. The *Longmont Community Profile* provides the database for planning. The *Capital Improvement Program* prioritizes available funding for public improvements. The Metro Vision 2035 tracking system monitors urban area so that the City is aware of the amount of land consumed for development. Various intergovernmental agreements detail items of mutual interest between the City and neighboring jurisdictions regarding growth and development. For example, the City's Coordinated Planning Agreement with Weld County defines procedures for greater coordination regarding annexation and development in Longmont's urban growth area in Weld County (also known as the Coordinated Planning Area).

2003 Longmont Area Comprehensive Plan Emphasis

The emphasis on certain issues facing Longmont naturally changes if the City is to continue to grow and mature. The outward growth of the City has been and still is important to the City. However, the City recognizes that quality of life and other issues are equally important to a thriving and vibrant community. As the community grows and matures, its focus will naturally shift from outward growth to more emphasis on internal development, through infill, redevelopment, and reinvestment.

The updated *Longmont Area Comprehensive Plan* recognizes that its current residents are the stewards of the community charged with ensuring that its future growth is sustainable. A sustainable community seeks to balance economic growth, community development, and environmental conservation to anticipate and accommodate the needs of current and future residents.

The chapters of the plan emphasize a wide range of goals and policies intended to achieve the City's vision of a community that is sustainable in the long term and that provides a high quality of life for residents, as described below. Each chapter also contains a list of benchmarks and indicators designed to help the City weigh decisions about growth and development as they relate to the goals and policies within the chapter. These indicators are described at the end of this chapter.

Growth of the City: Balancing Objectives to Achieve Sustainable Quality of Life

The Longmont community supports growth and development that balances economic vitality, environmental health, and community well being over the long-term. This concept is also known as sustainability, which can be defined as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The *Longmont Area Comprehensive Plan* incorporates goals and policies to support moving in the direction of becoming a community that is sustainable in the long term, and to further explore what this concept means to the City.

The City's existing quality of life benchmarks program helps it to make decisions about growth and development, and this plan includes additional indicators designed to measure progress and trends toward or away from individual goals. A sustainable community approach would require that the City consider the trends that these indicators are measuring in a more interconnected way. The indicators



can also be used as a sustainable community monitoring tool—to understand a community’s strengths and weaknesses. The City will explore ways to adapt the current benchmark programs into a sustainable community program.

The *Longmont Area Comprehensive Plan* has been expanded to promote a balance between economic development, community-building, and environmental quality concerns when making decisions about the provision of public services and facilities to meet the needs of the community.

Growth of the City: Balanced Land Uses

Longmont has made great strides in changing itself from a bedroom community to a community with a stronger economic base. The *Longmont Area Comprehensive Plan* emphasizes the notion of land use balance between residential and non-residential land uses in comprehensive planning, and between housing and jobs, to incorporate the concept that a variety of land uses will provide a high quality of life for Longmont’s residents. Furthermore, this balance of land uses needs to generate revenues sufficient to build and maintain the public facilities necessary to serve those uses.

Land Use and Urban Design: Quality Development

The *Longmont Area Comprehensive Plan* emphasizes that development should enhance the community’s image and the overall quality of life for new and existing residents. Development should make a positive contribution to Longmont and not merely mitigate the negative impacts of development. The *Longmont Area Comprehensive Plan* encourages people to do more than meet the City’s minimum standards. Goals, policies, and strategies encourage quality design into new development. Pedestrian-friendly site design, buildings of human scale and landscaping integrate new development with the immediate neighborhoods. The *Longmont Area Comprehensive Plan* also continues to emphasize preservation and enhancement of existing neighborhoods.

Housing: Wide Range of Quality Housing Options for Residents

The *Longmont Area Comprehensive Plan* promotes housing options for Longmont’s residents and promotes the availability of housing types that are in short supply, including affordable housing.

Economic Development

The Economic Development chapter goals emphasize a well-balanced, diversified, and stable economic base for Longmont. The *Longmont Area Comprehensive Plan* recognizes the importance of quality educational opportunities and community services as complementary to a good business environment. The City emphasizes retaining primary businesses in Longmont as well as locating new primary businesses to Longmont.

Commercial Development

The *Longmont Area Comprehensive Plan* promotes the integration of commercial development within its immediate neighborhoods so that it is an enhancement to the neighborhoods. The *Longmont Area Comprehensive Plan* also embraces the notion of having more than one regional commercial center in Longmont, and provides for regional commercial centers on the north and east sides of the City.



Furthermore, it also includes a new mixed-use corridor concept for the lands north of State Highway 66. This area is intended to facilitate the development of a mixed-use area that is unique to Longmont; one that has a special “sense of place”. A place that has a balanced mix of uses (entertainment, retail, residential, employment, civic, recreation) and a strong pedestrian orientation with frequent outdoor gathering spaces. This mix of uses will have uses that are destination anchors as well as those that are neighborhood-oriented. The mixed-use corridor will incorporate well-planned access and parking areas, landscaped areas, and high-quality architectural design.

To encourage the quality development that the City expects in the mixed-use corridor in the Terry Lake neighborhood planning area, the City Council has approved the *Highway 66 Mixed Use Corridor Framework Master Plan and Design Guidelines* (August 30, 2006). This document is incorporated into, and made a part of, the *Longmont Area Comprehensive Plan* by reference. The *Highway 66 Mixed Use Corridor Framework Master Plan and Design Guidelines* (August 30, 2006) will be used when the City reviews planned unit developments to realize the strong and consistent community design necessary to create a unique sense of place in the mixed-use corridor in the Terry Lake neighborhood planning area.

Central Business District

The *Longmont Area Comprehensive Plan* supports continued revitalization of the Central Business District. The policies in the Central Business District chapter support enhancing the downtown’s appearance and vitality, creating a pedestrian-friendly district, enhancing the quality of business opportunities, and encouraging compatibility between the Central Business District and the surrounding residential neighborhoods.

Public Improvements

The Public Improvements chapter outlines goals, policies, and strategies that guide the City in determining what public improvements the City needs, when the City needs them, and who should pay for them. This chapter further refines how development pays its fair share of the public improvements necessary to serve it.

Transportation

The Transportation chapter focuses on having an acceptable level of mobility as Longmont continues to grow. Ease of travel around Longmont contributes to its desirability as a place to live, work, and visit. Goals, policies, and strategies support 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.

The Transportation chapter also incorporates recommendations, guidelines, policies and goals from the *Multi-Modal Transportation Plan* adopted by City Council in 2005 as well as recommendations from the Bicycle Task Force (2001) and the Transportation Demand Management Task Force (2002). New policies also reiterate the pursuit of commuter rail from Boulder to Longmont as part of the Regional Transportation District’s FasTracks proposal and incorporate the *State Highway 119 Diagonal Highway Alternatives Assessment: Boulder County Transportation System Study* (July 2001)



recommendations for multi-modal enhancements to the State Highway 119/Diagonal Highway. Although not included in a formal policy, a discussion of tradeoffs in the transportation planning and decision-making process is included in the Transportation chapter.

Human Services, Culture, and Education

The Human Services, Culture, and Education chapter's goals, policies, and strategies support and enhance a wide range of resources so that all of Longmont's residents have an equal opportunity to maximize their potential. This chapter also supports efforts to improve cultural opportunities and to foster an appreciation of cultural diversity. Longmont's residents have a history of caring for each other, a quality that contributes to Longmont's small town, friendly atmosphere.

Quality educational opportunities in Longmont are a key ingredient to Longmont's continued growth and prosperity. The *Longmont Area Comprehensive Plan* includes goals, policies, and strategies that allow the City in partnership with educational providers to evaluate methods for ensuring those opportunities.

Environmental Quality and Resources Conservation

The Environmental Quality and Resources Conservation chapter includes goals, policies and strategies concerning environmental health, the preservation of wetlands and other natural areas, and the extraction of subsurface resources such as aggregates, oil, and gas. The plan emphasizes preserving environmental resources and unique natural areas, maintaining a high-quality domestic water supply, reducing energy and water consumption, reducing solid waste, and minimizing the public's exposure to hazardous materials.

Parks, Greenways, and Open Space

The Parks, Greenways, and Open Space chapter describes the public system of parks, greenways and open space designed to serve residents, the workforce, and visitors of Longmont. It includes location and design criteria so that the City will contain adequate parks to serve recreation needs. It also includes policies to develop a greenway system and sets forth policies to preserve natural and cultural resources of the Longmont area to help maintain the City's separate identity, provide connections to useable open space, provide low impact passive recreation, and enhance scenic entryway corridors to the City.

Role of Government: Partnerships

The City has the power of local self-government and home rule. City government will implement the *Longmont Area Comprehensive Plan* in partnership with the people of Longmont, the business community, and other service providers. In addition, local government can influence the private sector to help implement the plan through many different mechanisms, including regulations, incentives, information, education, advocacy, and budgeting expenditures. The City's relationships with Boulder and Weld Counties are especially noteworthy in the context of the *Longmont Area Comprehensive Plan* since Longmont is in both these counties. Goals, policies, and strategies throughout the plan support coordination and cooperation.



Tourism and Recreation Element

The *Longmont Area Comprehensive Plan* includes elements regarding tourism and recreation to comply with House Bill 1006 (Colorado legislation) concerning tourism and recreation uses. The Central Business District; Human Services, Culture and Education; and Parks, Greenways, and Open Space chapters include modifications to address the provision of recreational opportunities for visitors as well as Longmont area residents.

Sustainable Community Indicators and Benchmarks

Indicators are measures of economic, community, and environmental trends. When used individually, indicators provide a relative measure of change with respect to specific goals. When evaluated collectively, the composite analysis will show the City if it is achieving its goals for sustainability, balance, and improving the general quality of life. The *Longmont Area Comprehensive Plan* incorporates indicators to help the City measure its progress towards achieving its goals and policies.

The purpose of the indicators is to:

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

A series of indicators have been linked to each chapter of the *Longmont Area Comprehensive Plan*, which measure a specific condition related to the economy, the environment, or the community. The strength of indicator programs lies in the ability to evaluate trends collectively. While many issues in a community can be evaluated independently, the relationships between specific indicators provide insight into sustainability and balance among a broad range of goals. Examples of how data can be used to understand the inter-relationships among the indicators are provided in Appendix A. It is recommended that an indicators report be provided to the City Council annually, providing baseline information for each measurement, trend data as it becomes available, as well as correlations among key related indicators.

The indicators included in the *Longmont Area Comprehensive Plan* have been selected using the following criteria:

- 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 *Land Development Code*.

City actions to solve individual problems will have ramifications on other important concerns of the community. A solution to one problem can make another problem worse. Therefore, understanding the interdependent nature of the indicators is key to understanding balance. It is this balance that will lead to improving the community's quality of life. The purpose of incorporating the indicators is to help the community understand the connections between categories to achieve balance among the community, economic, and environmental concerns of the City.

Some indicators included in the *Longmont Area Comprehensive Plan*, have associated benchmarks or standards that set a measurable goal for the community. While some of the indicators do not have specific benchmarks, the annual or quarterly measurements of specific conditions in the community will provide valuable trend data. Over time, the trend data will show how much progress Longmont has made towards the goals listed in the *Longmont Area Comprehensive Plan* and may be used to set benchmarks in the future. The City may initiate action to address certain trends and solve problems based on quantifiable conditions identified through monitoring these indicators.

Implementation

City government makes decisions, particularly decisions concerning land use, based on the *Longmont Area Comprehensive Plan*. It is a guide and not a regulation. The *Longmont Area Comprehensive Plan* is of value only if the City accepts it as a guide for making decisions. Since the *Longmont Area Comprehensive Plan* does not have the force of law, the City must adopt and rely on other measures to implement it, such as regulations that the City uses to review individual development applications. The *Land Development Code*, public improvement plans, annual City Council work program, annual *Operating Budget*, *Capital Improvement Program*, access control plans, annexations, and other ordinances are all methods of implementing the *Longmont Area Comprehensive Plan*. Intergovernmental agreements with other jurisdictions also can be effective tools for implementing the *Longmont Area Comprehensive Plan*. For development in the mixed-use corridor in the Terry Lake neighborhood planning area, the City will use the *Highway 66 Mixed Use Corridor Framework Master Plan and Design Guidelines* (August 30, 2006) to evaluate planned unit developments to ensure quality development that contributes to a unique "sense of place" in Longmont.

The Metro Vision 2035 tracking system is a tool the City uses to monitor urban area so that Longmont's growth and development are consistent with *Metro Vision 2035*, the comprehensive guide for the development of the Denver metropolitan region. The Longmont Planning Area is the extent of the City's urban development in Boulder County (urban growth area). The Coordinated Planning Area (the area covered by the City's Coordinated Planning Agreement with Weld County) is the extent of the City's urban development in Weld County (urban growth area).

The *Longmont Area Comprehensive Plan* includes strategies that attempt to tie the plan more closely with implementation devices. Each strategy links to a specific policy and sets forth actions that the City should take to implement the policy. Some of the strategies are more specific than others, and some may be relatively simple to implement compared to others.



Many competing goals, policies, and strategies exist within the *Longmont Area Comprehensive Plan*. While the City attempts to integrate the various goals, policies, and strategies in its actions, it will necessarily emphasize some goals, policies, and strategies over others depending on the circumstances associated with a particular issue.

The indicators program and monitoring approach incorporated into the 2003 update to the *Longmont Area Comprehensive Plan* give the City an opportunity to weigh trends and evaluate progress toward achieving goals. The City will then be able to determine when the *Longmont Area Comprehensive Plan* may need to be updated, or whether new goals, policies, and strategies may be necessary to achieve balance in the community. On the other hand, if the basic goals remain valid over time, the City may need to decide if it should take other actions to foster a balanced community if the indicators show trends away from achieving the City's goals.

In order for the *Longmont Area Comprehensive Plan* to be a useful document, the City must update it to respond to changing conditions and community values. Amendment procedures allow the City to change specific elements of the plan. Evaluation of the entire plan on a continuing basis is also important to ensure that the underlying assumptions and philosophies remain valid. The City should initiate a review of the entire document no later than January 1, 2013 to determine whether or not the *Longmont Area Comprehensive Plan* needs another comprehensive update. When the City does initiate a comprehensive update, the City will carry out its commitment to follow certain fundamental principles for amending comprehensive plans that are specified in the *Mile High Compact*, an intergovernmental agreement between jurisdictions within the Denver Regional Council of Governments.



GROWTH OF THE CITY

The City has benefited from growth, but there have been some costs and impacts to the City as well. The goal of the City is to continue to accommodate that growth which enhances the quality of the environment for existing and future residents. Growth should be a positive addition to the City, improve the quality of life for Longmont's residents, and pay its fair share of infrastructure and service-delivery costs.

The City will continue to use the "three-tier" planning process to guide its growth and development. The first tier is the Municipal Service Area. The second tier is outside of the first tier in the area known as the Longmont Planning Area. The third tier is the St. Vrain Valley Planning Area. This three-tier system is a tool for managing the expansion of the City outside the Municipal Service Area. The system is process-oriented and sensitive to market forces. The three-tier system more clearly shows the City's level of commitment to providing the public infrastructure for growth and development.

Within Weld County, the City has a supplement to the three-tier planning system. It is known as the Coordinated Planning Area. This Coordinated Planning Area (also known as Longmont's urban growth area in Weld County) is the area that is subject to the City's Coordinated Planning Agreement with Weld County. Similar to the three-tier system, it also shows the City's level of commitment to providing the public infrastructure for growth and development.

The Longmont Planning Area and the Coordinated Planning Area comprise the City's urban growth area in terms of the Denver Regional Council of Governments' Metro Vision 2035 Plan. The Municipal Service Area, the Longmont Planning Area, and the Coordinated Planning Area comprise the City's "three-mile area or plan" in terms of the Colorado Revised Statutes §31.12.105.e.

The three-tier planning system, which uses the neighborhood planning area concept as a basic service area unit, has been combined with methodology that identifies locations in the Longmont Planning Area where extending infrastructure is most cost-effective. This process has created an environment that potentially allows growth to occur in any neighborhood planning area (subject to the City's consent) and allows investment in infrastructure from the public sector to be directed more cost-effectively. The City has adopted several components of a growth management system, such as the City's benchmarking system, which can limit the timing of development in a particular neighborhood planning area or on a particular property. The net result has created an atmosphere that provides some management from the public sector while allowing the private sector to propose growth in other neighborhood planning areas in the Longmont Planning Area provided the private sector carries all development costs, and the proposed development is consistent with the City's growth management objectives. Inadequate facilities currently exist for urban development in some of these areas. There are plans to install some infrastructure for development.

The City supports the notion of becoming a sustainable community over the long-term—a community that balances economic, environmental, and community concerns as growth occurs. The City intends to explore expanding the quality of life benchmarks program to become a sustainable community indicators program that will assess trends toward economic, environment, and community goals in an integrated way, and to help guide decisions about growth and development.



Growth of the City Goals, Policies, and Strategies

GOAL G-1:	Plan, guide, and accommodate growth that promotes the most efficient use of scarce resources, and maintains and enhances the quality of life for present and future residents of Longmont.
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POLICY G-1.1: New development should provide a positive contribution to Longmont and enhance the overall quality of life for new and existing residents.

Strategy G-1.1(a): Periodically review, and modify as appropriate, equitable methods of financing capital improvements where existing and new development pay their appropriate share of the costs.

Strategy G-1.1(b): Promote a land use balance which generates sufficient revenues from new development to pay for the costs of public services needed as a result of the development.

Strategy G-1.1(c): Identify and develop techniques that the City can use to anticipate, monitor, and respond to the cumulative effects of the fiscal impacts of new development as developments actually build out.

Strategy G-1.1(d): Coordinate with other service providers during the development review process so that necessary services not provided by the City are available for new development.

Strategy G-1.1(e): Continue to work with the St. Vrain Valley School District to coordinate procedures for school site dedications or cash-in-lieu of school site dedications.

POLICY G-1.2: Strive for balanced growth where a variety of land uses will provide a high quality of life for the residents of Longmont, including the public facilities necessary to serve diversity of housing and commercial, industrial, educational, and recreational activities.

Strategy G-1.2(a): Prioritize, through the *Capital Improvement Program*, the City's expenditures into those areas where the City's residents receive the greatest benefits.

Strategy G-1.2(b): Periodically review and revise, as appropriate, all development fees to make them serve as incentives to achieve balanced growth without compromising the City's ability to raise revenues to pay for required capital improvements and services.

Strategy G-1.2(c): Plan areas in advance of development so that the City can identify the levels of services that both the City and other entities need to provide to accommodate the development.



