



MULTIMODAL & COMPREHENSIVE PLAN

Adopted June 28, 2016

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PLAN FRAMEWORK



PLAN FRAMEWORK

ABOUT ENVISION LONGMONT

In early 2015, the City of Longmont initiated an exciting, community wide planning effort to update and integrate the Longmont Area Comprehensive Plan (LACP) and the Longmont Multimodal Transportation Plan (MMTP). Branded as “Envision Longmont,” the process was designed to engage a diverse cross-section of the community in a discussion about the City’s future—providing an opportunity for the community to reflect on Longmont’s strengths and assets, and to explore future possibilities.

As the City’s Comprehensive Plan, Envision Longmont plays a critical role in weaving together previous planning efforts and addresses emerging trends to shape a positive future for the community. Envision Longmont was informed by numerous plans, studies, and initiatives developed by the City and its many local and regional partners in recent years. Related plans and studies that played a particularly significant role in the process include: Advance Longmont; the Parks, Recreation and Trails Master Plan; the Open Space and Trails Master Plan and Wildlife Management Plan; Resilient St. Vrain (underway); Blueprint St. Vrain (underway); the Sustainability Plan (underway); the Boulder County Hazard Mitigation Plan; and the Age Well Boulder County Strategic Plan. A complete list of related plans and studies is referenced in the Envision Longmont Community Profile report.

A TRADITION OF CITY PLANNING

Longmont 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 (LACP). The City updated the Longmont Area Comprehensive Plan in 1995 and again in 2003. The Multimodal Transportation Plan (MMTP) was adopted by the City of Longmont in 2005 to address bicycle, pedestrian, public transit and automobile modes of transportation in greater detail than the Transportation chapter of the Longmont Areas Comprehensive Plan, but drew heavily from the future land use vision set forth in the LACP.



Photo: Longmont Museum

Legislative Authority

The Comprehensive Plan is a public document and official statement of land use policy approved by the Planning & Zoning Commission and adopted by the City Council. State law authorizes the City to adopt a comprehensive or master plan pursuant to Section 31-23-206 of the Colorado Revised Statutes as amended. Although the Planning & Zoning Commission is the agency expressly authorized by state law to prepare and adopt the final Comprehensive Plan, the City Council also possesses the legislative power to establish land use planning policies for the City. State law recognizes the legislative authority of the municipality's governing body by expressly requiring that the Planning & Zoning Commission's adopted comprehensive plan be subject to approval of the City Council. In effect, the Comprehensive Plan is not fully effective until the City Council approves the plan.

How to Use the Plan

Envision Longmont is an advisory document that outlines Longmont's aspirations for the future. As such, it plays several important roles: 1) The Plan provides policy guidance for elected and appointed officials in making choices regarding the long-range needs of the community; 2) It helps inform residents, property and business owners, developers, and others invested in or considering investing in Longmont's plans for the future and its general priorities for implementation; and 3) It promotes continued coordination and collaboration with neighboring jurisdictions and the many public, private, and nonprofit agencies that play a significant role in the City's future and the quality of life of its residents.

The Plan consists of both written policy recommendations and maps, which should be used together when making decisions. The Plan is also supported by numerous functional plans prepared and periodically updated by the City that should be referenced for additional detail regarding capital needs and project planning. These plans include, but are not limited to the Parks, Recreation and Trails Master Plan; the Open Space and Trails Master Plan; Wildlife Management Plan; the Water Supply and Drought Management Plan; Water Conservation Master Plan; Raw Water Master Plan Update.

The long-range planning horizon of this Plan requires that it be flexible and adapt to changing conditions. This document should be reviewed and revised as needed to reflect the availability of new implementation tools, changes in state and federal law, changes in funding sources, the results of monitoring the effectiveness of existing policies and the impacts of past decisions, as well as to reflect changes in the community's vision for the future.

Plan Amendments

The Comprehensive Plan is a document that the City can amend to meet changing conditions. If the Plan is too rigid, the City may make decisions that are inconsistent with changing community goals, policies, and strategies. Therefore, the City provides processes for plan amendments. Amendments are one of the factors that contribute to the Plan's success in guiding the City's growth and development and helping shape a positive future for Longmont.

Since the Comprehensive Plan is a guide and not a regulation, there may be competing goals, policies, and strategies in the Plan. At any given time, 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 an amendment will reflect the different emphasis it places on different criteria.

The City does not necessarily base its decision on an amendment on the specific number of goals or policies 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 Plan. Tradeoffs may be faced during the process for controversial projects that provide benefits to the City as a whole yet may impact local neighborhoods or businesses.

There are three types of amendments to the Plan: text amendments, land use amendments, and Longmont Planning Area amendments. Both private parties and the City can initiate amendments to the Plan. Some amendments require a referral to City Council before the City begins to process the amendment. This allows City Council to consider whether or not it wants to devote Planning and Zoning Commission and staff resources to reviewing the amendment.

Staff will bring proposed amendments to the City Council for its review semiannually. Amendment applications received by the City will be evaluated and presented to Council in April and October of each calendar year. For specific requirements and review standards for amending the Plan, see the Land Development Code.

AMENDMENTS THAT REQUIRE A REFERRAL TO CITY COUNCIL

Text Amendments

Text Amendments are proposed changes to the text of Envision Longmont.

Longmont Planning Area Amendments

Longmont Planning Area Amendments add new properties, with land use designations, to the Longmont Planning Area.

AMENDMENTS THAT DO NOT REQUIRE A REFERRAL TO CITY COUNCIL

Land Use Amendments

Land Use Amendments are changes to the land use designations or the multimodal transportation system on the maps in the Plan (regardless of whether the area is in the Longmont Planning Area or the Municipal Service Area).