Strategy G-1.2(d): Maintain a relative and appropriate balance of residential to industrial and commercial land use in the Longmont Planning Area and monitor land use balance in other communities to assure that the land use balance in the Longmont Planning Area is appropriate.

POLICY G-1.3: Continue planning for the growth of Longmont in a manner that clearly establishes the mutual expectations between the City and landowner/developer and that encourages private investment that furthers the City's goals.

Strategy G-1.3(a): Continue to use the three-tier planning process which is composed of the following:

Tier One – The Municipal Service Area is that area within which the City is providing, or intends to annex and provide, urban services over time. The City will consider applications for annexation from property owners in this area in accordance with applicable state and local laws and regulations. The Municipal Service Area represents the greatest level of public investment for installation and/or maintenance of capital improvements. The City considers this area appropriate for urban development. Development in this area would be able to use, for the most part, existing or programmed capital improvements. Therefore, the developer's responsibility for the financing and installation of public improvements is less than in the Longmont Planning Area.

The City normally expands the Municipal Service Area at the time of annexation. However, the City maintains the option of including other unincorporated areas in the Municipal Service Area based on the determination that it can and should extend public services into those areas. Expansion is solely at the City's discretion. In addition, property does not necessarily have to be within the Municipal Service Area to be eligible for annexation.

Tier Two – The Longmont Planning Area is the next tier, outside the Municipal Service Area, that the City plans in advance of development using the neighborhood planning area concept. Land within the Longmont Planning Area is eligible for annexation if:

- A. Funding for capital improvements necessary to serve the area either will comply with the City's timetable for such expenditures or will be the responsibility of the persons requesting annexation as contained in a negotiated annexation agreement.
- B. Revenues generated by the proposed use, once added to the overall revenues of the City, will aid in providing the required levels of services.



- C. The City has planned the area in advance of development for land use and transportation, and the proposed use is in accordance with that neighborhood planning area. In limited situations when City Council finds that the annexation is in the best interests of the City, land use planning can occur concurrently with the annexation.
- D. The City Council has conducted a referral review and concluded that the proposed annexation provides exceptional benefits to the City over and above meeting City requirements.
- E. The goals, policies, and strategies of the Longmont Area Comprehensive Plan are met.

Tier Three – The St. Vrain Valley Planning Area is the next tier, outside the Longmont Planning Area, within which land use, transportation, and water rights changes may have a direct or indirect effect on the City. The City monitors change in this area so as the City grows it can realistically understand all opportunities and constraints.

Strategy G-1.3(b): Continue to use the Coordinated Planning Agreement with Weld County and the Coordinated Planning Area to plan for Longmont’s growth in Weld County.

POLICY G-1.4: Ensure that urban-level development within the St. Vrain Valley Planning Area is directed toward the City of Longmont in accordance with the goals and policies of the *Longmont Area Comprehensive Plan* or with adopted intergovernmental agreements.

Strategy G-1.4(a): Formalize cooperation with other jurisdictions (including Weld County and Boulder County) by executing and updating intergovernmental agreements that recognize the comprehensive plans of applicable jurisdiction.

Strategy G-1.4(b): Develop and maintain with Weld County a joint land use plan for the Union Reservoir area.

Strategy G-1.4(c): Consider the Coordinated Planning Area as the City’s urban growth area in Weld County.

POLICY G-1.5: Annex and grow in a manner consistent with goals, policies, and strategies of the *Longmont Area Comprehensive Plan* and with adopted intergovernmental agreements.

Strategy G-1.5(a): Consider annexation of land contiguous to the City limits in accordance with the *Longmont Area Comprehensive Plan* and applicable state and local law when residents and property owners express interest in annexing to Longmont, and strongly discourage flagpole annexations.



Strategy G-1.5(b): Encourage annexation of enclaves consistent with all applicable policies and regulations.

Strategy G-1.5(c): Consider annexation petitions for land only within the Municipal Service Area and Longmont Planning Area or in the limited situations where land in the Coordinated Planning Area or the St. Vrain Valley Planning Area is eligible for the concurrent processing of a Longmont Planning Area amendment and an annexation petition.

Strategy G-1.5(d): Consider annexation petitions only when the City reserves the right to enact growth management systems which could limit the extension of urban services and/or the timing of development on the property.

Strategy G-1.5(e): Consider annexation petitions when the proposal offers exceptional benefits to the City that are over and above meeting minimum requirements.

Strategy G-1.5(f): Consider annexations of land that will help the City manage its boundaries and open space buffers, remain a stand alone or free-standing community, and maintain its separate identity.

Strategy G-1.5(g): Consider the Municipal Service Area, the Longmont Planning Area, and the Coordinated Planning Area as the components of the City's "three-mile area or plan" for purposes of annexation.

Strategy G-1.5(h): Refer annexation petitions to City Council for a determination about whether or not the annexation shall be reviewed substantively through the City's development review process.

GOAL G-2: Support growth and development that allows Longmont to become a sustainable community over the long-term—one that balances economic, environmental, and community needs.

POLICY G-2.1: Explore the concept of sustainability and what it means for the City of Longmont with respect to balancing economic, environmental, and community needs.

Strategy G-2.1(a): Consider expanding the adopted quality of life benchmarks and indicators to become a sustainable community indicators program that consider interdependent trends rather than isolated strengths and weaknesses. Such a program should help the City make decisions about growth and development that will help the community achieve its vision of sustainability.

Strategy G-2.1(b): Use the indicators program as an on-going monitoring tool to understand progress toward or away from established benchmarks, and progress toward achieving plan goals.



Growth of the City Indicators

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

Indicators:

- A. Number of building permits issued annually
- B. Housing starts and growth rate

Methods, Sources:

- A. City of Longmont Building Inspection Division
- B. City of Longmont Planning Division



LAND USE AND URBAN DESIGN

How Longmont grows continues to be important to citizens. The form of the City, aesthetic considerations, land use patterns, historic preservation, and community identity all have a direct impact on the quality of growth in the City.

Urban design is the generally accepted name for the process of giving physical design direction to urban growth, conservation, and change. It is understood to include landscape as well as buildings, and both preservation and new construction.

Urban design can be the result of deliberate choices, or it can result from default and inaction. Elements that contribute to a community’s urban design include land use patterns, architecture, historic preservation, design of public spaces and structures, landscaping, signs, art, maintenance, and the mass, height, and setback of structures.

A community’s emphasis on urban design may be citywide or more localized. Public and private actions contribute to it. Planning, implementation, and large- and small-scale decisions define it. Longmont has focused its efforts to improve its aesthetics and urban design and take advantage of opportunities to tie the various elements together.

For example, Longmont has two nationally registered historic districts and numerous structures that are nationally and/or locally designated landmarks. In addition, the City has an Art in Public Places Program that is developing and integrating diverse, quality public art within the City.

The Neighborhood Planning Areas

Neighborhood planning areas are the basic planning unit in Longmont. They also are the basic social and service unit. The neighborhood planning area, whether it be residential or industrial/commercial, should include a mix of land uses that serves its residents and workforce. The City uses arterial streets, creeks, irrigation ditches, natural drainage boundaries, or other significant features to define neighborhood planning area boundaries. The neighborhood planning areas may contain smaller identifiable neighborhoods such as those defined by registered neighborhood groups.

The 15 established neighborhood planning areas in the City are:	
1. McIntosh	9. Kensington
2. Longmont Estates	10. Central Business
3. Garden Acres	11. South Commercial
4. Loomiller	12. North Commercial
5. Sunset	13. Central Industrial
6. Southmoor	14. South Industrial
7. Lanyon	15. East Industrial
8. Clark Centennial	



The City has planned 12 additional neighborhood planning areas in the Longmont Planning Area.

The 12 planned neighborhood planning areas are:

- | | |
|-----------------------|-------------------------|
| 1. East Side | 7. Pike |
| 2. Lower Clover Basin | 8. Quail |
| 3. Schlagel | 9. Longmont Tech Center |
| 4. West St. Vrain | 10. Terry Lake |
| 5. Airport | 11. McLane |
| 6. Upper Clover Basin | 12. Westview |

The City has already annexed some parcels in several of these neighborhood planning areas. When the City records an annexation, it automatically transfers the parcel from the Longmont Planning Area into the Municipal Service Area.

Description of the Comprehensive Plan Map

The Comprehensive Plan Map shows the pattern and mix of land uses for the Longmont Planning Area. The Comprehensive Plan Map reflects existing land use patterns, and identifies locations where different land uses may occur within the Longmont Planning Area. The land use table contained at the end of this chapter summarizes each of the land use categories identified on the Comprehensive Plan Map. The table is intended as a quick reference guide. Detailed criteria for the location, density, layout, design, and desired character of each land use category may be found in the corresponding chapter of the *Longmont Area Comprehensive Plan* for residential, commercial, and industrial/economic development land uses.



Land Use and Urban Design Goals, Policies, and Strategies

GOAL LUD-1: Achieve a compact urban form that uses land efficiently, is aesthetically pleasing, and minimizes undesirable impacts to the environment.

POLICY LUD-1.1: Use the *Longmont Area Comprehensive Plan* and the City's land use regulations to promote overall moderate-intensity development that is sensitive to natural features and that will visually enhance the community.

GOAL LUD-2: Promote a compatible and functional system of land uses.

POLICY LUD-2.1: Create a compatible system of land uses.

Strategy LUD-2.1(a): Review development regulations on a periodic basis and revise as needed to promote high-quality development.

Strategy LUD-2.1(b): Review development regulations on a periodic basis and revise as needed to include new and flexible techniques that facilitate unique and innovative design.

Strategy LUD-2.1(c): Encourage developers to address aesthetic considerations in designing and planning their projects.

Strategy LUD-2.1(d): Protect significant views by requiring developers to evaluate the visual impact of their projects on existing and future development.

Strategy LUD-2.1(e): Protect the City's investment in its wastewater treatment plant by promoting land uses and activities in its proximity that are compatible with it.

GOAL LUD-3: Recognize the neighborhood planning area as the basic social and service unit of the City, and as the City's basic unit of urban expansion.

POLICY LUD-3.1: Ensure that neighborhood planning areas are readily identifiable and bounded by significant natural or man-made boundaries such as rivers, drainage basin limits, and arterial streets.

Strategy LUD-3.1(a): Plan residential neighborhood planning areas that are self-contained, have a sense of place, and are centered around schools, parks, and other services, all within walking distance of the home.

Strategy LUD-3.1(b): Plan a mixture of housing types for a population between 4,000 and 8,000 in residential neighborhood planning areas.



Strategy LUD-3.1(c): Plan commercial and industrial neighborhood planning areas that are functional, identifiable areas with a positive impact on the City and compatible with adjacent residential neighborhoods.

Strategy LUD-3.1(d): Minimize land uses that would detract from the function and viability of commercial, industrial, or residential neighborhood planning areas.

POLICY LUD-3.2: Recognize that neighborhood planning areas at the edge of the City’s planning area may have unique characteristics that vary from neighborhood planning areas located in the core area of the City.

Strategy LUD-3.2(a): Provide for transitions in density and intensity of activity between urban land uses and open space and agricultural areas in neighborhood planning areas at the edge of the City, such as Longmont Tech Center and Terry Lake.

GOAL LUD-4: Mitigate impacts on neighborhoods.

POLICY LUD-4.1: Use site design techniques to integrate different land uses and to create a separation between communities.

Strategy LUD-4.1(a): Encourage appropriate site design techniques to minimize impacts between different land uses, or land uses of different intensities, instead of relying on different land uses for the transition.

Strategy LUD-4.1(b): Continue to use public and private open space to keep the City physically separate from neighboring communities.

Strategy LUD-4.1(c): Consider the impacts on a neighboring community, including maintenance of its physical separation from Longmont, in determining the size, land use, and configuration of a planned neighborhood planning area.

Strategy LUD-4.1(d): Evaluate and mitigate, as appropriate, the cumulative impacts that development within neighborhood planning areas in the Longmont Planning Area has on established neighborhood planning areas.

POLICY LUD-4.2: Encourage revitalization and redevelopment of areas showing signs of decline and/or disinvestment.

Strategy LUD-4.2(a): Evaluate new and flexible approaches that both encourage redevelopment and infill development and that remain sensitive to the surrounding neighborhoods’ needs.

Strategy LUD-4.2(b): Invest in areas that show signs of decline and/or disinvestment in cooperation with other agencies and the private sector.



Strategy LUD-4.2(c): Cooperate with other agencies to encourage businesses to locate in areas with significant vacancies in order to foster the redevelopment of commercial and industrial areas.

Strategy LUD-4.2(d): Encourage mixed-use development patterns in revitalizing areas as a way of energizing neighborhoods and commercial areas by achieving multiple types of activity (living, working, shopping).

Goal LUD-5: Develop a mix of interdependent, compatible, and mutually supportive land uses to support multiple means of transportation.

POLICY LUD-5.1: Promote a mixed land use pattern.

Strategy LUD-5.1(a): Support development patterns that facilitate the integration of residential and non-residential land uses and that are conducive to transit, pedestrians, and bicycles.

Strategy LUD-5.1(b): Develop criteria as part of the Development Standards in the *Land Development Code* that address the integration of mixed-uses in areas of new development, in redevelopment and infill development within existing neighborhoods.

Strategy LUD-5.1(c): Promote urban design and site planning in mixed-use areas to make them pedestrian and bicycle-friendly and to incorporate on-site interconnections where appropriate.

Goal LUD-6: Plan land uses around the City’s major gateways as mixed-use activity corridors.

POLICY LUD-6.1: Promote the development of the corridor north of State Highway 66 as a mixed-use activity area.

Strategy LUD-6.1(a): Plan the corridor north of State Highway 66 as a mixed-use activity area, to promote a high-quality gateway environment that is unique to Longmont and includes a balanced mix of uses (entertainment, retail, residential, employment, civic, recreation) and has a strong pedestrian orientation with frequent outdoor gathering spaces as defined by “Pedestrian Districts” in the *Multi-Modal Transportation Plan* (July 25, 2005)..

Strategy LUD-6.1(b): Ensure that all development located along the corridor contains generous setbacks and landscaping to reflect the role of the corridor as a gateway to the City.

Strategy LUD-6.1(c): Encourage appropriate site design techniques to minimize the impact of urban land uses adjacent to various types of Boulder County open space north of State Highway 66.



Strategy LUD-6.1(d): Ensure all development located in the mixed-use corridor within the Terry Lake neighborhood planning area is consistent with the *Highway 66 Mixed Use Corridor Framework Master Plan and Design Guidelines* (August 30, 2006).

POLICY LUD-6.2: Consider designating the State Highway 119 corridor east of US Highway 287 as a mixed-use activity area.

Strategy LUD-6.2(a): Evaluate opportunities for designating the corridor east of US Highway 287 as a mixed-use activity area including “Pedestrian Districts” as defined in the *Multi-Modal Transportation Plan* (July 2005).

Strategy LUD-6.2(b): Ensure that all development located along the corridor contains generous setbacks and landscaping to reflect the role of the corridor as a gateway to the City.

Strategy LUD-6.2(c): Ensure that all development located along the corridor is planned in a manner that maximizes bicycle and pedestrian access and orientation to the St Vrain and Lefthand Creek greenways.

Strategy LUD-6.2(d): Ensure that all development located along the corridor and in proximity to the City’s wastewater treatment plant is compatible with it.

GOAL LUD-7: Plan the City’s gateways along scenic entryway corridors to provide a sense of entry and arrival, preserve open space, and show high quality unified design.

POLICY LUD-7.1: Promote gateways that provide a sense of arrival when coming into Longmont. Key gateways are located at the Longmont Planning Area boundary on US Highway 287, State Highway 66, and State Highway 119.

Strategy LUD-7.1(a): Support design and enhancement of right-of-ways to help signal the change from rural to urban and highlight arrival into Longmont. Improvements could include design features such as landscaping, entry signs, or public art.

Strategy LUD-7.1(b): Support modifying roadway cross-sections to facilitate lower speeds as motorists transition from a rural to urban environment at the City’s gateways.

Strategy LUD-7.1(c): Work with Colorado Department of Transportation to design gateways along state and federal highways.



GOAL LUD-8: Promote community identification and civic pride by preserving Longmont’s historical, cultural, architectural, and geographical heritage.

POLICY LUD-8.1: Establish historic districts and designate historic landmarks that meet established criteria.

Strategy LUD-8.1(a): Determine whether any areas meet the criteria for historic districts, and encourage and assist residents in pursuing district designation.

Strategy LUD-8.1(b): Consider designating buildings or structures as historic landmarks, both upon application by the owner and upon the Historic Preservation Commission’s recommendation.

POLICY LUD-8.2: Encourage the preservation, rehabilitation, maintenance, and continued use of historic districts and landmarks.

Strategy LUD-8.2(a): Pursue Community Development Block Grants and other funding to use as the financial base for preservation and rehabilitation programs for historic districts and landmarks.

Strategy LUD-8.2(b): Cooperate with other organizations to provide information to residents about Longmont’s historic districts and historic landmarks.

Strategy LUD-8.2(c): Consider financial and other incentives to encourage the preservation, maintenance, and rehabilitation of Longmont’s historic districts and landmarks.

GOAL LUD-9: Promote an attractive appearance and quality urban design in Longmont.

POLICY LUD-9.1: Coordinate and focus efforts to improve the City’s appearance.

Strategy LUD-9.1(a): Develop an urban design program that establishes the scope of the City’s efforts to improve its appearance and prioritizes areas in need of attention.

Strategy LUD-9.1(b): Provide staff support to the Art in Public Places Program and designate a percentage of the costs of City construction projects for works of public art.

Strategy LUD-9.1(c): Evaluate opportunities in City construction projects for incorporating public art.

Strategy LUD-9.1(d): Encourage and sponsor programs that promote the beautification of the City.



Strategy LUD-9.1(e): Bury electric main feeder lines consistent with established City priorities.

Strategy LUD-9.1(f): Review development regulations on a periodic basis and revise, as appropriate, to foster site design that improves the aesthetic impact a development has on public places, thoroughfares, adjacent uses, and natural land forms.

Strategy LUD-9.1(g): Review landscape regulations on a periodic basis and revise, as appropriate, to upgrade the City's appearance and to promote drought-tolerant plant materials.

Strategy LUD-9.1(h): Review the sign code on a periodic basis and revise, as appropriate, to encourage the use of sign plans that do not dominate the streetscape, minimize visual competition, and result in attractive signs that provide businesses reasonable identification.