Factors Influencing the Plan

Envision Longmont was influenced by a number of factors which helped to shape discussions with the community and the recommendations contained in this Plan. Each of these factors is discussed briefly below:

WHERE AND HOW SHOULD WE GROW?

Longmont is expected to add approximately 24,165 new residents by 2035. Balancing future growth with the need to protect the distinct character and quality of life of the community will require careful consideration about where and how future growth occurs. While some previously undeveloped land remains within the planning area, a growing proportion of future growth will need to occur in the form of infill and redevelopment in established areas of Longmont. This “inward” focus will allow for the efficient expansion of local and regional transportation options—transit, roadway, bicycle, and pedestrian systems—which will be essential as the City grows.

HOW CAN WE PROACTIVELY ADDRESS THE NEEDS OF OUR CHANGING POPULATION?

Although it is comprised primarily of families today, Longmont’s population is becoming increasingly diverse in terms of its age, income levels, and ethnicity. As a result, a greater variety of housing types and living situations is needed. As children grow up and leave parents with “empty nests” some will desire to downsize to smaller homes. Likewise, as residents age, their needs will change. Millennials (ages 20 to 34 years) are declining as a percentage of the population and may find it harder to live and work in Longmont with an entry level job, or find employment, housing, and multimodal options

that suit their lifestyle. Older adults, which are set to become the largest segment of the population over the next 20-30 years, will require housing and services that meets their unique needs, especially when they are no longer able to live independently.

HOW CAN WE PROMOTE CONTINUED GROWTH AND DIVERSIFICATION OF OUR ECONOMY?

Longmont is well positioned for continued economic growth in terms of both its current employment base and its geographic location. At the same time, the percentage of residents living and working in Longmont has decreased significantly and the City lacks modern employment workspaces that meet the needs of today's businesses. While previous employers favored large industrial flex space, current trends, especially in industries targeted by the City, point to a growing demand for smaller spaces. Likewise, the availability of housing and transportation options will influence the ability of the City to retain existing businesses as they grow and attract new businesses and workers over time.

HOW CAN WE BECOME MORE RESILIENT AS A COMMUNITY?

The floods in 2013 damaged many of Longmont's parks, trails, roads and bridges; portions of the City's water supply system; and many homes and businesses. Recovery work is well underway; however, the City's infrastructure system has not been fully restored to pre-flood conditions. A key focus of the Envision Longmont process was to explore ways to address the broader issue of resilience—which seeks to manage disruptive forms of change, such as disasters, climate change, and economic downturns through mitigation and actions that anticipate and contain disruptive impacts.