Strategy LUD-9.1(i): Review regulations on a periodic basis and revise, as appropriate, to promote maintenance of a quality urban environment and streetscape that is free from unsightly materials such as inoperative vehicles, unscreened outdoor storage, weeds, refuse, and litter.

Strategy LUD-9.1(j): Cooperate with neighboring jurisdictions to develop and maintain the City's scenic entryways.



Comprehensive Land Use Category Definitions

The following table summarizes each of the land use categories identified on the Comprehensive Plan Map. The table is intended as a quick reference guide to be used in conjunction with the map. Detailed criteria for the location, layout, design, desired character, and size of each land use category are provided in the relevant policy chapters.

Summary of Land Use Categories

Residential Land Uses			
Land Use Category	Range of Density	Uses	Locational Criteria
Ultra Low Density Residential	Up to 1 unit per 5 acres. Generally, densities will be lower unless developed as part of a transferred development rights program, in a clustered development pattern.	Ultra low density single-family detached housing.	<ul style="list-style-type: none"> ▪ Areas designated for open space, such as urban shaping buffers. ▪ Areas with severe physiographic constraints. ▪ Clustered to the extent possible. ▪ Areas with limited utility capacity. ▪ Basic urban services (City wastewater required and City water highly desirable). ▪ Areas that may be part of a transferred development rights program.
Very Low Density Residential	Up to 1 unit per acre.	Very low density single-family detached housing.	<ul style="list-style-type: none"> ▪ Areas with physiographic constraints that make higher-density impractical. ▪ Areas away from activity centers. ▪ Areas with limited utility capacity ▪ Full range of urban services required. ▪ Clustered to the extent possible.
Low Density Residential	1-6 units per acre.	Low density housing in neighborhoods. May include a mix of housing types and densities and limited neighborhood services as part of a planned residential development.	<ul style="list-style-type: none"> ▪ Areas that will not be adversely impacted by surrounding land uses. ▪ Areas with no physiographic or environmental constraints. ▪ Areas suitable as quiet residential neighborhoods. ▪ Areas within walking distance of neighborhood or multi-neighborhood shopping, educational, and/or recreational facilities but not requiring proximity to major activity centers.
Medium Density Residential	Greater than 6 units per acre and up to 12 units per acre.	A variety of residential housing types and densities, including duplexes, tri-plexes, four-plexes, and multi-family housing. May include neighborhood services as part of a planned residential development.	<ul style="list-style-type: none"> ▪ Areas serving as transitional land use between low and high density residential uses. ▪ Areas within one-half mile range of shopping, educational, and recreational facilities. ▪ Areas adjacent to arterial or collector streets or accessible to such without passing through less intensive land uses. ▪ Areas where medium density residential is



			<p>compatible with adjacent land uses.</p> <ul style="list-style-type: none"> ▪ Areas served by public transportation. ▪ Areas where blight exists and medium density residential is the most appropriate method for revitalizing the area.
High Density Residential	Greater than 12 units per acre and up to 30 units per acre.	Multi-family residential housing and group living facilities. May include a mix of housing types and densities and neighborhood services as part of a planned residential development.	<ul style="list-style-type: none"> ▪ Areas adjacent to or within walking distance of schools, parks, and neighborhood and/or multi-neighborhood shopping. ▪ Areas in proximity to employment centers. ▪ Areas adjacent to arterial streets or accessible to such without passing through less intensive land uses. ▪ Areas where high density residential is compatible with the surrounding neighborhood. ▪ Areas served by public transportation.

Commercial Land Uses

Land Use Category	Size and Area Served	Uses	Locational Criteria
Neighborhood Center	2-5 acres, with a trade area of 3/8 to 3/4 of a mile.	<p>Small scale retail, commercial, business and professional offices.</p> <p><i>Also allowed: Mix of higher density housing subject to limits of the Land Development Code.</i></p>	<ul style="list-style-type: none"> ▪ Site having frontage on two collector streets or with frontage on an arterial and a collector street. ▪ Access by walk-in trade from a residential or employment area. ▪ Certain amenities such as a pedestrian plaza and landscaping as well as sign and access control to create a cohesive development. ▪ Impact of new commercial development proposals on existing development. ▪ Ensure that neighborhood commercial development is integrated with and enhances the immediate neighborhood.
Multi-Neighborhood Commercial	Approximately 10-20 acres, with a trade area of 1-2 miles serving a population of 10,000 to 20,000, Typical gross square feet of 85,000 ranging as high as 175,000 square feet.	<p>Retail, commercial, business & professional offices typically anchored by a supermarket or discount drug store.</p> <p><i>Also allowed: Mix of higher density housing subject to limits of the Land Development Code.</i></p>	<ul style="list-style-type: none"> ▪ Site having frontage on two arterial streets at the intersection of three or more neighborhood planning areas. ▪ Certain amenities such as a pedestrian plaza and landscaping as well as sign and access control to create a cohesive development. ▪ Impact of new commercial development proposals on existing development. ▪ Additional multi-neighborhood commercial centers at the intersections of arterial streets where there are existing or future multi-neighborhood commercial centers shown on the <i>Longmont Area Comprehensive Plan</i>, provided that any traffic impacts are mitigated. ▪ Ensure that multi-neighborhood commercial



			development is integrated with and enhances the immediate neighborhoods.
Regional Commercial	A minimum size of 40 acres, with a trade area of 5 miles serving a population of 50,000 or more. A minimum of 350,000 square feet of total gross floor area with at least two major anchors	Retail with national retailers that draw from all of Longmont and the rural areas surrounding the City.	<ul style="list-style-type: none"> ▪ A location at the intersection of two arterials or an arterial and a highway where such streets and public transportation provide access for the entire City and market service areas outside the City with a minimum impact on less intensive uses. ▪ A location where it will not overload, create congestion, or be incompatible with existing and planned public facilities, utilities, or services.
Central Business District	N/A	Diverse mix of businesses, including specialty goods retail, bars and restaurants, entertainment, offices, cultural facilities, and civic and government facilities as well as supporting residential uses.	<ul style="list-style-type: none"> ▪ Encompasses the downtown area including several blocks on either side of Main Street between 2nd Avenue on the south to just north of 9th Avenue on the north. ▪ Pedestrian-oriented development. ▪ Potential infill development location.
Strip Commercial	N/A	Developed commercial areas that will gradually redevelop over time.	<ul style="list-style-type: none"> ▪ Generally along Main Street north and south of the central business district in developed areas of the City. ▪ Potential redevelopment location.
Mixed-Use Corridor	Minimum size area of 30 acres, ranging up to 150 acres.	A balanced mix of land uses in the same development, including entertainment, retail, residential, employment, civic, and recreation uses.	<ul style="list-style-type: none"> ▪ A site having frontage on an arterial street or expressway with opportunities for access from an intersecting arterial or collector street. ▪ A location where it will not overload, create congestion, or be incompatible with existing and planned public facilities, utilities, or services.



Employment Land Uses			
Land Use Category	Size	Uses	Locational Criteria
Industrial/ Economic Development	N/A	<p>Low intensity industrial uses, including light manufacturing, warehousing and distribution, research and development, and commercial services. Also intended to encourage high quality employment facilities, such as corporate office headquarters and educational facilities in a planned, “campus-like” setting.</p> <p><i>Also Allowed: Limited</i></p>	<ul style="list-style-type: none"> ▪ Large sites with no extraordinary constraints to development. ▪ Proximity to major highway and access to arterial streets without the need to travel through less intensive land uses or with direct access to City truck routes for users with high traffic generation. ▪ Existing or planned uncommitted utility services: sewer, water, and electricity. ▪ Location of heavy industrial uses away from residential areas when the use of site design techniques cannot adequately achieve compatibility with nearby or adjacent residential uses.
		<p>support services, such as restaurants, supermarkets, specialty stores, professional and medical offices. Residential may be vertically integrated, up to 25% of the total development floor area.</p>	

Public/Institutional Land Uses			
Land Use Category	Size	Uses	Characteristics/Notes
Public/Quasi-Public	N/A	<p>Lands for schools, government offices, community centers, libraries, hospitals, and cemeteries. Also includes facilities needed for essential public services such as electrical substations, water and wastewater facilities, and other similar uses. Golf courses and fair grounds are included in this category.</p>	<ul style="list-style-type: none"> ▪ Provided by the City, County, special districts, or by a quasi-public organization.
Parks, Greenways and Open Space	<p>Size depends on type of facility. Neighborhood Park: 10-20 acres. Community Park: 50-100 acres.</p>	<p>Lands for active and passive recreation uses, natural areas, agriculture, preservation of scenic quality, trails and corridors to connect activity centers.</p>	<ul style="list-style-type: none"> ▪ Intended to provide for the active and passive recreational needs of the community. ▪ Conserve cultural and natural areas. ▪ Generally provided by public agencies (city, county, state or federal).



Land Use and Urban Design Indicators

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

Indicators:

- A. Acres of vacant land within the Longmont Planning Area
- B. Average density of approved residential and mixed-use developments per year
- C. Number of code violations per year
- D. Number of new dwelling units issued building permits annually in the established neighborhood planning areas
- E. Number of residential building permits for additions issued annually
- F. Number of non-residential square feet issued building permits annually in the established neighborhood planning areas
- G. Number of historic structures with landmark designations

Methods, Sources:

- A & B. City of Longmont Planning Division
- C. City of Longmont Building Inspection Division
- D, E, & F. City of Longmont Building Inspection and Planning Divisions
- G. City of Longmont Planning Division



HOUSING

New housing construction should provide choice at all economic levels in Longmont. Housing demand exists across the board for consumers needing diverse housing opportunities. The *Longmont Area Comprehensive Plan* provides for housing diversity by allowing different housing types, sizes, and number of units per acre. There are five different density ranges for residential development. The ranges vary from ultra low-density residential areas of up to 1 dwelling unit per five acres to high-density residential areas of up to 30 dwelling units per acre.

The residential designations and corresponding density ranges within the *Longmont Area Comprehensive Plan* are not the same thing as zoning designations. These ranges allow for a greater diversity of housing than a particular zoning district might; they specify neither a particular housing type, such as single-family residential, nor a particular zoning district, such as R1.

For each density range within the *Longmont Area Comprehensive Plan*, the City may have several zoning districts that permit different housing types at different densities which are consistent with the *Longmont Area Comprehensive Plan*.

When the City annexes land that the *Longmont Area Comprehensive Plan* designates for residential development, City Council also designates a particular zoning for that property which is consistent with the residential density range that the *Longmont Area Comprehensive Plan* shows for that property. Generally, these residential density ranges provide greater latitude for different types of residential development than do individual zoning districts.

The *Longmont Area Comprehensive Plan* supports the concept of mixed-use development in neighborhoods. This pattern may be characterized by a mix of mutually supportive and integrated residential and non-residential land uses, and a network of interconnected streets with good pedestrian and bicycle access and connections to transit.

When the character, context, and scale of the surrounding neighborhood are taken into account, mixed-use developments can provide unique opportunities for employment, shopping, housing, and public gathering spaces, while having a positive impact on the neighborhood. The *Longmont Area Comprehensive Plan* and *Land Development Code* both support a mix of housing types, styles, and densities in new and redeveloping neighborhoods. Housing is also supported in areas that are predominately non-residential in nature (such as employment areas or commercial areas) as part of a well-designed mixed-use development pattern.



Housing Goals, Policies, and Strategies

GOAL H-1: Monitor the Longmont housing market and work with the private sector to promote the construction of housing types in short supply.

POLICY H-1.1: Plan for additional residential growth within the Municipal Service Area to create enough housing to meet the needs of Longmont’s residents and people who work in Longmont.

Strategy H-1.1(a): Review and revise, as appropriate, City regulations and policies to encourage a balance between housing need and supply.

Strategy H-1.1(b): Monitor the housing market on an ongoing basis to determine if the City should implement policies to influence housing supply.

Strategy H-1.1(c): Designate land uses in new neighborhoods to include a broad range of residential development.

Strategy H-1.1(d): Track and monitor jobs per household information in the City and Longmont Planning Area. Consider a jobs/household ratio between 1:1 to 2:1 to be an ideal range.

POLICY H-1.2: Assist the private sector in meeting the housing demands of Longmont employers and employees.

Strategy H-1.2(a): Consider incentives to developers for projects that will meet changing employer-generated housing demand.

GOAL H-2: Achieve a wide range of quality housing types to meet the needs of a variety of socioeconomic groups and lifestyles.

POLICY H-2.1: Plan for a variety of housing types within each neighborhood planning area.

Strategy H-2.1(a): Review and revise, as appropriate, the City’s development regulations to ensure that they result in the development of quality housing of all types.

Strategy H-2.1(b): Consider increasing densities in residential neighborhoods when the proposed development can demonstrate that it would be compatible with and benefit the existing residential neighborhoods.

Strategy H-2.1(c): Use the following Locational Criteria in determining the location of residential land use.



- A. ***Ultra Low Density Residential*** (up to 1 unit/5 acres).
 1. Areas designated for open space, such as urban shaping buffers.
 2. Areas with severe physiographic constraints.
 3. Areas where Ultra Low Density Residential can be clustered to the extent possible.
 4. Areas with limited utility capacity.
 5. Areas that can be served with City wastewater and water.
 6. Areas that may be part of a transferred development rights program.
- B. ***Very Low Density Residential*** (0-1 unit/acre).
 1. Areas with physiographic constraints that make higher-density use impractical.
 2. Areas away from activity centers.
 3. Areas with limited utility capacity.
 4. Areas that can have a full range of urban services.
 5. Areas where Very Low Density Residential can be clustered to the extent possible.
- C. ***Low Density Residential*** (greater than 1 and up to 6 units/acre).
 1. Areas that will not be adversely impacted by surrounding land uses.
 2. Areas with no physiographic or environmental constraints.
 3. Areas suitable as quiet residential neighborhoods.
 4. Areas within walking distance of neighborhood or multi-neighborhood shopping, educational, and/or recreational facilities but not requiring proximity to major activity centers.
- D. ***Medium Density Residential*** (greater than 6 and up to 12 units/acre).
 1. Areas serving as transitional land use between low and high density residential uses.



2. Areas within one-half mile range of shopping, educational, and recreational facilities.
3. Areas adjacent to arterial or collector streets or accessible to such without passing through less intensive land uses.
4. Areas where medium density residential is compatible with adjacent land uses.
5. Areas served by public transportation.
6. Areas where blight exists and medium density residential is the most appropriate method for revitalizing the area.

E. **High Density Residential** (*greater than 12 and up to 30 units/acre*)

1. Areas adjacent to or within walking distance of schools, parks, and neighborhood and/or multi-neighborhood shopping.
2. Areas in proximity to employment centers.
3. Areas adjacent to arterial streets or accessible to such without passing through less intensive land uses.
4. Areas where high density residential is compatible with the surrounding neighborhood.
5. Areas served by public transportation.
6. Areas where high density residential will not overload or create congestion in existing and planned facilities and utilities.
7. Areas where blight exists and high density residential is the most appropriate method for revitalization of the area, provided that the other criteria are met.

Strategy H-2.1(d): Continue to allow a density increase as an incentive for providing additional affordable housing or additional amenities within the development.

POLICY H-2.2: Maintain a land use distribution within the *Longmont Area Comprehensive Plan* for a range of residential land uses to encourage a diversity of housing densities.

Strategy H-2.2(a): Evaluate developers' requests for residential downzoning to determine if the request will significantly impact the amount of land available for medium and high density housing.



Strategy H-2.2(b): Develop a comprehensive information packet that identifies areas planned and/or zoned for multi-family development.

POLICY H-2.3: Provide flexibility in the *Land Development Code* to allow different housing options.

Strategy H-2.3(a): Examine the implications of allowing residential auxiliary uses in residential zoning districts to provide housing for family members.

Strategy H-2.3(b): Examine the implications of amending the *Land Development Code* to allow emergency and transitional housing as a discretionary use in residential zoning districts.

Strategy H-2.3(c): Examine opportunities to encourage mixed-use development in residential zoning districts as a means of encouraging a variety of housing types and locations.

GOAL H-3: Maintain and enhance the environment of existing residential neighborhoods.

POLICY H-3.1: Encourage historic preservation efforts in applicable neighborhoods.

Strategy H-3.1(a): Work with neighborhood groups to use appropriate methods for preserving the historical character of their neighborhoods.

POLICY H-3.2: Protect existing residential neighborhoods from encroachment from incompatible land uses and public facilities.

Strategy H-3.2(a): Use zoning and other regulations to keep incompatible, non-residential development out of existing residential neighborhoods.

Strategy H-3.2(b): Design “infill” projects of higher-residential densities to ensure they are compatible with existing residential neighborhoods.

Strategy H-3.2(c): Design and locate public facilities to minimize their negative impact on existing residential neighborhoods.

Strategy H-3.2(d): Design transportation facilities to be consistent with the neighborhood planning areas concept, and avoid having major thoroughfares divide a neighborhood planning area.

Strategy H-3.2(e): Encourage residents and landowners of neighborhoods in transition to work together to formulate a land use and zoning plan.

Strategy H-3.2(f): Use site design techniques such as greater setbacks, screening, landscaping and berming to buffer housing adjacent to an arterial street from the negative impacts of arterial traffic.



POLICY H-3.3: Upgrade the condition of houses in Longmont.

Strategy H-3.3(a): Develop a housing code enforcement program that follows the *International Property Maintenance Code*, as amended, and provide information to homeowners and investor-owners in need of housing assistance to make necessary repairs to their properties.

Strategy H-3.3(b): Respond to housing complaints, and direct property owners in obtaining housing assistance to make necessary repairs.

Strategy H-3.3(c): Use infrastructure improvements such as sidewalks, curb and gutters, and parks to help maintain and preserve neighborhoods.

Strategy H-3.3(d): Provide assistance to low- and moderate- income homeowners to help maintain their homes as safe and healthy environments.

POLICY H-3.4: Encourage neighborhood revitalization efforts in applicable neighborhoods.

Strategy H-3.4(a): Monitor neighborhoods in decline and/or in transition, and target public and private financial resources for neighborhood renovation and redevelopment.

Strategy H-3.4(b): Provide assistance to neighborhood groups to enhance the livability of their neighborhoods.

GOAL H-4: Promote high-quality design for residential development that contributes to neighborhood identity.

POLICY H-4.1: Review and revise, as appropriate, development regulations to ensure high-quality residential development.

Strategy H-4.1(a): Evaluate and use flexible zoning techniques, as appropriate, to promote residential projects that incorporate innovative design features.