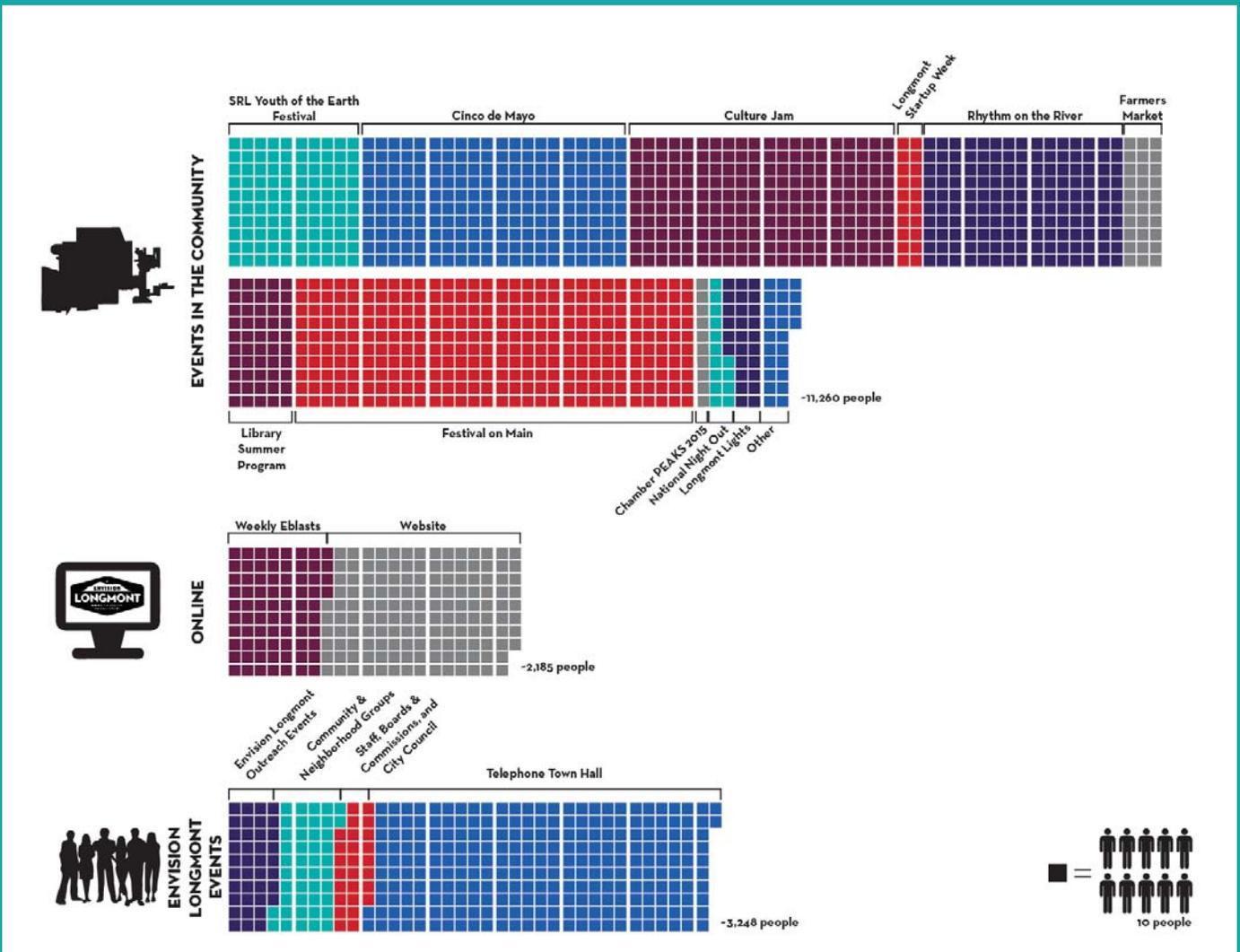


HOW CAN WE PROTECT AND ENHANCE THE QUALITY OF LIFE OF EXISTING AND FUTURE RESIDENTS?

As Longmont continues to grow, it will be important to ensure that future residents have access to the same types of quality of life amenities that today's residents value and enjoy, or an even better range of amenities! Continued investment in the City's parks, recreation, greenway and trails system, as well as our waterways and wildlife habitat, ensures all residents will have access to recreation and the opportunity to live active, healthy lifestyles and have access to the natural environment. Continued investment in the multimodal transportation system will ensure residents of all ages, abilities, and income levels have affordable transportation options to reasonably access employment, health care, services, and other daily needs.

COMMUNITY ENGAGEMENT

One of the primary objectives of the Envision Longmont process was to engage a diverse cross-section of the community in a discussion about the City’s future. This was accomplished by involving residents, youth, underrepresented groups, businesses, elected and appointed officials, partner organizations and agencies, and numerous other stakeholders throughout every stage of the planning process. Over the course of a year, more than 5,000 people were directly engaged in the process—formally participating in online or in person events and activities. More than 11,000 additional people were exposed to the process and participated informally—speaking with City staff, City Council members, and other project representatives about their vision for the future of Longmont as part of other events in the community.



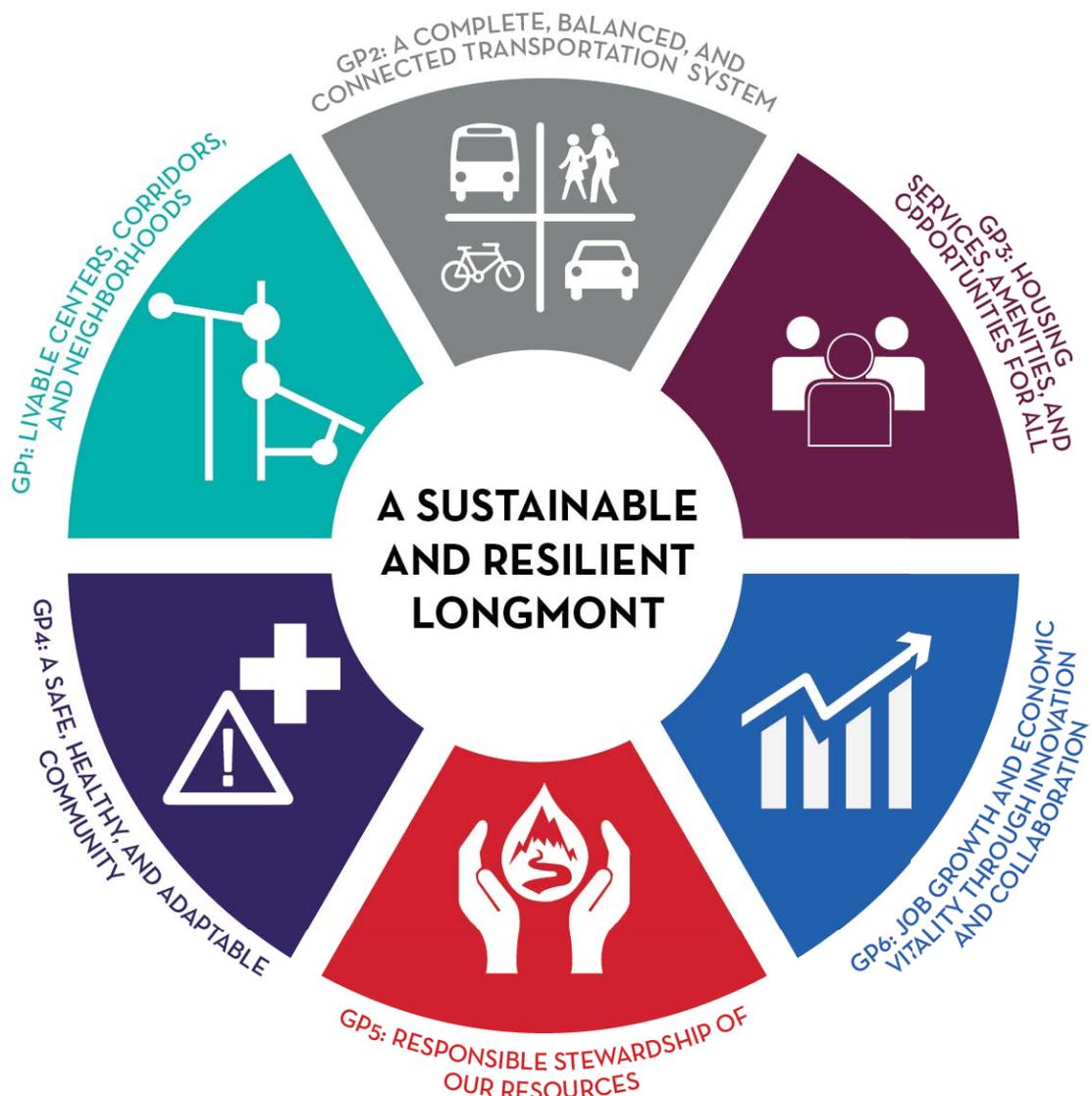
Project team members worked closely with a Technical Advisory Committee (TAC), comprised of staff from multiple City departments, and a Coordinating Committee, comprised of representatives from the City’s many boards, committees, and commissions on the development of interim work products, coordination with other City initiatives, and overall project strategy. Periodic study sessions were also held with the City Council, Planning and Zoning Commission, and Transportation Advisory Board to ensure these bodies were informed about the process and had an opportunity to weigh-in on the key choices being presented to the community.