POLICY H-4.2: Develop public-private partnerships to produce more affordable housing of high-quality design and energy efficiency.

Strategy H-4.2(a): Encourage innovative design in housing by promoting such programs as design competitions, “write downs,” or funding through the Community Development Block Grant Program or other funding sources to reduce development costs.



GOAL H-5: Minimize impact from infill and redevelopment areas on existing residential neighborhoods and transitional neighborhoods.

POLICY H-5.1: Protect neighborhoods from inappropriate development and transportation impacts.

Strategy H-5.1(a): Continue to review development regulations on a periodic basis and modify, as appropriate, to mitigate impacts of new development on existing neighborhoods.

Strategy H-5.1(b): Monitor the traffic impacts on existing residential areas located along arterial streets.

Strategy H-5.1(c): Monitor impacts from redirecting traffic into neighborhoods, and develop possible mitigating measures.

Strategy H-5.1(d): Encourage early participation in the planning process from neighborhood organizations to discuss compatibility of new and infill development in existing or transitional neighborhoods.

GOAL H-6: Support opportunities to provide affordable housing.

POLICY H-6.1: Pursue, in cooperation with other agencies, more housing opportunities dispersed throughout the City for low- and moderate-income people.

Strategy H-6.1(a): Provide incentives to developers to construct affordable housing.

Strategy H-6.1(b): Provide assistance to people seeking affordable housing options.

Strategy H-6.1(c): Promote the City's affordable housing program.

Strategy H-6.1(d): Review periodically, and modify as appropriate, the City's annexation and inclusionary zoning programs for affordable housing.



Housing Indicators

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*

Indicators:

- 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
- B. Number of construction permits issued by unit type
- C. Affordability index of local ownership housing, documenting mean and median sales prices for single-family homes and attached housing units

Methods, Sources:

- A. The City of Longmont Community Development Block Grant/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.)
- B. The City of Longmont Planning Division for building permit issuance by type of structure (Specific measurements to account for single-family, duplex through fourplex, townhouse/condominium, and apartment units)
- C. The Longmont Association of Realtors for mean and median sales prices for affordability index



ECONOMIC DEVELOPMENT

During the past several decades, the City of Longmont has experienced cycles of rapid expansion of residential development. At one point, the rapid residential expansion raised concerns that Longmont was becoming a bedroom community with a majority of Longmont residents holding jobs outside the City. Since that time the City's economic base has grown and provides more employment opportunities than in the past. One key to the successful expansion of the City's economic base has been the efforts in attracting primary jobs to the community. Primary jobs are those jobs associated with "basic" industries.

As Longmont continues efforts to improve its economic base, the community needs to be aware that certain amenities within the community are essential factors influencing the locational decisions of businesses seeking to expand or relocate. The availability of education, housing, recreation, retail services, and cultural amenities are key elements that relate to the success of a community in attracting economic development. Continued progress in providing these community amenities will further aid in attracting economic development to Longmont. As the City's economic base expands, a greater balance of jobs to residences will result. On other hand, it is important that the continuing increase in jobs over time does not exceed the desired balance with the City's housing stock, resulting in an imbalance in the other direction. This will be particularly important to monitor over time, as the City's supply of residential land reaches buildout.

Land that is planned for, developed, or used for business and industry in the Longmont Planning area is shown on the Comprehensive Plan Map. The industrial/economic development designation of the Comprehensive Plan Map accommodates both business/industrial parks and general industrial uses.

In addition to the designation of areas for industrial/economic development on the Comprehensive Plan Map, other locational considerations for economic development are highly desirable from the perspective of both the City and the business or industry:

1. Access to major highways through the City's arterial street system with minimal travel through other land uses.
2. Proximity to the airport. Industrial uses are more compatible than most other land uses near an airport because of noise and safety factors. Many industries find it desirable to locate near an airport because of the growing importance of air transportation. Businesses with aircraft, with requirements for airfreight, or with key linkages to aviation benefit from locating at or near the airport.
3. Proximity to other industries. Industries that group together tend to create a more efficient and effective land use pattern. The industries also benefit because businesses that serve other businesses are more apt to locate in areas with large concentrations of industry.
4. Compatibility with nearby land uses.



Economic Development Goals, Policies, and Strategies

GOAL ED-1: Strive for a well-balanced, diversified, and stable economic base in order to provide job opportunities for Longmont residents and a dependable tax base for the City.
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POLICY ED-1.1: Create and maintain a business environment that encourages the retention, growth, and continued profitability of existing businesses which benefit the City, its tax base, and its residents.

Strategy ED-1.1(a): Evaluate and revise, as appropriate, the City's fee and tax structure and the economic development incentive programs based on the economic climate.

Strategy ED-1.1(b): Continue support of organizations and community efforts that foster and promote conditions that encourage existing businesses to remain and expand in Longmont.

Strategy ED-1.1(c): Use available tools such as federal, state, or other economic development programs to facilitate capital investment for the expansion of existing Longmont businesses that benefit the City.

Strategy ED-1.1(d): Improve the community's amenities such as educational, housing, recreational, retail, and cultural opportunities that encourage local businesses to remain and expand in Longmont.

POLICY ED-1.2: Maintain efforts to attract businesses and clean industries that would find Longmont an attractive location and that would benefit the City, its tax base, and its residents.

Strategy ED-1.2(a): Identify and recruit specific businesses that complement or support the existing economic base by creating primary jobs or by diversifying the community's economic base.

Strategy ED-1.2(b): Use available tools such as federal, state, or other economic development programs to facilitate capital investment for businesses moving into Longmont that benefit the City.

Strategy ED-1.2(c): Continue support of organizations and community efforts to convey an overall positive image to firms wishing to locate in Longmont.

Strategy ED-1.2(d): Increase the City's emphasis on improvements in the community's amenities that attract new businesses to Longmont.



POLICY ED-1.3: Encourage the start-up and growth of small businesses.

Strategy ED-1.3(a): Cooperate with the private sector in establishing an environment for nurturing small and start-up businesses through, for example, special financing programs, research and development referral systems, training and support, and the availability of suitable facilities and/or locations.

POLICY ED-1.4: Encourage desirable industrial development within the City in a manner consistent with the City's overall growth policies.

Strategy ED-1.4(a): Use the City's annexation policies, land use authority, and capital improvement policies to provide an adequate supply of both finished sites and raw land suitable for industrial/economic development in a range of sizes to accommodate all the different requirements of various businesses.

Strategy ED-1.4(b): Periodically review the development standards contained in the *Land Development Code* for industrial uses to ensure that they are adequate.

Strategy ED-1.4(c): Encourage business and industrial parks to include appropriate amenities such as recreational facilities, day care, or other facilities that benefit their employees.

Strategy ED-1.4(d): Encourage new industrial development to design sites to contribute positively to the quality of Longmont's visual environment.

Strategy ED-1.4(e): Evaluate and revise the City's regulations periodically to facilitate development or rehabilitation of properties to meet the contemporary needs of emerging businesses while making a positive contribution to the appearance of the City.

Strategy ED-1.4(f): Encourage reinvestment in and improvement to the City's older industrial areas to maintain and improve their economic vitality and appearance.

Strategy ED-1.4(g): Reinvest in and improve, where appropriate and feasible, public infrastructure in older industrial areas.

Strategy ED-1.4 (h): Communicate with the private sector when planning the timing and financing of utility extension to business and industrial sites.



Strategy ED-1.4(i): Use the following Locational Criteria in determining where to locate industrial/economic development land uses:

- A. Large sites with no extraordinary constraints to development.
- B. Proximity to major highways and access to arterial streets without the need to travel through less intensive land uses or with direct access to City truck routes for users with high traffic generation. Truck route strategies and mapping are included in the *Multi-Modal Transportation Plan* (July 2005).
- C. Existing or planned uncommitted utility services: sewer, water, and electricity.
- D. Location of heavy industrial uses away from residential areas when the use of site design techniques cannot adequately achieve compatibility with nearby or adjacent residential uses.

POLICY ED-1.5: Promote and maintain an appropriate number of jobs in the community sufficient to guarantee a strong local economy in balance with the resident labor force.

Strategy ED-1.5(a): Track and monitor jobs per resident information in the City and Longmont Planning Area. Consider a jobs/resident ratio between 0.5:1 to 1:1 to be an ideal range.



Economic Development Indicators

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
Indicators:	<ul style="list-style-type: none"> A. Annual net change in the number of jobs in the Longmont area for primary employers B. Jobs to Resident ratio C. Number of non-residential square feet issued building permits annually D. Annual net change in the square feet of office and industrial space in the Longmont area that primary employers have absorbed (within the St. Vrain Valley School District boundaries) E. Square feet of office and industrial lease space available for primary employers in the Longmont area (within the St. Vrain Valley School District boundaries) F. End of year vacancy rate for office and industrial space for primary employers in the Longmont area (within the St. Vrain Valley School District boundaries)
Methods, Sources:	<ul style="list-style-type: none"> A. The Longmont Area Economic Council conducts surveys annually to track employment growth. The <i>Primary Employer Activity Report</i> measures the change in number of employees for every primary employer in the Longmont area. B. The total number of jobs for Longmont is provided annually by the Denver Regional Council of Governments. Their estimates are tailored for the municipal boundaries and include wage and salary positions (ES202) as well as other positions such as those that are compensated on commissions, sole proprietors, non-profit employees, etc. C. City of Longmont Building Inspection Division and Planning Division D through F. Longmont Area Economic Council



COMMERCIAL DEVELOPMENT

The City classifies the function of its commercial centers as neighborhood, multi-neighborhood, regional, or mixed-use. This classification ranges from the smallest (neighborhood) to the largest (regional) market area. The size of a commercial center's market area determines its classification.

The orientation of a neighborhood center encourages pedestrian traffic or other alternative means of transportation. The multi-neighborhood and regional center locations accommodate trips more frequently made with automobiles and transit. The location of these commercial centers accomplishes an efficient delivery of goods and services to residents with the least amount of impact on adjacent land uses.

The location of a commercial center minimizes the impacts on adjacent streets. The City discourages additional strip commercial developments where a center requires multiple curb cuts onto its adjacent street. Controlled access standards ensure that planned on-site and off-site access points better serve these commercial centers. The City will rely on the proper administration of access standards and plans in place at the time a developer requests direct access onto an arterial to achieve this objective.

A commercial center should be compatible with its environment. Commercial centers should be integrated with and visually enhance adjacent neighborhoods.

The City will continue to consider the economic viability of existing commercial centers when evaluating newly proposed commercial development.

The City has created a mixed-use category to encourage creative development that promotes exceptional design along its major corridors. These areas are intended for mixed-use developments that have a special "sense of place", integrate a strong pedestrian orientation with frequent outdoor gathering spaces, incorporate well-planned access and parking areas, landscaped open space areas, and high-quality architectural design. This category provides for a balanced mix of land uses in the same development, including a mix of entertainment, retail, residential, employment, civic, and recreation uses.

It is intended that these areas will promote quality urban design by allowing development to take advantage of special site characteristics and land use patterns. They are expected to include quality design that preserves critical environmental resources, provide above-average open space and recreational amenities, include creative design in building and site layout, incorporate measures to assure compatibility with surrounding land uses and neighborhood character, and provide for efficiency in the layout and provision of roads, utilities, and other infrastructure.

Developments in this land use category may include urban dwelling units and multi-family residential uses as part of a mixed-use development where the residential use is either located in the same building as a principal non-residential use or in a free-standing development.



Commercial Development Goals, Policies, and Strategies

GOAL CD-1: Achieve an adequate mix of commercial centers that efficiently serves the community's needs with the least amount of impact on transportation, residential, industrial and other existing commercial uses.

POLICY CD-1.1: Consider locating a neighborhood center for the convenience shopping and service needs of a limited trade area within a specific neighborhood planning area.

Strategy CD-1.1(a): Use the following criteria in determining the location and design of *neighborhood centers*:

1. Size approximating 2 to 5 acres.
2. A trade area of 3/8 to 3/4 of a mile.
3. A site having frontage on two collector streets or with frontage on an arterial and a collector street.
4. Access by walk-in trade from a residential or industrial area.
5. Certain amenities such as a pedestrian plaza and landscaping as well as sign and access control to create a cohesive development.
6. Impact of new commercial development proposals on existing development.
7. Ensure that neighborhood commercial development is integrated with and enhances the immediate neighborhood.

Strategy CD-1.1(b): Encourage innovative design, including full integration of architectural elements and site design, that produces a facility with human scale, that is pedestrian-friendly, and that allows for multiple means of transportation.

POLICY CD-1.2: Provide the opportunity for multi-neighborhood scale commercial goods and services at limited locations throughout the City to serve the day-to-day commercial needs of several neighborhood planning areas.

Strategy CD-1.2(a): Use the following criteria in determining the location and design of *multi-neighborhood centers*:

1. Size ranging from 10-20 acres.
2. A trade area of 1 to 2 miles serving a population of 10,000 to 20,000.



3. A typical gross floor area of 85,000 square feet ranging as high as 175,000 square feet.
4. A site having frontage on two arterial streets at the intersection of three or more neighborhood planning areas.
5. Typical anchor stores include a supermarket or discount drug store.
6. Certain amenities such as a pedestrian plaza and landscaping as well as sign and access control to create a cohesive development.
7. Impact of new commercial development proposals on existing development.
8. Additional multi-neighborhood commercial centers at the intersections of arterial streets where there are existing or future multi-neighborhood commercial centers shown on the *Longmont Area Comprehensive Plan*, provided that any traffic impacts are mitigated.
9. Ensure that multi-neighborhood commercial development is integrated with and enhances the immediate neighborhoods.

Strategy CD-1.2(b): Provide access from adjacent local streets, and use access design standards and access plans to evaluate requests for direct access onto an arterial street.

Strategy CD-1.2(c): Encourage innovative design, including full integration of architectural elements and site design, that produces a facility with human scale, that is pedestrian-friendly, and that allows for multiple means of transportation.

POLICY CD-1.3: Promote regional centers to serve the needs of the entire region when the market analysis substantiates the need and the regional centers are in accordance with all other goals and policies of the *Longmont Area Comprehensive Plan*.

Strategy CD-1.3(a): Use the following criteria in determining the location and design of *regional centers*:

1. A minimum size of 40 acres.
2. A trade area of 5 miles or greater serving a population of 50,000 or more.
3. A minimum of 350,000 square feet of total gross floor area with at least two major anchors.
4. Typical formats include regional shopping centers, discount centers, "lifestyle" centers, outlet malls, and other "big box" configurations. Typical anchor stores include department stores, home improvement stores, membership warehouse stores, and appliance stores.



5. A location at the intersection of two arterials or an arterial and an expressway where such streets and public transportation provide access for the entire City and market service areas outside the City with minimal impact on less intense uses.
6. A location where it will not overload, create congestion, or be incompatible with existing and planned public facilities, utilities, or services.

Strategy CD-1.3(b): Protect the area in the vicinity of State Highway 119, Hover and Nelson Roads, as a regional shopping center and protect it from incompatible land uses.

Strategy CD-1.3(c): Protect the area in the vicinity of State Highway 119 and Weld County Road 1 as a regional shopping center and protect it from incompatible land uses.

Strategy CD-1.3(d): Protect the area on the northeast corner of State Highway 66 and US Highway 287 as a regional shopping center and protect it from incompatible land uses.

Strategy CD-1.3(e): Protect the area on the south side of State Highway 119 and east of Main Street as a regional shopping center and protect it from incompatible land uses.

Strategy CD-1.3(f): Encourage innovative design that includes full integration of architectural elements, site design, pedestrian access, and alternative means of transportation.

POLICY CD-1.4: Discourage any additional strip commercial development that requires multiple curb cuts onto an adjacent street, and encourage the upgrading and redevelopment of existing strip commercial areas to become mixed-use areas.

Strategy CD-1.4(a): Designate no additional strip commercial areas.

Strategy CD-1.4(b): Use shared curb cuts and/or service roads to reduce the number of curb cuts onto the arterial streets.

Strategy CD-1.4(c): Use the City's regulatory powers and *Capital Improvement Program* to promote aesthetic and functional improvements to strip commercial areas showing decline and disinvestment.

Strategy CD-1.4(d): Encourage redevelopment of existing strip commercial development areas by designating certain areas of the City as redevelopment corridors, and facilitating cooperative efforts between the City, property owners, and neighborhoods to develop specific plans and strategies.



POLICY CD-1.5: Evaluate the feasibility for allowing office/residential uses in existing residences that front on an arterial and have existing direct access onto an arterial.

Strategy CD-1.5(a): Evaluate the redevelopment of residences having direct access onto an arterial to allow for office/residential uses while maintaining the residential character of the surrounding neighborhood and minimizing impacts to traffic flow on the arterial.

Goal CD-2: Provide for the development of the City's major gateway corridors in a manner that efficiently serves the community's needs for a balanced mix of uses, while promoting a high-quality gateway environment.

POLICY CD-2.1: Provide the opportunity for mixed-use corridor areas at limited locations, primarily along the major gateway corridors that serve the City.

Strategy CD-2.1(a): Designate portions of the corridor north of State Highway 66 as a mixed-use corridor, to promote a high-quality gateway environment that includes areas for entertainment, retail, residential, employment, civic, and recreation uses.

Strategy CD-2.1(b): Encourage development that occurs within the areas designated on the Comprehensive Plan Map for mixed-use corridors to occur as a planned unit development, in accordance with the district standards contained in section 15.03.060 of the *Land Development Code*.

Strategy CD-2.1(c): Ensure development that occurs within the areas designated in the Terry Lake neighborhood planning area on the Comprehensive Plan Map for mixed-use corridors to be consistent with the *Highway 66 Mixed Use Corridor Framework Master Plan and Design Guidelines (August 30, 2006)*.

Strategy CD-2.1(d): Use the following criteria in determining the location and design of **mixed-use corridors**:

1. Minimum size area of 30 acres, ranging up to 150 acres.
2. A site having frontage on an arterial street or expressway with opportunities for access from an intersecting arterial or collector street to ensure that access to the primary frontage arterial or expressway is limited to avoid any direct access driveways.
3. Opportunities to provide for a mix of land uses in the same development, including commercial uses, employment opportunities, recreational amenities, open space, and supporting residential uses where appropriate.
4. A location where it will not overload, create congestion, or be incompatible with existing and planned public facilities, utilities, or services.



5. Encourage innovative design that includes full integration of architectural elements, site design, pedestrian access, and alternative means of transportation.