Vision and Guiding Principles

Longmont’s vision for the future is embodied in the six guiding principles below. These guiding principles reflect key elements of the community’s desired future. They also provide focus in terms of where efforts and resources should be focused over the next ten to twenty years to ensure Longmont remains a livable, prosperous, and attractive community.

Fundamentally, these guiding principles and their supporting goals are intended to promote a more:

- **SUSTAINABLE** Longmont, by taking care of the needs of the present generation without compromising the ability to meet the needs of future generations; and
- **RESILIENT** Longmont, by increasing the capability of the City and its partners to anticipate risk, limit impact and bounce forward rapidly by adapting and learning in the face of disruptive shocks and stresses.



Because the guiding principles are closely interrelated, they are intended to be viewed as being equal in weight and are not listed in any particular order of importance. This foundation encourages systems thinking to recognize and emphasize the interrelationships among all aspects of the community’s vision. A systems thinking perspective recognizes the interdependent economic, social, and environmental implications of policies, decisions, and outcomes, and recognizes the benefits and tradeoffs across these topic areas. In this Plan, application of a systems thinking perspective also reinforces the understanding that sustainability and resiliency are interrelated concepts.

Parts of the Plan

Envision Longmont contains three sections, in addition to this introductory chapter, and a series of technical appendices. The contents and purpose of each are described below.

II. POLICY FRAMEWORK

Section II establishes the policy foundation for Envision Longmont. It is organized around the six guiding principles and defines specific goals and policies to help the community achieve its desired future. The table below illustrates where individual plan elements or topic areas are addressed in relationship to the guiding principles. A number of the topic areas are “cross-cutting” in nature—meaning that they relate—either directly or indirectly—to more than one of the Plan’s six guiding principles. Cross-cutting topic areas are not necessarily of greater importance or considered a higher priority than any of the individual topics listed. Rather, they highlight opportunities to leverage available resources and staffing, and to reinforce the need for ongoing collaboration and coordination among City departments and with other local and regional partners on the implementation of *Envision Longmont*.

Parts of the Plan

Envision Longmont contains a hierarchy of information—linking broad concepts to specific recommendations. Together, these components provide a framework for day-to-day decision-making.



	GUIDING PRINCIPLE	TOPICS ADDRESSED
GP1	Livable centers, corridors, and neighborhoods.	<ul style="list-style-type: none"> • Growth management • Land use • Community character and design • Housing and neighborhoods • Downtown/CBD • Infrastructure and public improvements • Parks, greenways and open space
GP2	A complete, balanced and connected transportation system.	<ul style="list-style-type: none"> • Roadways • Infrastructure and public improvements • Public transportation • Bicycle and pedestrian facilities • Airport
GP3	Housing, services, amenities, and opportunities for all.	<ul style="list-style-type: none"> • Affordable housing • Community services • Diversity and cultural inclusivity • Parks, greenways, and open space • Arts and culture • Volunteer involvement • Recreation and leisure pursuits • Education
GP4	A safe, healthy, and adaptable community.	<ul style="list-style-type: none"> • Public safety • Emergency services • Healthy and active lifestyles • Food access • Recreation services • Community health and wellness • Resilience and hazard mitigation
GP5	Responsible stewardship of our resources.	<ul style="list-style-type: none"> • Environmental quality • Sustainability • Governance/role of government • Historic preservation • Cultural resources • Agricultural resources • Parks, greenways, and open space • Water • Budgeting/delivery of services
GP6	Job growth and economic vitality through innovation and collaboration.	<ul style="list-style-type: none"> • Economic development • Jobs and employment • Education and workforce development • Infrastructure and public improvements • Airport

TRACKING OUR PROGRESS

Each of the six guiding principles is accompanied by a set of indicators that will be used to help track the City's progress in achieving the goals set forth by Envision Longmont over time. Changes in the indicators will be measured, recorded, or tracked, and shared with the community on a regular basis, through a report prepared by City staff and an online dashboard. While it is intended that indicator reporting would occur annually, data for indicators that are tracked by service providers or outside agencies is less predictable and will be reported as new information becomes available.

The indicator tables include a column for:

- **Indicator:** the topic or area the indicator will measure.
- **Geography:** the geographic area that will be used to measure the indicator.
- **Method:** how the indicators will be measured.
- **Baseline:** Baseline data (when available) for the most recent year data is available.
- **Target:** Describes the general trend or direction that should be seen each year in order to achieve the vision and goals set forth in Envision Longmont. Along with these directional targets, more specific targets have been set for certain indicators where possible or desirable to help the City gauge and evaluate progress.
- **Source:** Lists sources that will be drawn upon to measure the indicator. While many are derived from existing sources, not all of the indicators have readily available sources of data (marked with an *), and will need to be measured by the City of Longmont.
- **Relevant goal:** Refers to the specific goal(s) in which the indicator is meant to measure progress. Some indicators address multiple goals, as well as goals that come from multiple Guiding Principles.

A list of supporting data accompanies the indicator tables for each guiding principle. Supporting data do not have specific goals or targets, but will still be tracked and reported by the City of Longmont to help to tell a more complete story about how the community is changing over time.

III. GROWTH FRAMEWORK

Section III addresses the physical aspects of the community's vision as it pertains to future growth. It is a tool for City staff, elected and appointed officials, and the community-at-large to use in anticipating, evaluating and making decisions regarding the location, intensity, and design of future development and the timing of infrastructure improvements in Longmont over the next ten to 20 years. Key elements of Longmont's growth framework include:

- **Future Land Use Plan.** The Future Land Use Plan is comprised of the Future Land Use and Transportation System Map and accompanying land use category descriptions. The map defines where and how Longmont will grow over the next ten to twenty years and is accompanied by a discussion of the specific land use categories that are associated with different locations or types of places within the City. The Future Land Use Plan builds upon community preferences expressed as part of the Envision Longmont process as to different types and intensities of development, other City plans and policies, and underlying zoning, where applicable.
- **Multimodal Transportation Plan.** The Multimodal Transportation Plan is comprised of recommendations for the roadway, transit, bicycle, and pedestrian systems, which function together as the City's multimodal system. The Multimodal Transportation Implementation Plan in Appendix A contains the technical analysis and more

ENVISION LONGMONT

detailed background information that underpins the Multimodal Transportation Plan.

- **Focus Areas.** Four Focus Areas were identified as part of the Envision Longmont process as areas offering the greatest opportunity to accommodate future development: 1) Hover Street Corridor; 2) St. Vrain Creek Corridor 3) Midtown/North Main; and 4) Sugar Mill/Highway 119 Gateway. Goals and policies in this section reflect a preliminary direction for each area that sets the stage for more detailed planning efforts in the future.

IV. IMPLEMENTATION STRATEGY

Section IV outlines a series of strategies that will support the implementation of Envision Longmont. It contains a detailed Action Plan, organized by guiding principle. For each strategy, the Action Plan identifies the anticipated timing of the action, related goals, types of strategies, and general funding requirements to help identify current and future budget needs. The Action Plan is intended to be reviewed and updated on an annual basis, or as needed, to ensure it remains current and reflects the City's progress over time.

APPENDIX A: MULTIMODAL TRANSPORTATION IMPLEMENTATION PLAN

The Multimodal Transportation Implementation Plan contains the technical analysis and more detailed background information that underpins the multimodal transportation components of Envision Longmont. It includes traffic forecasting information as well as phased improvement plans for roadways and the transit and bicycle system.



APPENDIX B: COMMUNITY PROFILE

The Community Profile report identifies major trends and key issues affecting the City of Longmont. Specifically, this report provides an overview of demographic, socioeconomic, economic, and other trends and highlights key issues, opportunities, and constraints that helped inform the Envision Longmont process.

APPENDIX C: MAP ATLAS

Appendix C contains a set of ready to print 11x17 maps as found throughout the Plan.



II.

POLICY FRAMEWORK







GP1: LIVABLE CENTERS, CORRIDORS, AND NEIGHBORHOODS

WHY IT IS IMPORTANT

Creating livable centers, corridors, and neighborhoods allows residents to live close to where they work, lead active and healthy lifestyles, conveniently access essential goods and services, and choose from a variety of transportation and housing options. This increased flexibility and greater choice of options allows us to remain in and move throughout the community during different stages of our lives. After many years of sustained growth, Longmont is maturing as a community, both in terms of the physical size of the City—whose outward expansion is increasingly limited by surrounding City and County-owned open space, conservation easements, and the boundaries of other municipalities—as well as in terms of our population which is becoming proportionately older. While some previously undeveloped land remains within the planning area, a growing proportion of future growth will likely need to occur as infill development and redevelopment in established areas of Longmont. This shift in focus inward presents an opportunity to enhance the livability of places in the City we would like to see change in the future, and highlights the need to protect the places in the community we value most. Although livability can mean different things to different people, the quality of life in Longmont's centers, corridors, and neighborhoods will increasingly be defined by their ability to adapt to meet the needs of our changing population.

LOOKING TO THE FUTURE

Longmont will encourage future growth and infrastructure investments that enhance the quality of life of existing and future residents, meet the long-term needs of the community, and reinforce the City's identity as a free-standing community along Colorado's North Front Range.



GOALS & POLICIES

KEY ELEMENTS OF A SUSTAINABLE AND RESILIENT BUILT ENVIRONMENT:

Goals and policies in this section promote a more sustainable and resilient built environment, where:

- A compact growth pattern is maintained through a focus on infill and redevelopment, and reinvestment in the City’s historic, vacant, or underutilized buildings-ensuring land and available infrastructure are used efficiently.
- Open space and agricultural lands adjacent to the City’s planning area are preserved through the City’s Open Space program and coordination with adjoining counties and landowners.
- Community livability is enhanced through expanded housing options, investments in local and regional transportation, and ease of access to employment, health and human services, recreational facilities, and other amenities.
- The impacts of future growth on the City’s natural environment are minimized through the use of sustainable site planning and development practices.
- Risks and effects associated with future flood events or other disasters are minimized by focusing growth out of flood or disaster prone areas, and designing critical infrastructure to withstand severe stresses.



Embrace a compact and efficient pattern of growth.

1.1A: GROWTH MANAGEMENT

Prioritize the development of sites located within the Municipal Service Area, where infrastructure and services can be readily provided; continue to use open space buffers, agricultural easements, and other tools to ensure Longmont remains a free-standing community with a unique and separate identity from surrounding communities.