Strategy CD-2.1(e): Evaluate Main Street and Ken Pratt Boulevard as potential locations for mixed-use corridors to be designated on the Comprehensive Plan Map.

Strategy CD-2.1(f): Encourage the clustering of commercial uses, industrial uses, and residential dwellings to provide buffers, common open space, and trail connections.

Commercial Development Indicators

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

Indicators: A. Annual sales tax revenue by major sector

Methods, Sources: A. The City of Longmont Finance Department



CENTRAL BUSINESS DISTRICT

The central business district has continued to maintain its role as the core of the City's financial, professional, governmental, service, cultural, social, entertainment, and specialty retail activity. The downtown's variety of activities also includes commercial development and high density residential uses. With the efforts of several organizations, the downtown continues to be a viable, multiuse center with many unique facilities and activities that attract residents and visitors.

Streetscape improvements, mid-block breezeway connections to parking lots, and various incentive programs for redevelopment have enhanced the appearance of the downtown and encouraged reinvestment. Redevelopment of existing buildings downtown further illustrate the investment taking place in the downtown and the continued expansion and reassertion of the downtown as a place for unique facilities and activities. New commercial buildings, such as the Roosevelt Place and Liberty Savings buildings, are additional examples of recent private-sector investment downtown.

The importance of maintaining Longmont's traditional core area as a vibrant, multiuse district requires the continued revitalization of the Central Business District. The following section identifies the policies and strategies that coincide with and are designed to accomplish this goal. A partnership among the various interested parties is necessary to attain this goal and to implement the policies and the strategies.

The Longmont Downtown Development Authority has its own master plan that more specifically defines the role of the downtown, establishes the expectations and vision for the future, and sets forth the implementation strategies for land use, parking, traffic circulation, urban design and historic preservation, and transition areas.



Central Business District Goals, Policies, and Strategies

GOAL CB-1: Revitalize the central business district.

POLICY CB-1.1: Enhance the downtown’s appearance and vitality.

Strategy CB-1.1(a): Continue to encourage historic preservation in the downtown by using financial and other incentives for rehabilitating and restoring historic landmarks.

Strategy CB-1.1(b): Encourage appropriate design techniques for revitalizing existing structures and for new construction.

Strategy CB-1.1(c): Continue to conduct street festivals, parades, and other special events promoting the downtown’s unique environment.

Strategy CB-1.1(d): Encourage governments to remain and locate in downtown.

POLICY CB-1.2: Create an environment that provides a unique, pedestrian-friendly district.

Strategy CB-1.2(a): Prepare a transportation plan for the central business district that identifies ways to enhance the downtown as a pedestrian-friendly area and meets the mobility and transportation needs of the district and community.

POLICY CB-1.3: Enhance the quality of business opportunities, and reduce the vacancy rates in the central business district.

Strategy CB-1.3(a): Cooperate with various groups interested in the central business district to provide assistance to existing businesses and in recruiting new businesses to downtown through programs such as the Façade Improvement Program that provides loans and grants

Strategy CB-1.3(b): Review impacts on the central business district when considering transportation projects and land uses outside the central business district.

POLICY CB-1.4: Encourage compatibility between the central business district and the surrounding residential neighborhoods.

Strategy CB-1.4(a): Develop and implement buffering between the surrounding residential neighborhoods and activities within the central business district that will also protect the viability of both areas.



Central Business District Indicators

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

Indicators: A. Percent annual change in central business district retail sales

Methods, Sources: A. City of Longmont Finance Department



PUBLIC IMPROVEMENTS

An important challenge of any rapidly growing community is to have the level of public improvements keep pace with the growth of the community. New development, existing deficiencies, obsolescence, and the changing goals of the City generate the need for public improvements. The purpose of this chapter is to provide policies to guide the City in determining what improvements are needed, when they are needed, and who will pay for them.

One important element of the City's public facilities is planning for and providing an adequate supply of raw and treated potable water. Union Reservoir, located east of the City limits, is a key component of its raw water supply. As part of its long-term water supply strategy, the City is planning for the enlargement of Union Reservoir. This effort, which has been underway for more than 10 years, includes land acquisition, buffering, and plans for expansion of the storage capacity of the reservoir. The City's *Water Resources Master Plan* and *Treated Water Master Plan* are important elements of the City's ongoing planning efforts for its water supply.

Public improvements and their use are an integral part of everyday community life. Public improvements include utilities such as water pipelines, transportation facilities such as streets, and public buildings such as fire stations or the library.

Maps in the *Longmont Area Comprehensive Plan* identify some public improvements such as streets, parks, and primary greenways. Other public improvements are not shown either because their future locations are not always known, such as recreation centers and golf courses, or because other plans, such as the *Wastewater Master Plan*, identify them in greater detail.

This chapter describes how growth pays its fair share of the necessary public improvement costs and emphasizes the importance of providing clear public improvement policies and regulations for development to follow. It also describes the City's priority on maintenance and bringing existing facilities up to current standards.

Determining what a development's fair share is can be complex. Public improvements may be necessary to serve demands from existing development, demands from a specific new development, cumulative demands from all new development, or combinations of the three. Toward this end, this chapter identifies the need to bring the regulations regarding public improvement responsibilities and reimbursements into as clear and predictable a process as possible.

This chapter distinguishes two types of public improvements called "basic" and "neighborhood." Basic public improvements are facilities that have a direct relationship to the development of individual properties or projects such as local streets and small-diameter waterlines. Neighborhood public improvements are facilities that serve neighborhood or Citywide needs and have a reasonable relationship to each specific development within the neighborhood or City. Examples of neighborhood public improvements are arterial streets and large-diameter waterlines.

This chapter establishes two types of costs associated with public improvements. They are called "fair share" costs and "oversizing" costs. Fair share costs are the property owner's responsibility for the portion of the basic or neighborhood improvement that directly benefits the development of the



property. For example, a collector street is a basic public improvement that directly benefits the adjacent properties. A property owner's fair share is one-half the cost of a collector street for the length of the development's frontage on the collector street. The property owner on the other side of the collector street also has half the cost as his or her fair share. Together they pay for the collector street adjacent to their properties at the time they develop.

Oversizing costs cover the costs for the portion of neighborhood improvements that is assigned to all of the property owners in the neighborhood or City that reasonably benefit from the facility. Because the improvement serves both the development of individual properties and the neighborhood or City in general, the oversizing cost is calculated as the amount over and above the fair share costs associated with basic improvements. In other words, oversizing pays for the capacity above what is necessary to serve a specific development directly. The oversizing serves the neighborhood or Citywide demand. For example, the oversizing cost of an arterial street is the amount over and above the cost of a collector street.

In addition to identifying the types of public improvements and the ultimate cost responsibility, this chapter also addresses the timing issue of when the public improvements must be in place. The City Council establishes priorities for City-initiated public improvements through the adopted *Capital Improvement Program*. A development must have in place all of the public improvements, both basic and neighborhood, necessary to serve its future residents and employees and necessary for the development to function as an integrated, compatible part of the City. A property owner may choose to proceed with development of the property and provide the necessary basic and neighborhood public improvements at his/her expense or choose to wait until the City or other developers provide the improvements and pay only the property's fair share of the improvements.

If the property owner proceeds and constructs the improvements, the City will reimburse him or her for the oversizing costs associated with neighborhood improvements as funds become available through a reimbursement mechanism such as a community investment fee. Other property owners will also reimburse him or her for their fair share of the basic and neighborhood public improvements when their property develops.

Finally, this chapter emphasizes the importance of the City and property owners planning and budgeting for the maintenance and operation costs associated with public improvements once they are built.



Public Improvements Goals, Policies, and Strategies

GOAL PI-1:	Provide for the construction, improvement, and maintenance of public facilities in a manner appropriate for a modern, efficiently functioning City.
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POLICY PI-1.1: Establish as the City's responsibility the funding of existing public improvement needs or those generated by obsolescence or the City's changing goals.

Strategy PI-1.1(a): Annually prepare and adopt a five-year *Capital Improvement Program* that reflects the City's priorities for capital construction consistent with the *Longmont Area Comprehensive Plan*.

POLICY PI-1.2: Assign responsibility to property owners for public improvement needs that new development generates, and establish a clear and predictable process for property owners to follow to provide these improvements when they develop their properties.

Strategy PI-1.2(a): Periodically review, and modify as appropriate, the *Land Development Code* and the *Public Improvement Design Standards & Construction Specifications* that together clearly describe when the City requires public improvements to serve development and the financial requirements and responsibilities for their design, construction, improvement, and maintenance.

Strategy PI-1.2(b): Use annexation impact reports, annexation agreements, and public improvements agreements to clearly identify and state the specific public improvement requirements and responsibilities of the City and of property owners.

POLICY PI-1.3: Construct basic improvements, meaning those improvements that have a direct relationship to the development of property, when the City determines they are necessary.

Strategy PI-1.3(a): Identify and define all public improvements that have a direct relationship to development of property as basic improvements.

Strategy PI-1.3(b): Require property owners to provide for basic public improvements at the time of development or redevelopment.

Strategy PI-1.3(c): Establish development's fair share cost as each property's proportionate share of the basic improvements plus any improvements necessary to serve the property specifically, such as deceleration lanes at driveways.

Strategy PI-1.3(d): Require property owners who benefit from basic improvements constructed by others to reimburse their fair share of the cost when they develop or redevelop.



POLICY PI-1.4: Construct neighborhood public improvements, meaning those improvements that serve neighborhood or Citywide needs and have a reasonable relationship to development within the neighborhood, when the City determines they are necessary.

Strategy PI-1.4(a): Identify and define all public improvements that serve neighborhood or citywide needs with a reasonable relationship to development as neighborhood public improvements.

Strategy PI-1.4(b): Require all those who benefit from neighborhood public improvements to participate in paying for the oversizing costs of those improvements.

Strategy PI-1.4(c): Reimburse any entity that fully provides a neighborhood public improvement for the oversizing costs as funds become available through a financing and reimbursement mechanism.

Strategy PI-1.4(d): Review proposals to provide neighborhood public improvements ahead of the City's schedule to determine if construction of the improvements at that time is in the City's interest, and if so, establish a reimbursement schedule for the oversizing costs.

Strategy PI-1.4(e): Collect funds for neighborhood public improvements through techniques such as a community investment fee in order to have funds available to reimburse oversizing costs that others paid and to fund other neighborhood public improvements at the time the City determines they are necessary.

Strategy PI-1.4(f): Consider alternative methods of financing public improvements, including the use of City-controlled special improvement districts.

Strategy PI-1.4(g): Coordinate development review with the St. Vrain Valley School District, including school site dedication or cash-in-lieu by developers, so that the necessary school facilities will be constructed when the school district determines that they are necessary.

POLICY PI-1.5: Provide adequate utility service to all areas within the City for the use and intensity that the zoning permits.

Strategy PI-1.5(a): Provide new City water and/or sanitary sewer service to properties within the City, and consider providing such service in limited situations outside the City only when City Council determines such extensions benefit the City's interests.

Strategy PI-1.5(b): Provide electrical service within the City and outside the City limits in a service area that is stipulated in agreements with other electric companies and that the Public Utilities Commission supports.



Strategy PI-1.5(c): Provide new City storm water facilities consistent with proper storm water management and storm water master plans.

Strategy PI-1.5(d): Design the wastewater system to flow without the installation of new wastewater lift stations with the exception of regional lift stations for the Quail and McLane Neighborhood Planning Areas and a portion of the East Side Neighborhood Planning Area that is just north of the St. Vrain River.

Strategy PI-1.5(e): Encourage the elimination of private sewage disposal systems within the City.

Strategy PI-1.5(f): Provide efficient water and sewer treatment at consolidated City facilities, and discourage the installation of multiple treatment plants within the Longmont Planning Area.

Strategy PI-1.5(g): Coordinate with surrounding water and sanitary sewer districts in the St. Vrain Valley Planning Area to review the impacts of development and the impacts of service area changes on both the City and the districts.

POLICY PI-1.6: **Protect and fully use the investment made in each public facility and provide for the maintenance and operating costs that are the City's responsibility.**

Strategy PI-1.6(a): Establish the City's responsibility in general to maintain and operate public improvements it accepts, and recognize that public improvements contribute to the high quality of life in Longmont.

Strategy PI-1.6(b): Establish the property owner's responsibility to maintain public improvements when the public improvement provides a direct benefit to the property and can be integrated with the on-site maintenance responsibilities of the development; for example, landscaping in the street right-of-way.

Strategy PI-1.6(c): Identify and plan for maintenance and operating costs through the budget and public improvement review processes before the City or developer constructs public improvements.

Strategy PI-1.6(d): Budget adequate funds for the maintenance and operation of public improvements consistent with the City's budget priorities and the City's acceptance of responsibility for the maintenance and operation of those improvements.

Strategy PI-1.6(e): Identify general responsibilities for the maintenance of each public improvement in the *Land Development Code* and the *Public Improvement Design Standards & Construction Specifications*, and where appropriate, reference these responsibilities in each public improvements agreement.

Strategy PI-1.6(f): Create a positive visual impact with public facilities through design, landscaping, and screening, and sustain the image through ongoing maintenance.



Strategy PI-1.6(g): Coordinate with other public improvement providers to provide cost-effective and efficient maintenance of public facilities.

POLICY PI-1.7: Provide for the integration of public improvements outside the City with City public improvements.

Strategy PI-1.7(a): Coordinate the planning, design and construction standards for public improvements outside the City but within the Municipal Service Area or Longmont Planning Area to facilitate possible integration with City public improvements.

Strategy PI-1.7(b): Use cooperative agreements with other public improvement providers so that all urban-level development within the Municipal Service Area or Longmont Planning Area installs public improvements consistent with the City's standards to facilitate possible integration with City public improvements.

Strategy PI-1.7(c): Connect all public improvements serving new development to the City's existing systems, and provide for the extension of the systems to adjoining parcels where the City considers such extensions to be appropriate.



Public Improvements Indicators

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 Standards: 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.

Indicators:

- A. Construction of all new development includes water quality measures, which meet the City’s National Pollutant Discharge Elimination System (NPDES) regulations, to maintain the City’s discharge permit with the Colorado Department of Public Health and Environment (CDPHE).
- B. Verify that new development provides necessary public improvements
- C. Identify number of development proposals denied based on location outside of response time

Methods, Sources:

- A. City of Longmont Public Works Division
- B. City of Longmont Planning Division
- C. City of Longmont Fire Department



TRANSPORTATION

The safe, efficient, and convenient movement of people and goods has always been an important community goal. Mobility is important to the City's economic, environmental and community health.

Longmont's residents have made a significant investment in the transportation system, supporting a system of roadways, bikeways, transit, travel demand management (TDM) techniques, pedestrian facilities, and a general aviation airport. The challenge is to guide the City toward meeting the mobility needs in the future as Longmont grows. To meet this challenge, the transportation goals, policies, and strategies approach mobility from four sides:

- **The Transportation System:** Provide a safe, affordable, efficient and convenient transportation system, balancing multiple modes of travel to meet the community's mobility needs in a manner compatible with the economic, community, and natural environment.
- **Travel Demand Management:** Encourage travel that will efficiently use the transportation system through travel demand management, such as the use of alternative means of travel to reduce single-occupant car trips, and adjustments to commuting patterns to reduce traffic at peak hours. Design a balanced system by adjusting funding priorities to promote a variety of travel modes.
-
- **Transportation and Land Use Balance:** Provide a balance between the planned land uses and the transportation system so that the City can maintain an acceptable level of mobility while maintaining economic vitality and quality of life.
- **Transportation and Livability:** Transportation plays a major role in the livability of our City. Longmont residents and visitors desire safe, efficient, convenient and accessible, transportation that provides viable mobility choices for all Longmont residents and will enhance the City's livability, economic vitality, environmental quality, sustainability, and overall quality of life. The City also aspires to support and incorporate "active living" principles for transportation. On the other hand, some projects involve tradeoffs that provide congestion relief and other benefits for the City as a whole but can also have impacts on neighborhoods and businesses. How we view transportation is often different when we're driving in a car than when we're in our yards with our families. Due to their controversial nature, decisions on these types of projects are often challenging for the Planning and Zoning Commission and City Council. At times the community may not want the most effective transportation solution due to livability concerns.

The continued refinement of the computer-based travel demand model for the Longmont area provides the ability to analyze the projected balance between future land use and the transportation system by testing changes to land use and the transportation system. As a result of the modeling effort, the concepts of "land use and transportation balance" and "level of service" have been



included in the *Longmont Area Comprehensive Plan* to provide additional relevant information to support the decision-making process.

Level of service is a roadway performance indicator that considers traffic volumes, roadway carrying capacity, and travel time delay. It is represented as an alphabetical ranking of A (excellent) to F (failing) to reflect the road's ability to meet the traffic demands placed upon it. Level of service is calculated separately for roadway segments and intersections since intersection delay is often the constraining factor for efficient mobility. Both were used in the evaluation of land use and roadway alternatives in the most recent update of the *Longmont Area Comprehensive Plan*. The intersection level of service analysis utilized portions of the City's level of service benchmark as described in Section 15.05.150 of the *Land Development Code*.

There is a continued emphasis in this chapter on making the community's investment in the road system as cost-effective as possible by protecting the function of the system. Functional classification establishes the type of transportation service provided by a specific road in terms of the levels of mobility and land access appropriate for each road type. The functional classifications were previously expanded to five: expressways and arterials for through movements, primary and neighborhood collectors to move traffic to and from neighborhoods to the arterials, and local streets for driveway access. Road spacing, continuity, and access control are key distinguishing features of each functional class. Policies on access management address the location of driveways and the spacing of signalized intersections.

The Transportation chapter also includes language pertaining to trucks, mobility-impaired accessibility, the environment, and intergovernmental and public-private cooperation. Expanded language more fully defines the City's vision of multiple means of travel, transportation system management, and travel demand management.

The Transportation chapter reflects the community's vision of an efficient, economical, and safe transportation system that integrates multiple means of travel in a manner compatible with the environment and the concept of livability. The City envisions a transportation system balanced with planned land uses and designed to serve the future mobility needs of Longmont's diverse and growing community.

As part of the 2003 update to the *Longmont Area Comprehensive Plan*, new policies have been added in the Transportation chapter to incorporate recommendations from the Bicycle Task Force and the Transportation Demand Management Task Force. New policies also reiterate the pursuit of commuter rail from Boulder to Longmont as part of the Regional Transportation District's FasTracks proposal and incorporate the *Boulder County Transportation System Study's* recommendations for multi-modal enhancements to the State Highway 119/Diagonal Highway.



Transportation Goals, Policies, and Strategies

GOAL T-1: Create a transportation system that promotes and supports planned land uses.

POLICY T-1.1: Balance land uses and the transportation system to maintain and improve current levels of mobility.

Strategy T-1.1(a): Coordinate transportation and land use improvements on both a long-term and short-term basis.

Strategy T-1.1(b): Monitor residential development densities, nonresidential floor to area ratios, and percentage buildout in the Longmont Planning Area to measure the accuracy of planned land use assumptions versus developed land use.

Strategy T-1.1(c): Monitor the success of transportation system management, access management, transportation demand management, and bicycle programs to determine the ability of these programs to contribute to the balance between land use and transportation.

Strategy T-1.1(d): Plan and design a transportation system that supports and enhances the central business district as a unique, pedestrian-friendly activity center and is integrated with the surrounding transportation network.

GOAL T-2: Provide an adequate, safe, and efficient multi-modal transportation system that is compatible with the natural, community, and economic environment.

POLICY T-2.1: Design the Citywide transportation system to encourage the use of multiple means of transportation.

Strategy T-2.1(a): Develop a multimodal implementation plan that addresses the unique needs of each mode of travel, that identifies methods of integrating all modes of travel into a comprehensive transportation system, and that has efficient links between each mode.

Strategy T-2.1(b): Implement a travel demand management program and Travel Demand Management Task Force recommendations that provide incentives to encourage people to use alternatives to single-occupant vehicle trips during peak travel periods by establishing and supporting transportation coordinators with larger businesses and business districts, determining Citywide trip reduction goals, and implementing a travel demand management education outreach program with schools and businesses.



Strategy T-2.1(c): Incorporate bicycle and pedestrian connections to transit and adjacent, transit-ready developments during the planning, design, and implementation of public improvement and development.

Strategy T-2.1(d): Develop and distribute information to local businesses, schools, and the general public about alternative modes of travel and efficient use of the existing system.

Strategy T-2.1(e): Update and validate transportation planning data and the Longmont area travel demand model as needed.

Strategy T-2.1(f): Explore the use of abandoned railroad rights-of-way for opportunities to serve alternative means of transportation.

Strategy T-2.1(g): Continue to modify, where appropriate, street design standards, traffic impact analysis guidelines, and development review criteria to fully consider transit, bicycle, and pedestrian travel on collector and arterial streets and to establish on-site multi-modal subarea plans and facilities for large developments and activity centers.

POLICY T-2.2: **Maintain a roadway system that encourages the use of arterial streets for crosstown and regional traffic, that encourages the use of primary and neighborhood collector streets to channel traffic from the neighborhoods to arterial streets, that discourages the use of local streets for through traffic, and that provides efficient regional travel connections to other jurisdictions and activity centers in the region.**

Strategy T-2.2(a): Monitor, maintain and improve the City's arterial street system and the traffic control system to reflect their importance as the backbone of the multi-modal system.

Strategy T-2.2(b): Continue to modify, where appropriate, current street standards to control volume and speed on neighborhood collector and local streets as well as safely accommodate bicycle, pedestrian, and transit travel modes.

Strategy T-2.2(c): Mitigate transportation facilities' impacts on noise and air pollution, safety hazards, and aesthetics through appropriate traffic control, facility design, and site design on both public and private property adjacent to the transportation facility.

Strategy T-2.2(d): Cooperate with neighborhood groups to reduce traffic problems on neighborhood collector and local streets.

Strategy T-2.2(e): Provide a level of service as specified in the City's Quality of Life Benchmarks at signalized intersections.



Strategy T-2.2(f): Construct six-lane arterials only where other techniques cannot modify the traffic volumes, where alternative improvements cannot serve the demand, and where there is acceptable mitigation of the projected community, environmental, and financial impacts to the City.

Strategy T-2.2(g): Provide an adequate transportation system to serve crosstown and regional trips, discourage diversion of through-traffic to neighborhood collector and local streets, and keep traffic volumes on neighborhood collector and local streets to the standards City Council adopted.

Strategy T-2.2(h): Protect the capacity and safety on arterial roads by using local streets for driveway access and collector streets for driveway access when a local street is not available.

Strategy T-2.2(i): Maximize the efficiency of arterial streets through access management and control over the number and spacing of signalized intersections.

Strategy T-2.2(j): Improve the capacity and safety along arterial streets by reducing the number of existing driveways.

Strategy T-2.2(k): Plan the land use and internal road system adjacent to Airport Road, County Line Road, and State Highway 66 to space signalized intersections no closer than one-half mile in order to provide efficient routes for through-traffic to bypass central Longmont.

Strategy T-2.2(l): Pursue the implementation of the recommendations from the *State Highway 119 Diagonal Highway Alternatives Assessment: Boulder County Transportation System Study (July 2001)* including near-term intersection and other operational improvements, longer-term grade separations at major intersections, corridor-level bus improvements, evolving transit services from regional bus to commuter rail operations, and development of the bicycle and pedestrian facilities for a more balanced transportation system in this corridor.

POLICY T-2.3: **Promote and encourage the development of an effective and efficient transit system that is competitive with the single-occupant vehicle in service, affordability, convenience, and accessibility within Longmont and as a link to other communities in the region.**

Strategy T-2.3(a): Coordinate with transit providers to improve and expand transit service to provide greater accessibility to Longmont’s residents.

Strategy T-2.3(b): Encourage private and institutional participation in transit, paratransit (door through door service) and carpooling to balance the overall transportation system.



Strategy T-2.3(c): Promote public transportation opportunities such as bus passes, vanpools, and convenient carpool parking, through the workplace to effectively reduce peak hour congestion.

Strategy T-2.3(d): Support the expansion of direct regional transit service from Longmont to major activity centers along the Front Range such as Denver, Boulder, Fort Collins, and the Denver International Airport.

Strategy T-2.3(e): Support and monitor the proposed Northwest Rail Corridor in the existing rail corridor along the Diagonal Highway (State Highway 119) and into Downtown Longmont with all day service as part of the Regional Transportation District's (RTD) FasTracks project.

Strategy T-2.3(f): Support RTD in reorienting local bus service to provide local connections to activity centers and rail stations.

Strategy T-2.3(g): Evaluate existing transit stops and Park-n-Ride locations and promote improvements to them that would further support transit.

Strategy T-2.3(h): Pursue additional transit stops and Park-n-Ride locations, where appropriate, that would improve access to transit.

POLICY T-2.4: Provide bikeways and walkways to encourage nonpolluting alternative means of transportation and active living.

Strategy T-2.4(a): Design and promote the bikeway system as an important facility that serves different users, including bicyclists, pedestrians, and joggers, with different functions such as transportation and recreation.

Strategy T-2.4(b): Provide convenient and direct connections using bikeways and walkways between residential, employment centers and schools, with grade separations at major barriers such as arterials, rivers, and railroads.

Strategy T-2.4(c): Identify funding sources, including developer participation that the City can use to complete the bikeway and walkway systems.

Strategy T-2.4(d): Provide trails, walkways and sidewalks for safe, efficient pedestrian access in all parts of the City. Study and implement strategic pedestrian safety improvements at intersections and mid-block crossings to cross safely at-grade, with techniques such as narrowing of intersections (neckdowns) and medians with safe pedestrian crossing areas.

Strategy T-2.4(e): Continue to stripe bicycle lanes on collector and arterial streets, and place signage for designated bike routes, bike lanes, and trail heads. Pursue other educational opportunities to identify facilities, connections, directions, etc. and to enhance bicycle use and safety .



Strategy T-2.4(f): Pursue funds for video detection of bicycles at signalized intersections.

Strategy T-2.4(g): Coordinate regional pedestrian and bicycle connections with other jurisdictions.

Strategy T-2.4(h): Pursue new bicycle work items including prioritizing additional funds for bicycle projects in the *Capital Improvement Program*.

POLICY T-2.5: **Coordinate with regional transportation agencies, transit providers and the private sector in the planning, design, construction, and maintenance of the transportation system.**

Strategy T-2.5(a): Coordinate with regional transit providers and planning agencies to use funds wisely and efficiently for the planning, implementation, and maintenance of the transportation system in and around Longmont.

Strategy T-2.5(b): Encourage public/private partnerships as a means of implementing transportation improvements and programs.

Strategy T-2.5(c): Support regional transportation planning to provide efficient, convenient and direct multi-modal access to the Denver International Airport from northern Colorado communities.

Strategy T-2.5(d): Promote and coordinate multi-modal connections between Northern Colorado and the Denver Metropolitan Region by coordinating with the Denver Regional Council of Governments, the Northern Front Range Metropolitan Planning Organization, the Regional Transportation District, and the Colorado Department of Transportation.

POLICY T-2.6: **Facilitate the orderly movement of goods to enhance Longmont's economic viability and residents' quality of life.**

Strategy T-2.6(a): Maintain truck routing plans and regulations that use collector streets through industrial areas and arterial streets to facilitate access to Longmont's economic centers, and that minimize truck travel through residential neighborhoods.

Strategy T-2.6(b): Monitor the State's hazardous truck routing plans, and participate in local review of hazardous materials legislation, routing standards, and proposed routes.

Strategy T-2.6(c): Monitor and update the City's *Emergency Preparedness Plan* on a regular basis to provide for the community's safety in case of accidents involving the transportation of hazardous materials.

Strategy T-2.6(d): Develop creative solutions to address freight train traffic by improving communications with railroad companies to coordinate compatibility



between the rail system and operations and the City's land use and transportation system.

POLICY T-2.7: Improve access to transportation for people with special transportation needs such as people with disabilities, people with low incomes, the elderly, and the young.

Strategy T-2.7(a): Enhance the mobility options for people with special transportation needs such as the disabled, aging & youth populations through the development of an accessible multi-modal transportation system including access to transit stops and the ability to cross streets more easily.

Strategy T-2.7(b): Encourage cooperation among transportation providers, human service agencies, and nonprofit social service groups to fund accessible and affordable transportation serving people with special transportation needs.

Strategy T-2.7(c): Further encourage Safe Routes to Schools programs that establish guidelines for on and off-street bicycle and pedestrian connections to and from schools; and modify the *Land Development Code* as necessary to accommodate these connections.

Strategy T-2.7(d): Evaluate the transportation system and identify modifications, such as access to transit stops and the ability to cross streets more easily, that would make the system accessible to all Longmont citizens including the disabled, aging, and youth populations.

GOAL T-3: Promote the design and use of a transportation system that protects environmental quality by improving air quality and reducing noise pollution and energy consumption from mobile sources.
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POLICY T-3.1: Support measures that provide an acceptable level of air quality for Longmont's and the surrounding area's residents.

Strategy T-3.1(a): Implement transportation system management and transportation demand management programs and traffic control measures that result in a more efficient use of transportation facilities and reduce travel demand, air pollution, energy consumption, infrastructure needs, and operational costs.

Strategy T-3.1(b): Promote less polluting alternatives to the single-occupant vehicle trip, such as carpooling, transit, bicycling, walking, and telecommuting, through alternative mode and travel demand management programs.

Strategy T-3.1(c): Minimize the environmental impact from street debris through effective street sanding and sweeping procedures and other programs that minimize particulates.



Strategy T-3.1(d): Pave all streets within the City limits and Municipal Service Area, and establish, at the time of annexation, how existing unpaved roads will be brought up to City standards.

Strategy T-3.1(e): Encourage businesses with drive-in facilities to minimize the idling time of vehicles through efficient site design and operational policies such as multiple windows in order to reduce air pollution and energy consumption.

Strategy T-3.1(f): Encourage developing fuel technologies and converting fleets to fuels other than gasoline to reduce air pollution and energy consumption.

POLICY T-3.2: Reduce transportation-related noise and related negative impacts.

Strategy T-3.2(a): Use site design techniques such as greater setbacks, screening, landscaping, berming, and building design both on-site and in the arterial right-of-way to buffer housing from the negative impacts of arterial traffic where residential development is adjacent to an arterial street.

Strategy T-3.2(b): Include appropriate noise attenuation techniques in the design of all arterial streets.

Strategy T-3.2(c): Consider noise impacts in roadway and land use decisions.

GOAL T-4: Maintain a safe and efficient airport to meet the City’s air transportation needs for commerce and recreation in order to attract and foster economic development.

POLICY T-4.1: Operate the airport as a community asset, and improve the facilities to increase its use and revenues.

Strategy T-4.1(a): Maintain the airport in its current location.

Strategy T-4.1(b): Plan for compatibility between nearby land use and the airport through coordinated land use and airport planning, allow residential uses only in compatible areas around the airport, and use techniques such as aviation easements, plat notes, disclosure notices, or other appropriate methods to manage land uses in the airport environs.

Strategy T-4.1(c): Examine and revise, as appropriate, land development and building code regulations to mitigate airport-related noise impacts on development in the airport environs.

Strategy T-4.1(d): Pursue grants to improve aviation facilities in accordance with Federal Aviation Administration standards at the airport as recommended in the *Airport Master Plan’s* capital improvement component.



Strategy T-4.1 (e): Provide efficient transportation service between business centers and the airport.

Strategy T-4.1 (f): Review and update, as needed, the *Airport Master Plan*.

Strategy T-4.1 (g): Administer airport operations in accordance with the *Airport Master Plan*, and manage airport operations to ensure their continued compatibility with other land uses in the airport environs.

Strategy T-4.1 (h): Coordinate with Boulder County to manage land uses appropriately in the unincorporated areas of the airport environs.



Transportation Indicators

Policy Rationale: Mobility is important to the City’s economic, community, and environmental health. A safe, efficient, and convenient, transportation system enhances the City’s livability, economic vitality, environmental quality, sustainability and overall quality of life.

Benchmark Standard: Meet the City of Longmont established benchmark standard for roadway level of service, as defined in Section 15.05.150 of the *Land Development Code*

Indicators:

- A. Number of traffic impact studies required for proposed developments and the number of development applications denied based on the benchmark
- B. Level of service and volume-to-capacity ratio for key intersections in the City
- C. Number of trips made on local Regional Transportation District transit
- D. Number of employers with a transportation demand management program for employees, such as van pools, ECOPASS, or others
- E. Total vehicle miles traveled on the City’s arterial and collector roadways
- F. Total miles of bikeways in the City.

Methods, Sources:

- A. Require developers to provide a traffic impact study where the potential impacts warrant such a study
- B. City of Longmont, Public Works Division
- C. Regional Transportation District and the City of Longmont Planning Division
- D. City of Longmont Planning Division
- E. City of Longmont Public Works Division
- F. City of Longmont Planning Division



HUMAN SERVICES, CULTURE, AND EDUCATION

This chapter recognizes the important role that social, cultural, and educational factors have on the physical development of the City and the quality of life in the community.

Human Services

The demand for human services has grown considerably with economic and social trends, and exceeds the available resources to provide these services. The current system for providing human services has many players: public, private, and nonprofit. It is a complicated system that is often difficult for clients and the larger community to understand. Often it is not clear to people how they can find the help they may need.

Increasingly local governments are becoming involved in human services. Longmont is no exception. As a community, Longmont has a stake in the quality of life of all residents. Everyone has a stake in helping each other.

The City responds to human service needs by either providing services directly, contracting for services with independent agencies, or developing collaborative community efforts and volunteerism among public, private, and nonprofit entities. The City uses five basic premises in guiding its efforts in providing human services to Longmont's residents:

- **Empowerment** focuses on building an individual's and/or family's strengths so that they can be the best they can be with minimum dependence on the human service delivery system.
- **Prevention, Early Intervention, and Education** focus on services and programs that address needs and prevent subsequent problems, that address conditions or issues before they develop into significant human problems, and that create educational opportunities so that knowledge is preserved and conveyed to present and future generations.
- **Community Catalyst** stimulates the community to address human service issues, organizes collaborative efforts to assess needs, and creates community responses.
- **Continuum of Services** provides residents access to a variety of services and programs that address varying levels of needs; e.g., to close the gaps in the human service delivery system.
- **Service Accessibility and Acceptability** focus on providing services and programs that are accessible to residents, that reflect cultural sensitivity, and that understand and appreciate the diversity of people, ideas, and values.



Culture

Longmont's diverse residents contribute to what makes this community special. People want Longmont to be a community where everyone receives respect and dignity and has opportunities to actively participate in community life. Developing an awareness and appreciation of differences, and then celebrating what each person brings to Longmont, can enrich everyone.

Welcoming and accepting people into the community are key to Longmont's preserving its small town atmosphere as it grows. As a community, Longmont wants to protect civil liberties and enhance the opportunity for all residents to live and enjoy life. Longmont will not tolerate discrimination against any of its residents.

Longmont residents enjoy a variety of cultural opportunities. Some opportunities the City provides directly. Other opportunities citizens provide themselves. These cultural opportunities enrich the lives of Longmont's residents. They make the community a great place in which to live and work.

Education

Lifelong learning can help individuals be independent and reach their full potential. The St. Vrain Valley School District is instrumental in achieving this goal. The City and the St. Vrain Valley School District cooperate on educational programs at the museum and library that benefit our residents. The City and the St. Vrain Valley School District need to work closely to coordinate in planning for and locating schools in new neighborhoods.

Front Range Community College also is instrumental in helping individuals on their journeys of lifelong learning. In cooperation with other members of the community, the City is promoting the development of a permanent Boulder County campus in Longmont for Front Range Community College.

The City also maintains a firm commitment to lifelong learning by providing educational programs through the museum, senior center, youth center, and recreation center. The Longmont Public Library provides information in various media for the lifelong education of St. Vrain Valley residents.



Human Services, Culture, and Education Goals, Policies, and Strategies

GOAL HS-1: Support and enhance a wide range of social, cultural, informational, and educational resources so that all Longmont residents have an equal opportunity to maximize their potential and enhance their quality of life.

POLICY HS-1.1: Promote human service programs that strengthen and support individuals, families, and neighborhoods.

Strategy HS-1.1(a): Participate in appropriate regional human services partnerships to determine more efficient and effective methods for delivering human services to Longmont’s residents.

Strategy HS-1.1(b): Maximize public, private, and nonprofit agencies’ coordination in providing human services.

Strategy HS-1.1(c): Identify areas for potential improvements in efficiency such as encouraging volunteerism, eliminating service duplication, reducing administrative overhead, and filling service gaps.

Strategy HS-1.1(d): Focus resources on a continuum of services and programs to assist residents with varying levels of need ranging from basic needs (food, shelter, clothing, and protection from abuse and neglect) to early intervention and prevention that address human conditions or issues before they develop into significant individual, family, and/or community issues.