1.1B: INFILL AND REDEVELOPMENT

Support the adaptive reuse or redevelopment of underutilized sites and buildings and encourage higher density infill and redevelopment in centers and mixed-use corridors, and other areas of change where development can easily be accessed on foot, by bike, or using public transit.

1.1C: INTERGOVERNMENTAL COORDINATION

Cooperate with neighboring jurisdictions, including Weld, Boulder, and Larimer counties, on issues and initiatives of mutual interest, periodically reviewing and updating intergovernmental agreements that recognize the comprehensive plans of applicable jurisdictions.

1.1D: THREE-MILE AREA

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.



Promote a sustainable mix of land uses.

1.2

1.2A: OVERALL MIX OF USES

Strive for a balanced mix of residential, employment, retail, commercial, recreational, and other uses that allow residents to live, work, play, learn, and conduct much of their daily business within the City and increase the self-sufficiency of the community.

1.2B: DISTRIBUTION OF SERVICE- AND RECREATION-ORIENTED USES

Promote a geographic distribution of service- and recreation-oriented uses across the City, balancing the need to address potentially underserved areas while protecting the character of established neighborhoods and historic resources.

1.2C: COMMUNITY AMENITIES

Recognize the role community amenities play in the vibrancy of the City and the quality of life of residents, encouraging the use of distinctive features in design of the public realm, the presence of arts and cultural programs or facilities, and spaces for people to gather and host events.

1.2D: DEVELOPMENT TYPES

Plan for a combination of greenfield development, infill development and redevelopment, and adaptive reuse within the Municipal Service Area to meet the needs of Longmont's residents, businesses, and people who work in Longmont.



Cross-cutting topic: Housing

There are two goals pertaining specifically to housing. Goal 1.2 addresses housing more broadly within the context of a sustainable mix of land uses and a broader mix of housing types, and Goal 3.1 focuses more on housing access and affordability specifically. Goals 2.2 and 4.1 also relate. Section III. Growth Framework provides additional guidance as to the desired locations for specific types of housing within the community.

1.2E: MIX OF HOUSING TYPES

Anticipate and plan for the changing needs of the community, and diversify the City's housing stock by:

- Encouraging the development of a range of housing types, sizes, prices, and densities;
- Actively working with the private sector to promote and potentially incent the construction of housing types documented to be in short supply; and
- Supporting the integration of a more diverse array of attached and multifamily housing types in Mixed Residential neighborhoods and in defined centers and corridors.

1.2F: HIGHER DENSITY HOUSING

Support the incorporation of higher density housing types, such as townhomes, multifamily apartments and condominiums, live-work options—and housing for special populations such as seniors or people with specialized needs—in centers, corridors, Downtown, and Mixed-Use Employment Areas where transit and a range of services, employment opportunities, and amenities are accessible today, or are planned for the future.

1.2G: INTEGRATION OF USES

Encourage the integration of complementary uses within the same building (i.e., residential or office above retail) or on the same site (i.e., residential adjacent to employment and/or retail uses) as a way of revitalizing centers, corridors, and employment areas and improving access to services.



1.3

Maintain and enhance the character of established neighborhoods.

1.3A: NEIGHBORHOOD CHARACTER

Work with residents to define and preserve desirable characteristics of neighborhoods by:

- Encouraging infill development that is designed to be compatible with the scale and character of the City’s existing neighborhoods, especially in designated historic districts;
- Designing and locating public facilities to have positive impacts on established residential neighborhoods;
- Encouraging the adaptive reuse of homes located along arterial or collector streets, or adjacent to centers or corridors, to office, retail, or restaurant uses (as an alternative to redevelopment); and
- Supporting historic preservation efforts where applicable.



1.3B: QUALITY OF LIFE

Monitor neighborhoods for signs of decline or distress, and promote stabilization and revitalization by:

- Responding to code violations and providing information to homeowners and investor-owners in need of housing assistance to make necessary repairs to their properties;
- Targeting public resources for infrastructure improvements, resource conservation measures such as energy and water efficiency programs and rebates, and other neighborhood enhancements, or to enhance public safety; and
- Encouraging private investment in rehabilitation and targeted infill and redevelopment.



Focus infill and redevelopment in centers, corridors, and other areas of change.