Strategy HS-1.1(e): Evaluate community needs, and target available City funding based on those demonstrated needs.

Strategy HS-1.1(f): Explore options to provide increased technical assistance and indirect and administrative support to human service providers.

Strategy HS-1.1(g): Provide public facilities that families can use and enjoy such as establishing neighborhood-based centers and/or programs.

Strategy HS-1.1(h): Consider developing incentives for businesses to provide human services to their employees; e.g., health care benefits and day care.

Strategy HS-1.1(i): Consider the impacts new development may have on the community’s ability to provide human services.



POLICY HS-1.2: Improve cultural opportunities, and foster an appreciation of diversity.

Strategy HS-1.2(a): Lead community efforts in developing programs for individuals and families that promote an understanding of, and appreciation for, Longmont residents' diversity.

Strategy HS-1.2(b): Encourage, support, and cooperate with community organizations in offering events and activities that actively involve and bring together diverse groups of residents and create a strong sense of community identity.

Strategy HS-1.2(c): Support cultural opportunities such as providing appropriate facilities, collections, resources, educational programs, and family activities at the museum, the senior and recreation centers, and at the library.

Strategy HS-1.2(d): Support community efforts in developing a visual arts center.

Strategy HS-1.2(e): Provide meeting rooms and performance locations at City facilities, when they are available, for a nominal fee.

Strategy HS-1.2(f): Encourage businesses to allow community organizations to use temporarily vacant building space.

Strategy HS-1.2(g): Provide spaces that families can use and enjoy for unprogrammed activities.

Strategy HS-1.2(h): Develop museum programs that educate residents and visitors on the history and culture of the Longmont area.

POLICY HS-1.3: Promote lifelong education.

Strategy HS-1.3(a): Work with other community leaders in improving and enhancing educational opportunities for Longmont's residents throughout their lives.

Strategy HS-1.3(b): Coordinate with the St. Vrain Valley School District in the review of new residential development and the designation of school sites based on the following minimum size requirements:

- A. *Provide at least 10 acres for elementary schools.*
- B. *Provide at least 25 acres for middle schools.*
- C. *Provide at least 50 acres for high schools.*

Strategy HS-1.3(c): Consider the impacts new residential development may have on the St. Vrain Valley School District's ability to serve additional students.



Strategy HS-1.3(d): Explore with the St. Vrain Valley School District methods that both the City and the St. Vrain Valley School District can use to mitigate the impact that additional students may place on the St. Vrain Valley School District's capital facilities.

Strategy HS-1.3(e): Encourage adult education providers to offer more, and a greater variety of, classes in Longmont.

Strategy HS-1.3(f): Support programs that increase literacy and that prepare people to pass the high school equivalency exam.

Strategy HS-1.3(g): Promote and encourage the expanded use of communication technologies for off-site educational and community informational purposes.

Strategy HS-1.3(h): Develop and strengthen museum, senior and recreation centers, and library resources, including technological resources, to provide community information, education, and cultural enrichment.

Strategy HS-1.3(i): Cooperate with educational providers in sharing information resources and applications of information technology.

Strategy HS-1.3(j): Coordinate efforts with educational providers and community leaders to offer educational opportunities in nontraditional media and/or in nontraditional settings.

Strategy HS-1.3(k): Promote the development of a permanent Boulder County campus for Front Range Community College in Longmont.

<p>GOAL HS-2: Protect civil liberties and ensure that all residents have equal access to resources and opportunities to participate in the community and enjoy life.</p>

POLICY HS-2.1: Maintain an ongoing commitment and leadership role in promoting an understanding of, and appreciation for, Longmont residents' diversity.

Strategy HS-2.1(a): Target strategies to increase the involvement of diverse groups of residents in community issues and in City-sponsored activities.

Strategy HS-2.1(b): Offer programs and services that are culturally sensitive and encourage the participation of diverse residents.

Strategy HS-2.1(c): Periodically review the community mediation program that includes racial and other tolerance issues, and modify as appropriate.

Strategy HS-2.1(d): Sponsor leadership development training and mentoring programs for members of different cultures within Longmont.



Strategy HS-2.1(e): Sponsor and promote events and activities that celebrate diversity within Longmont.

Strategy HS-2.1(f): Develop resources, exhibits, and programs, through the museum and library that sensitively educate residents about the different cultures within Longmont.

Strategy HS-2.1(g): Develop ongoing opportunities for cultural education through Longmont’s sister city relationships.

Human Services, Culture, and Education Indicators

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*.

Indicators:

- A. Number of development proposals and corresponding dwelling units that were denied, or placed on hold, based on this benchmark
- B. Number of acres of incorporated area in which new development is not possible due to development conditions that exceed this benchmark

Methods, Sources: A & B. City of Longmont Planning Division



ENVIRONMENTAL QUALITY AND RESOURCES CONSERVATION

Environmental quality and the wise use of natural resources are increasingly important to Longmont residents and businesses. The condition of the environment is directly related to the quality of life. The presence of clean air, water, and soil is important to maintain people's health as well as to promote a healthy business environment. The conservation of Longmont's natural resources will help to ensure that future residents and businesses have resources necessary for the community's continued vitality. Preserving Longmont's natural features and areas will help to maintain Longmont's identity and desirability as a place to work and live.



Environmental Quality and Resources Conservation Goals, Policies, and Strategies

GOAL E-1: Maintain and improve Longmont’s environmental quality.

POLICY E-1.1: Implement cost-effective measures aimed at attaining a pollution-free environment.

Strategy E-1.1(a): Expand and develop programs that target both Longmont businesses and residents to reduce pollution.

Strategy E-1.1(b): Attain and then maintain governmental environmental standards by cooperating with environmental agencies and by increasing compliance with all applicable pollution control standards.

Strategy E-1.1(c): Pursue “Building Green” programs to be recommended by the Board of Environmental Affairs.

POLICY E-1.2: Monitor the current research and data on the effects of electromagnetic fields on health.

Strategy E-1.2(a): Incorporate current research and data on electromagnetic fields into the review of development applications for property adjacent to existing and future electric transmission lines and to substations, and require modifications when warranted.

Strategy E-1.2(b): Incorporate current research and data on electromagnetic fields into the planning and siting of electric transmission lines and substations, and require design modifications when warranted.

Strategy E-1.2(c): Provide current research information on electromagnetic fields to the public.

POLICY E-1.3: Minimize exposure to excessive and disturbing noise.

Strategy E-1.3(a): Periodically review noise standards and revise, as appropriate, to minimize disturbances from noise.

POLICY E-1.4: Minimize exposure to unpleasant odors.

Strategy E-1.4(a): Periodically reevaluate existing odor control regulations and revise, as appropriate, to limit odor emissions.



GOAL E-2: Preserve environmental resources and unique natural areas.

POLICY E-2.1: Encourage a growth pattern for the City that preserves unique and sensitive natural resources and areas.

Strategy E-2.1(a): Inventory wildlife habitat within the Municipal Service Area and the Longmont Planning Area, and incorporate techniques to mitigate development impacts on wildlife and their habitat.

Strategy E-2.1(b): Cooperate with other jurisdictions to develop programs for preserving areas of environmental significance, such as stream corridors, scenic views and highways, wildlife habitat, and wetlands.

Strategy E-2.1(c): Continue to evaluate the feasibility and desirability of establishing and maintaining minimum stream flows.

POLICY E-2.2: Promote site designs and techniques that minimize development’s impacts on the natural environment.

Strategy E-2.2(a): Periodically review development regulations that evaluate the impact proposed development has on the natural environment to ensure that they are effective and represent state-of-the-art approaches.

POLICY E-2.3: Encourage the use of floodplains and major drainage facilities for recreational use, open space, and other appropriate uses that preserve the natural environment and minimize the potential for property damage.

Strategy E-2.3(a): Review floodplain regulations and revise, as appropriate, to encourage recreational and open space uses within floodplains.

POLICY E-2.4: Encourage wetlands preservation.

Strategy E-2.4(a): Coordinate with the Army Corp of Engineers to verify that all development within the City secures necessary permits.

Strategy E-2.4(b): Map wetlands within the Municipal Service Area and Longmont Planning Area.

Strategy E-2.4(c): Minimize development’s impact on wetlands by requiring appropriate mitigation measures.

Strategy E-2.4(d): Evaluate the implications and impacts of constructing new wetlands and restoring natural habitat.



POLICY E-2.5: Facilitate the extraction of scarce subsurface resources in accordance with state law, require mitigation of undesirable impacts to the natural environment and to the community, and discourage development in advance of extraction.

Strategy E-2.5(a): Develop subsurface aggregate resource extraction regulations that mitigate impacts to the natural environment and surrounding neighborhoods, and that provide for the review of reclamation plans.

Strategy E-2.5(b): Cooperate with other jurisdictions to develop a program that addresses concerns regarding mineral extraction activity, proposed gravel mines, and reclamation plans within the Longmont Planning Area.

Strategy E-2.5(c): Encourage the economically feasible extraction of oil and gas and aggregate mineral deposits prior to annexation and urban development.

GOALS E-3: Maintain a high-quality domestic water supply.

POLICY E-3.1: Designate domestic use of the City's water rights as superior to any other use.

Strategy E-3.1 (a): Encourage multiple uses of untreated water where such uses will not compromise the quality or supply of water available for treatment for domestic use.

GOAL E-4: Reduce energy and water consumption.

POLICY E-4.1: Promote the conservation and efficient use of energy.

Strategy E-4.1 (a): Review and revise building codes, as appropriate, to require that new buildings incorporate up-to-date energy conservation measures.

Strategy E-4.1 (b): Monitor new energy efficiency and conservation methods and provide up-to-date information to the public.

POLICY E-4.2: Promote the use of renewable energy resources.

Strategy E-4.2(a): Promote the use of solar energy and consider adopting a solar access ordinance.

Strategy E-4.2(b): Provide renewable energy resources as an option for electric customers.

POLICY E-4.3: Promote the most efficient use of treated and untreated water resources and wastewater effluent.

Strategy E-4.3(a): Expand programs that actively promote water conservation in both the public and private sectors.



Strategy E-4.3(b): Promote creative use of landscape design and materials that conserve water.

Strategy E-4.3(c): Expand programs to encourage the conversion of residential flat rate customers to metered water service.

Strategy E-4.3(d): Periodically review, and modify as appropriate, a water rate structure that provides incentives for the efficient use of water and reflects the costs of service.

Strategy E-4.3(e): Promote the replacement of high-use water fixtures.

Strategy E-4.3(f): Consider use of untreated water for irrigation when it proves to be an efficient and environmentally acceptable alternative to treated water.

GOAL E-5: Reduce solid waste.

POLICY E-5.1: Reduce solid waste by emphasizing recycling and reuse, and promote proper disposal.

Strategy E-5.1 (a): Encourage landfill techniques that more effectively use landfill volume.

Strategy E-5.1 (b): Encourage a shift from land filling solid waste to alternatives that more effectively conserve energy and natural resources.

Strategy E-5.1 (c): Expand efforts to provide various precycling and source separation recycling programs, such as increased curbside recycling, for households and businesses.

Strategy E-5.1 (d): Encourage the innovative reuse of "green waste," (leaves, grass clippings, and wood chips), and promote composting and mulching.

Strategy E-5.1 (e): Expand programs that encourage the beneficial reuse of composted wastewater sludge (biosolids).

Strategy E-5.1 (f): Coordinate with other organizations to reduce solid waste and to emphasize precycling, recycling, and reuse.



GOAL E-6: Minimize people’s exposure to hazardous waste, and prevent hazardous waste contamination.

POLICY E-6.1: Facilitate the proper use and disposal of hazardous materials.

Strategy E-6.1 (a): Advance a comprehensive hazardous materials program in compliance with environmental regulations.

Strategy E-6.1 (b): Expand programs that promote the proper handling and disposal of hazardous waste.

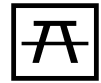
Environmental Quality and Resource Conservation Indicators

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*

Indicators:
A. Total City water supply relative to projected water demand as specified in the City’s Quality of Life Benchmarks
B. Air quality measurements, based on local monitoring stations operated by the State of Colorado
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

Methods, Sources:
A. City of Longmont Water and Wastewater Department
B. Colorado Department of Public Health and Environment and the City of Longmont Building Inspection Division
C. City of Longmont Building Inspection Division



PARKS, GREENWAYS, AND OPEN SPACE

Longmont's natural setting with its vast open lands, creeks, lakes, and spectacular views is vital to the City's image and identity, its attractiveness to residents, businesses and tourists, and its quality of life. Preserving open areas for the use, enjoyment, and well being of Longmont area residents and visitors is key to the community's quality growth and development. The City's open areas and recreational opportunities areas are categorized into three types: parks, greenways, and open space.

Parks

Parks are those open lands that the City develops for more intense recreation such as field games, court games, swimming, playgrounds, as well as outdoor recreation such as walking, biking, fishing, and picnicking. Longmont's parks system includes neighborhood, community, and district parks in which the City provides a variety of recreational opportunities.

There can be some overlap in the types of facilities that the City provides in each park type. For example, picnic areas/shelters, restrooms, parking lots, and maintenance buildings could be in all three park types. Other facilities will be more common to one particular park type. For example, lighted athletic complexes and indoor recreational facilities will more likely be in community parks.

Facilities commonly found in **neighborhood parks** include playgrounds, picnic areas/shelters, non-lighted playfields, open play areas for informal games, sport courts, parking lots, and restrooms. Other amenities may include off-leash dog areas and small skate facilities.

Community parks include facilities such as lighted athletic complexes, indoor recreational facilities, sport court complexes, concession facilities, picnic areas/shelters, playgrounds, open play areas for informal games, parking lots, and restrooms. Other amenities may include off-leash dog areas and small skate facilities.

District parks commonly include facilities that focus on the attributes or special features of the area that the parks encompass. Typically, they include facilities for outdoor recreation such as hiking, fishing, boating, swimming, and wildlife viewing. Trails, swimming areas, boat ramps, picnic areas/shelters, playgrounds, parking lots, and restrooms can be facilities within district parks.

The small **pocket parks** distributed around the City supplement the public parks system of neighborhood, community, and district parks designed to serve Longmont residents and visitors. Pocket parks are often located within residential developments, are smaller than neighborhood parks, and are typically owned and managed by a homeowners' association or similar group, making them semi-private.

Not every park of the same type will have the same facilities. The City will consider recreational demands of the park's service area, the facilities in nearby parks and school play areas, and the physical attributes of the park site that could foster other activities, such as a fishing pond, in deciding the site-specific facilities for a particular park.



The City periodically evaluates its recreation facilities standards with the goal of providing recreational opportunities to meet the changing desires of Longmont's residents. Together the City's parks system and recreation programs help to meet the diverse recreation interests that Longmont's residents and visitors pursue.

Greenways

Greenways are linear corridors that permit public access. The purposes of greenways are to accommodate trail-oriented recreation, provide for wildlife movement through urban areas, connect residential areas to the bikeway network, and provide for the multiple uses and maintenance of storm drainage corridors. These greenways, in combination with the street bikeway system, connect the City's parks, schools, and other community facilities. There are multiple benefits associated with greenways.

The City designates **primary greenways** that encompass rivers, lakes, ditches, creeks, and other corridors that carry urban storm drainage or that contain utilities. These greenways can include trails for uses such as walking, jogging, biking, and rollerblading. These greenways are designated in the *Longmont Area Comprehensive Plan*.

The purpose of **secondary greenways** is to provide necessary short links between residential areas and bikeways, parks, and schools. These greenways alleviate the need to use streets and enhance alternative modes of transportation. The *Longmont Area Comprehensive Plan* does not show the location of secondary greenways. The City determines their location when reviewing subdivisions.

Open Space

Open space is land that remains in a relatively natural state or use (including agricultural use) and serves one or more of the following functions: (1) preservation of natural areas, wildlife habitat, and wetlands, (2) provision of low impact, passive outdoor recreation, (3) maintenance of Longmont's separate identity, (4) preservation of agriculture, and (5) preservation or enhancement of the visual quality of scenic entryway corridors to the community.

The City's designation of land as open space does not necessarily imply that it will be accessible to the public or in City ownership. For example, it is possible to have open space as part of private development that also preserves natural areas or enhances the community's visual quality. These areas can remain in private ownership. Therefore, when accessibility to the public is not a prime consideration for preserving open space, the City may consider using preservation techniques besides public dedication and acquisition. The *Longmont Open Space and Trails Master Plan* describes the process for acquiring open space and other conservation techniques.



Parks, Greenways, and Open Space Goals, Policies, and Strategies

GOAL P-1: Provide adequate parks to serve the recreational needs of Longmont residents and visitors.

POLICY P-1.1: Develop three types of parks: (1) neighborhood parks, (2) community parks, and (3) district parks, to serve the needs of residents and visitors.

Strategy P-1.1(a): Using the following criteria, develop at least one **neighborhood park** within each neighborhood planning area to serve its residents and visitors with facilities such as playgrounds, non-lighted playfields, and picnic areas:

- A. Provide 2.5 acres of neighborhood park for each 1,000 residents.
- B. Size each neighborhood park in the range of 10 to 20 acres, depending on the physical attributes of the site, the facilities the City will provide, and the configuration of an adjacent school site's play area.
- C. Locate each neighborhood park to have a service radius of ½ mile, generally within the boundaries of arterial streets or railroad lines.
- D. Generally, locate neighborhood parks adjacent to elementary schools and on collector streets.
- E. Consider the acreage of an adjacent elementary school's developed play area in calculating the size needed for that neighborhood park to determine whether its size can be within the lower end of the acreage range.
- F. Do not require or build neighborhood parks in residential areas when the planned residential population is too low to support a neighborhood park.

Strategy P-1.1(b): Using the following criteria, develop **community parks** to serve residents and visitors of several neighborhood planning areas with improvements such as indoor recreation facilities, lighted athletic complexes, or other facilities that the City cannot functionally provide within neighborhood parks.

- A. Provide 4.5 acres of community park for each 1,000 residents.
- B. Size each community park in the range of 50 to 100 acres depending on the physical attributes of the site and the facilities the City will provide



- C. Locate each community park to have a service radius of 1 to 1½ miles.
- D. Locate community parks on or near arterials either in nonresidential neighborhoods or on the edge of residential neighborhoods with the intent of minimizing the impact of organized recreational activities on residences.