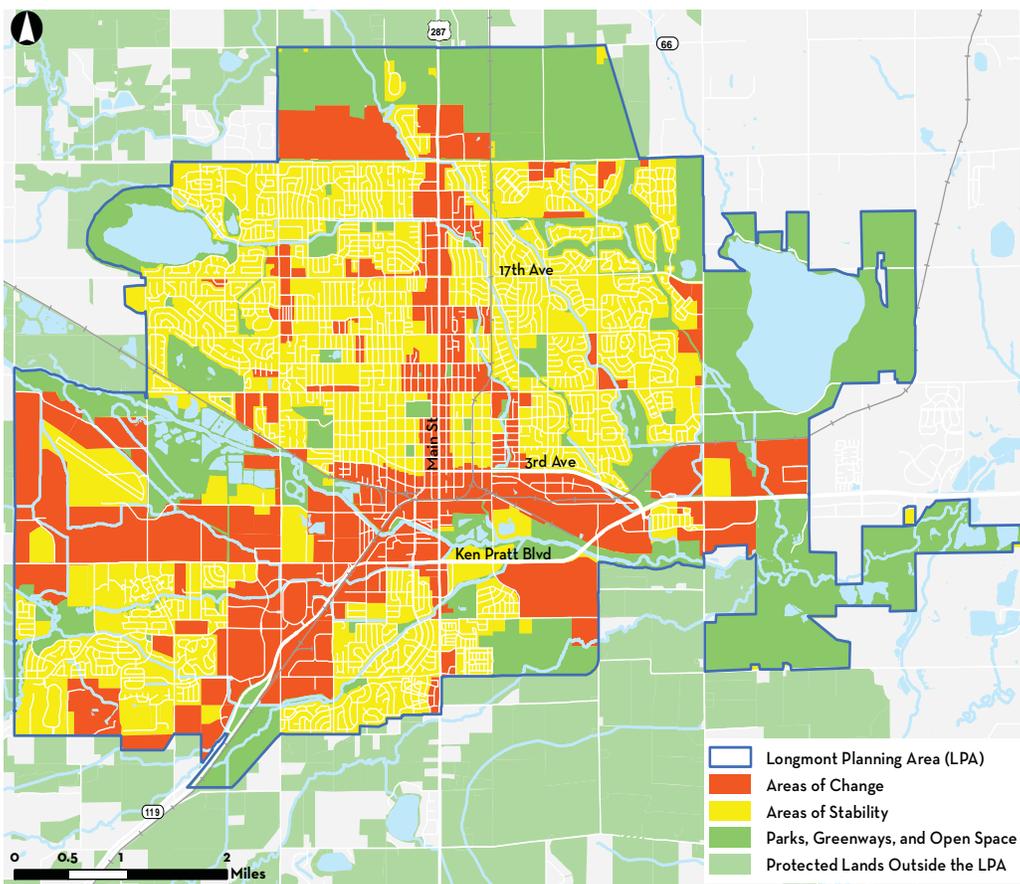
1.4

1.4A: REINVESTMENT STRATEGIES

Employ a range of strategies to transform centers, corridors, and other areas of change into vibrant places that serve adjacent neighborhoods as well as the broader community, including, but not limited to:

- Encouraging targeted infill and redevelopment where surface parking or vacant lots exist or where existing structures and uses are no longer viable;
- Encouraging the adaptive reuse of existing buildings as a means to preserve structures of historic or cultural importance, adapt outdated City facilities, or otherwise bring new uses to vacant or underutilized buildings;
- Encouraging the rehabilitation of underutilized strip commercial areas and single use commercial centers as opportunities arise;
- Encouraging the consolidation and assemblage of properties to improve and coordinate the redevelopment of blocks or segments of centers and corridors, rather than employing a property-by-property approach; and
- Supporting and continuing to plan for ongoing redevelopment in designated Urban Renewal Areas, including, but not limited to, the Twin Peaks Mall Area Urban Renewal Area (Village at the Peaks) and the Southeast Longmont Urban Renewal Area.

AREAS OF CHANGE AND STABILITY



Areas of change (shown in red) and stability (shown in yellow) define locations where future growth would be 1) desirable and/or beneficial to the community, or 2) undesirable and/or potentially detrimental to the community. Much of the future growth in Longmont over the next 10-20 years is anticipated to occur in Areas of Change. These concepts are discussed in more detail in Section III. Growth Framework, which also defines the types of development (e.g., mix of land uses, density/intensity) that could occur in centers and corridors and other locations throughout Longmont.



1.4B: ACTIVITY-GENERATING USES

Promote a diverse mix of activity-generating uses in centers and corridors where they may be readily accessed by those who live or work in these areas, as well as by residents of adjoining neighborhoods and visitors to the City. Although the suitability of individual uses will vary by location, seek to provide a balanced mix of:

- Retail, office, multifamily residential, entertainment;
- Educational facilities such as schools and library services;
- Public and non-profit health and human services facilities and other service-oriented uses; and
- Community gathering spaces and recreational amenities—plazas, parks, community gardens, recreation centers, meeting space, and others as appropriate.

1.4C: TRANSIT-SUPPORTIVE DEVELOPMENT

Encourage Transit-Supportive Development—or development that emphasizes pedestrian and bicycle connectivity and a broader mix of uses at higher densities than may exist today—in all centers and corridors to enhance community livability and expand transportation options.

1.4D: TRANSIT-ORIENTED DEVELOPMENT

Concentrate Transit-Oriented Development—or development with a significant concentration of households, jobs, and density—within 1/4 mile of existing or planned rail or Bus Rapid Transit (BRT) stations, such as near 1st and Main, to support the City’s long-term transportation objectives and leverage major investments.

1.4E: CONNECTIVITY

Encourage and invest in pedestrian, bicycle, and transit improvements that will enhance multimodal connections within and between centers and corridors and adjacent neighborhoods, as well as to other parts of the City and region.

1.4F: RELATIONSHIP TO SURROUNDING NEIGHBORHOODS

Ensure infill development and redevelopment is designed to be sensitive to and compatible with the surrounding neighborhood context—providing transitions in height/scale, mass, and the intensity of activity programed along the shared street frontage or lot line(s).

1.4G: RELATIONSHIP TO GREENWAYS AND NATURAL RESOURCE AREAS

Balance center and corridor development with the needs of wildlife and the City’s natural resources, such as waterways, where applicable—such as along the St. Vrain Greenway.

1.4H: DISTINCTIVE DESIGN

Promote notable architecture or design at high visibility intersections to help give identity and a sense of place to centers, corridors, and neighborhoods.



Support the continued revitalization of Downtown as a community and regional destination.

1.5

1.5A: DIVERSIFICATION OF USES

Encourage the attraction and retention of local businesses in Downtown that reflect Longmont's entrepreneurialism, creativity, and cultural diversity, and seek to promote a vibrant mix of uses—retail, restaurants, arts, entertainment, office, and housing.