Strategy P-1.1(c): Using the following criteria, develop **district parks** to serve the residents and visitors of the City and surrounding area with facilities that primarily promote low-impact, passive outdoor recreation and that also take advantage of the natural and cultural features of the site:

- A. Size each district park so that it includes sufficient area in which to locate recreational facilities so they are compatible with and protect the natural and cultural environment.
- B. Locate each district park to encompass the specific natural feature that is its focus.
- C. Configure district parks to provide access from arterial or collector streets when feasible.

Policy P-1.2 Provide recreational facilities and programs to meet the needs of different segments of the population and to foster tourism.

Strategy P-1.2(a): Develop recreational facilities as appropriate to meet the needs of different segments of the population, such as youth, seniors, and people with disabilities.

Strategy P-1.2(b): Develop recreational facilities that will be attractive to both Longmont residents and visitors.

<p>GOAL P-2: Develop a greenway system of linear public open space that encompasses utility corridors, rivers, lakes, ditches and creeks used for storm water drainage, provides for the multiple uses of storm drainage corridors, assists in their efficient maintenance, accommodates trail-oriented recreation, and connects residential areas to the bikeway network and with community activity areas.</p>

POLICY P-2.1: Designate primary greenways that encompass utility corridors, rivers, lakes, ditches, and creeks that carry urban storm drainage when they can integrate with the bikeway system and can connect residential areas with community activity areas.



Strategy P-2.1(a): Evaluate the ditches and creeks that carry urban storm drainage to determine those that would meet the functions of the greenway system.

Strategy P- 2.1(b): Locate improvements within the greenways to minimize negative impacts on wildlife habitat, particularly its fragmentation, and on quality vegetation.

POLICY P-2.2: Develop secondary greenways, corridors that accommodate a bikeway, in residential neighborhoods to provide short links to primary greenways, bikeways, parks, and schools.

Strategy P-2.2(a): Locate secondary greenways during the subdivision review process in residential development when necessary to connect to primary greenways, bikeways, parks, and schools.

GOAL P-3: Preserve the natural and cultural resources of the Longmont area to help maintain the City's separate identity, provide connections to useable open space areas, provide low impact, passive recreation, and enhance scenic entryway corridors to the City.

POLICY P-3.1: Use open space to preserve the natural and cultural resources of the Longmont area.

Strategy P-3.1(a): Designate as open space the areas with natural features including, but not limited to, wildlife habitat, wetlands, rare plant communities, and high-quality lakes, ponds, and streams.

Strategy P-3.1(b): Conserve designated open space by using a range of appropriate techniques as described in the Longmont *Open Space and Trails Master Plan*.

Strategy P-3.1(c): Use planned unit development regulations and other appropriate regulatory techniques to preserve natural and cultural features and to provide open space within developments.

Strategy P-3.1(d): Acquire open space using the "Tiered Approach for Prioritizing Acquisitions," described in the Longmont *Open Space and Trails Master Plan* when the City wants the open space to be accessible to the public or when other preservation strategies would not be effective.

Strategy P-3.1(e): Cooperate with other entities and landowners to keep prime farmland within the Municipal Service Area and the Longmont Planning Area under agricultural production, where practical, until development occurs.



POLICY P-3.2: Establish and maintain urban-shaping open space buffers in strategic areas to maintain the community's separate identity.

Strategy P-3.2(a): Designate urban shaping open space buffers in strategic locations.

Strategy P-3.2(b): Establish urban-shaping open space buffers through a variety of appropriate methods.

Strategy P-3.2(c): Cooperate with other jurisdictions to preserve urban-shaping open space buffers where both Longmont and other communities will benefit.

Strategy P-3.2(d): Cooperate with other entities to develop programs to preserve prime farmland, when possible, in the St. Vrain Valley Planning Area to provide urban-shaping open space buffers.

POLICY P-3.3: Conserve high-quality natural resource-based recreational areas that are locally significant.

Strategy P-3.3(a): Designate and acquire open space areas with existing or potential recreational features as district parks.

POLICY P-3.4: Designate trails and other links to connect useable open space lands, stream corridors and scenic entryway corridors with other public areas to provide access to these areas.

Strategy P-3.4(a): Establish designated trails and other links through a variety of appropriate methods.

POLICY P-3.5: Establish, preserve, and enhance scenic entryways along major highways entering the City.

Strategy P-3.5(a): Designate scenic entryways.

Strategy P-3.5(b): Coordinate with other jurisdictions in implementing scenic entryways.

POLICY P-3.6: Implement the Longmont *Open Space and Trails Master Plan* and management program.

Strategy P-3.6(a): Cooperate with other agencies and landowners to acquire open space designated in the Longmont *Open Space and Trails Master Plan*.

Strategy P-3.6(b): Contact other open space and conservation organizations for assistance with acquiring open space.



Parks, Greenways, and Open Space Indicators

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:	<p>Parks: Meet level of service standards for parks as specified in the City's Quality of Life Benchmarks</p> <p>Agricultural Preservation: Number of acres eligible for transfer of development rights per Boulder County/Longmont Intergovernmental Agreement</p> <p>Open Space: Acquire open space according to the attributes established for the open space election</p>
Indicators:	<p>A. Number of new acres of constructed neighborhood parks and community parks per year</p> <p>B. Acres of open space acquisitions within the St. Vrain Valley Planning Area boundaries by the City, County or other public agency</p> <p>C. Linear feet of primary and secondary greenways constructed by the City or private developers</p> <p>D. Number of acres eligible for transferred development rights transfers</p>
Methods, Sources:	<p>A & B. City of Longmont Parks and Open Space Division</p> <p>C. City of Longmont Planning Division</p> <p>D. City of Longmont Planning Division and Boulder County Land Use Department</p>



ROLE OF GOVERNMENT

The City of Longmont’s mission is to enhance the quality of life for those who live in, work in, or visit the community. The City faces ever-increasing demands and expectations from a diverse population for its services and resources. In a time of limited financial resources, residents increasingly expect their government to provide them with high-quality services in an efficient and cost-effective manner.

The lines between what services and facilities the public sector and private sector provide are not explicit. For example, both can provide recreation services or trash collection. When considering involvement in an issue or provision of a new service or program, the City should ensure that the level and nature of its participation are consistent with its mission, and use resources efficiently and effectively.

It is important for the City to have a customer-service orientation in how it does business and to have an open decision-making process. Both can demonstrate to residents that their municipal government is providing them with quality services.

The City of Longmont has the power of local self-government and home rule and all power possible for a City to have under the Constitution and laws of the State of Colorado. City government will implement the *Longmont Area Comprehensive Plan* in partnership with the people of Longmont. The City’s partnership with the people who live in Longmont is the most important of all the City’s partnerships. In addition, local government can influence the private sector to help implement the plan through many different mechanisms, including regulations, incentives, information, education, advocacy, and budgeting expenditures.

The City’s relationship with Boulder and Weld Counties is especially noteworthy in the context of the *Longmont Area Comprehensive Plan*. Longmont and Boulder County have had intergovernmental agreements in place for a number of years that address cooperative planning efforts in the City’s planning areas. The City and Weld County have entered into an intergovernmental agreement for areas east of the City limits (including Union Reservoir) that addresses land use, transportation, annexation and service issues. Known as the Coordinated Planning Agreement, this intergovernmental agreement establishes the extent of Longmont’s urban growth area in Weld County. This urban growth area is known as the Coordinated Planning Area.

The City is part of the larger Denver Metropolitan Region. Longmont’s growth and development decisions can affect others in the region and their quality of life, and the actions of others can affect Longmont and its quality of life. Consequently, the City is a member of the Denver Regional Council of Governments, a voluntary organization of local governments. The City acknowledges that *Metro Vision 2035* is the comprehensive guide for development of the region and that it provides a regional framework for local decisions on growth and development within the Denver Metropolitan Region. *Metro Vision 2035* designates Longmont as one of four freestanding communities in the Denver Metropolitan Region. Finally, the City has adopted the *Mile High Compact*, an intergovernmental agreement between jurisdictions in the Denver Regional Council of Governments. The *Longmont Area Comprehensive Plan* supports many of the core elements of the *Mile High Compact*, including designating a specified area for urban development; creating a balanced multi-modal transportation



system; participating in a regional open space system; and incorporating public participation processes into all planning efforts (see Policy RG-2.4 below).



Role of Government Goals, Policies, and Strategies

GOAL RG-1: Enhance the quality of life for those who live in, work in, or visit Longmont.

POLICY RG-1.1: Develop, encourage, and support programs and activities that enhance Longmont's quality of life.

Strategy RG-1.1(a): Consider before becoming involved in a new issue or program whether the level and nature of the City's proposed participation are consistent with the City's mission and use resources efficiently and effectively to serve its residents.

Strategy RG-1.1(b): Advocate the interests of Longmont to other agencies and organizations that provide services to Longmont's residents and/or affect Longmont's quality of life, and encourage modifications to their activities as appropriate.

Strategy RG-1.1(c): Promote and encourage volunteerism among Longmont's residents and business community.

GOAL RG-2: Work cooperatively to achieve the goals and policies of the *Longmont Area Comprehensive Plan* through the efficient, equitable, and fair operation of municipal government and the private sector.

POLICY RG-2.1: Foster a business-friendly environment.

Strategy RG-2.1(a): Participate in business-related programs to make Longmont a better place to do business.

Strategy RG-2.1(b): Assist businesses that are either expanding or relocating in Longmont to make their expansion/relocation as simple and straightforward as possible.

POLICY RG-2.2: Minimize government regulations in achieving the goals of the *Longmont Area Comprehensive Plan*.

Strategy RG-2.2(a): Use incentives in regulations whenever appropriate.

Strategy RG-2.2(b): Review regulations to ensure they are appropriate and fair, and revise them accordingly.



POLICY RG-2.3: Promote a service-delivery philosophy among City employees that encourages them to seek creative and flexible solutions to problems, to provide responsive, sensitive service to residents, to be efficient and result-oriented, and to establish partnerships with the community in making Longmont a better place to live, work, and visit.

Strategy RG-2.3(a): Continue to integrate the principles and techniques of quality customer service into employees' hiring, orientation, training, and evaluation, and assist employees in providing quality service to the public.

POLICY RG-2.4: Make City government open and accessible to residents.

Strategy RG-2.4(a): Comply with the provisions of the Colorado Open Meetings Act and the Americans with Disabilities Act.

Strategy RG-2.4(b): Develop programs to improve the City's capability to communicate with residents who speak languages other than English.

Strategy RG-2.4(c): Review the City's customer-oriented functions to make them easier for the consumer.

Strategy RG-2.4(d): Get information to the public about issues the City is facing, and explore opportunities to supplement public information methods the City is currently using.

Strategy RG-2.4(e): Offer seminars on City processes and programs that affect various segments of the community to improve the daily contact between the City and residents, and modify these processes and programs to make them more effective.

Strategy RG-2.4(f): Write regulations and information about the City that are easy to read and easy to understand.

POLICY RG-2.5: Encourage community leadership and participation in City government.

Strategy RG-2.5(a): Encourage residents to serve on boards and commissions that advise City Council on matters important to the City, and periodically review the purposes and roles of these boards and commissions to ensure that they continue to benefit the City and effectively use residents' time and energies.

Strategy RG-2.5(b): Develop and administer programs that actively involve neighborhood groups, business organizations, civic organizations, and residents in the City decision-making process.

Strategy RG-2.5(c): Develop cooperative programs with educational providers to teach people of all age levels about City functions and operations and the City decision-making process.



Strategy RG-2.5(d): Give residents the opportunity during the initial stages of the update to identify the issues they believe the City should consider in its review of the *Longmont Area Comprehensive Plan*.

POLICY RG-2.6: Create partnerships with other entities, as appropriate, to serve Longmont’s residents.

Strategy RG-2.6(a): Explore opportunities to serve Longmont’s residents better by creating partnerships, and structure these partnerships as formal or informal, continuous or time-specific, comprehensive or project-specific as appropriate.

GOAL RG-3: Implement *Envision 2020: a Strategic Plan for the Community of Longmont*.

POLICY RG-3.1: Follow through on the recommendations of the *Envision 2020* consensus action plan for which the City is the identified lead organization.

Strategy RG-3.1(a): Evaluate City plans, policies, and operations in light of the *Envision 2020* consensus action plan, and integrate its elements where appropriate.

Strategy RG-3.1(b): Monitor the City’s progress in implementing the *Envision 2020* consensus action plan, and report to City Council annually.

Strategy RG-3.1(c): Continue to provide staff support to the *Envision 2020* Task Force.

GOAL RG-4: Participate in intergovernmental and regional organizations to accommodate and encourage planned growth and development, to orderly extend urban services, to enhance the quality of life, to protect the environment, and to promote the economic vitality of communities within the Denver Metropolitan Region.

POLICY RG-4.1: Coordinate the *Longmont Area Comprehensive Plan* with the comprehensive plans of other jurisdictions, and acknowledge that *Metro Vision 2035* shall serve as the comprehensive guide for the orderly growth and development of the Denver Metropolitan Region.

Strategy RG-4.1(a): Use the *Metro Vision 2035* tracking system to monitor the City’s development so that it is consistent with the urban area the City has agreed upon as part of *Metro Vision 2035*.

Strategy RG-4.1(b): Consider the Longmont Planning Area and the Coordinated Planning Area as the City’s urban growth area for purposes of the *Metro Vision 2035* tracking system.



Strategy RG-4.1(c): Review factors related to the City’s Metro Vision 2035 urban area and the City’s continued use of it at least once every five years.

Strategy RG-4.1(d): Rely on certain fundamental principles specified in the *Mile High Compact* in guiding the update of the *Longmont Area Comprehensive Plan*.

Strategy RG-4.1(e): Continue to evaluate the *Longmont Area Comprehensive Plan* on an ongoing basis to ensure that it continues to address the elements of a comprehensive plan listed in the Mile High Compact.

Role of Government Indicators

<i>None at this time</i>



AMENDING THE LONGMONT AREA COMPREHENSIVE PLAN

The *Longmont Area Comprehensive Plan* is a document that the City can amend to meet changing conditions. If the *Longmont Area Comprehensive Plan* is too rigid, the City may tend to make decisions that are inconsistent with it, and the *Longmont Area Comprehensive Plan* will lose its credibility. Therefore, the City provides processes for plan amendments. Amendments are one of the factors that contribute to the *Longmont Area Comprehensive Plan's* success in guiding the City's growth and development.

For specific requirements and review standards for amending the *Longmont Area Comprehensive Plan*, see the *Land Development Code*.

There are four types of amendments to the *Longmont Area Comprehensive Plan*: comprehensive plan amendments, land use amendments, Longmont Planning Area amendments, and Municipal Service Area amendments.

Comprehensive Plan Amendments are proposed changes to the text of the *Longmont Area Comprehensive Plan*. Both private parties and the City can initiate comprehensive plan amendments. Comprehensive plan amendments first may require a referral to City Council before the City begins to process the amendment. City Council will first consider whether or not it wants to devote Planning and Zoning Commission and staff resources to reviewing the comprehensive plan amendment.

Land Use Amendments are changes to the land use designations or the transportation system on the maps in the *Longmont Area Comprehensive Plan* (regardless of whether the area is in the Longmont Planning Area or the Municipal Service Area). Both private parties and the City can initiate land use amendments. Land use amendments do not require a referral to City Council before the City begins to process the amendment.

Longmont Planning Area Amendments add new neighborhood planning areas with land use designations to the Longmont Planning Area. Both private parties and the City can initiate Longmont Planning Area amendments. Longmont Planning Area amendments first require a referral to City Council before the City begins to process the amendment. City Council will first consider whether or not it wants to devote Planning and Zoning Commission and staff resources to reviewing the Longmont Planning Area amendment.

Municipal Service Area Amendments are amendments that transfer land from the Longmont Planning Area to the Municipal Service Area. Upon recording an annexation ordinance, the City automatically includes the annexed area within the Municipal Service Area. Only the City can amend the Municipal Service Area to include land that the City has not yet annexed. Municipal Service Area amendments to include land that the City has not yet annexed first may require a referral to City Council before the City begins to process the amendment. City Council will first consider whether or not it wants to devote Planning and Zoning Commission and staff resources to reviewing the Municipal Service Area amendment.



The **Concurrent Longmont Planning Area Amendment/Annexation Option** allows an applicant to process a Longmont Planning Area amendment and an annexation application at the same time. The City usually does not consider land for annexation unless it is within a neighborhood planning area within the Longmont Planning Area or the Municipal Service Area. However, in very limited situations where City Council determines it is in the best interests of the City, the City will process and consider applications concurrently for the annexation of land and a Longmont Planning Area amendment for only that land proposed for annexation.

The City will be quite selective in allowing applicants to use the concurrent Longmont Planning Area amendment/annexation option since it runs counter to the basic premise for neighborhood planning and evaluates parcels without the information one would have from a neighborhood plan.

Both private parties and the City can initiate concurrent applications for a Longmont Planning Area amendment and an annexation. These applications first require a referral to City Council before the City begins to process them. City Council will first consider whether or not it wants to devote Planning and Zoning Commission and staff resources on reviewing these applications concurrently. The fact that a neighborhood plan is not available to evaluate these proposals complicates the review of these applications.

The City wants to ensure that the Longmont Planning Area amendment, annexation, and resulting development will function as an integrated part of the community. Anticipating future public needs for these proposals is more difficult than when a parcel is part of a neighborhood plan. Identifying public facilities and amenities is a key aspect of the review of these concurrent applications.

As a result, the City may require the applicant to finance facilities and amenities, both on-site and off-site, that the *Longmont Area Comprehensive Plan* may not designate. Such facilities and amenities may not be a part of the *Longmont Area Comprehensive Plan* simply because the City has not previously completed any neighborhood plans for the area.

The *Longmont Area Comprehensive Plan* is a guide and not a regulation. There are many competing goals, policies, and strategies in the *Longmont Area Comprehensive Plan*. Some goals, policies, and strategies are more important than others depending on the circumstances associated with specific applications. The City will attach different weights to different criteria on a case-by-case basis. The City's decision on the amendment will reflect the different emphasis it places on different criteria.

People may believe that if they can point to a single goal, policy, or strategy that supports an amendment, the City should approve it. Others may believe that if an amendment does not meet a goal, policy, or strategy, the City should deny it. The City does not necessarily base its decision on an amendment on the number of goals, policies, or strategies met. An amendment may have a public benefit, and the City may approve it even if the amendment is contrary to some of the goals, policies, or strategies within the *Longmont Area Comprehensive Plan*. One particular aspect that may be faced during the amendment process is the issue of tradeoffs for controversial projects that provide benefits to the City as a whole yet may impact local neighborhoods or businesses.