1.5B: HISTORIC CHARACTER

Protect the historic character of the Downtown through the rehabilitation and restoration of historic structures and through the use of compatible design techniques for new construction.



1.5C: PUBLIC REALM

Support the continued transformation of Downtown's public realm—which includes alleyscapes, breezeways, plazas, sidewalks, and other outdoor spaces—into an inviting, safe, clean, walkable, accessible, and attractive place for people.

1.5D: CONNECTIVITY

Continue to enhance multimodal connections to Downtown by:

- Seeking opportunities to expand local and regional transit service;
- Enhancing pedestrian and bicycle connectivity within Downtown and to adjacent neighborhoods;
- Providing amenities such as bicycle parking and benches; and
- Managing parking and access in Downtown as activity increases and encouraging the use of structured parking where feasible.

1.5E: CREATIVE DISTRICT

Support the Downtown Longmont Creative District as a vibrant destination with arts, entertainment, and cultural activities to attract residents and visitors of all ages.

1.5F: COLLABORATION AND SPECIAL EVENTS

Foster a collaborative working relationship between the City, and Downtown business and arts and cultural interests, particularly in relationship to street festivals, parades, and other special events that promote Downtown's unique environment.



1.6

Provide, maintain, and enhance public infrastructure, facilities, and services to meet the changing needs of the community.

1.6A: CAPITAL IMPROVEMENT PROGRAM

Annually prepare and adopt a five-year Capital Improvement Program (CIP) and prioritize expenditures in areas consistent with the goals and policies of Envision Longmont, and in areas where the City’s residents will receive the greatest economic, social, and environmental benefits.

1.6B: FINANCING

Ensure that new development pays for and provides its proportionate share of cost for basic improvements plus any improvements necessary to serve the property specifically, and consider alternative methods of financing public improvements.

1.6C: MAINTENANCE AND OPERATIONS

Invest in existing infrastructure and facilities as necessary to extend their useful life and meet the changing needs of the community. Budget adequate funds for the maintenance and operation of public improvements consistent with the City’s budget priorities and accept responsibility for the maintenance and operation of those improvements.



1.6D: UTILITY SERVICE AREA(S)

Consider providing utility service outside of the Municipal Service Area only when City Council determines such extensions benefit the City’s interests, or as stipulated in existing agreements; coordinate with surrounding utility service providers 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 other utility service providers.

1.6E: PLANNING FOR THE FUTURE INTEGRATION OF PUBLIC IMPROVEMENTS

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 future integration with City public improvements.

1.6F: WASTEWATER TREATMENT

Protect the City’s investment in its wastewater treatment plant by promoting compatible land uses and activities adjacent to the facility.

1.6G: RESILIENCY

Design and construct new public improvements and repairs to existing infrastructure to withstand a greater degree of stress and receive less damage from future flooding or other natural disasters.

1.6H: SUSTAINABILITY

Promote sustainable development practices in redevelopment or new development of public facilities.



Photo Credit: City of Longmont



1.7

Reinforce Longmont’s unique identity and sense of community.

1.7A: GATEWAYS

Collaborate with the Colorado Department of Transportation (CDOT) and neighboring jurisdictions on efforts to enhance the appearance of right-of-ways at the City’s key gateways and provide a sense of arrival when coming into Longmont through the use of distinctive landscaping, entry signs, public art, or other unique features. Key gateways are located at the Longmont Planning Area boundary on US Highway 287, State Highway 66, and State Highway 119.

1.7B: VIEWS

Encourage development that maximizes the ability for public enjoyment of the City’s significant views through the orientation of buildings and incorporation of outdoor patios, balconies, and other public gathering spaces.

1.7C: BEAUTIFICATION PROGRAMS

Encourage and sponsor programs and volunteer efforts that promote the beautification of the City’s public and private realm.

1.7D: COMMUNITY IDENTITY

Reinforce the distinctive characteristics of the Downtown area and surrounding neighborhoods, and other Community Identity Clusters identified in the Parks, Recreation, and Trails Master Plan—Union Reservoir, Sandstone Ranch, St. Vrain Greenway, McIntosh Lake, and the Quail Campus—focusing on strengthening Longmont’s natural, historical, cultural, and recreational identity.

1.7E: COMMUNITY EVENTS

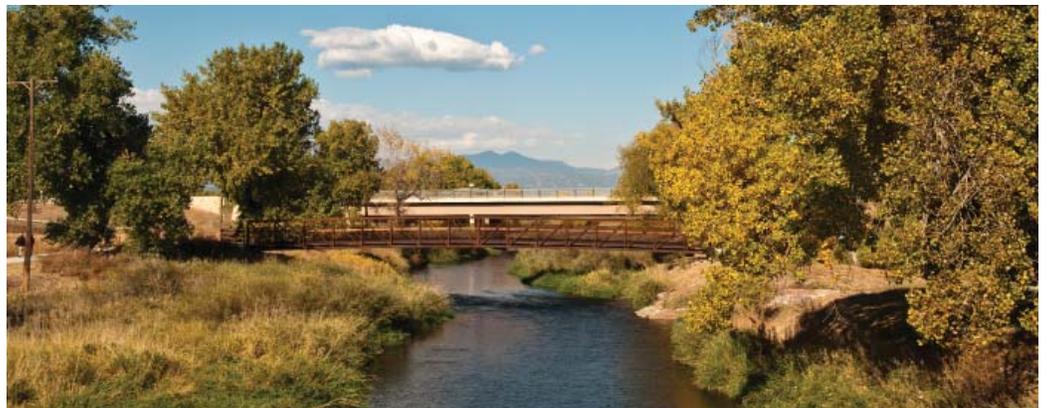
Support new events and continue to support existing events hosted at parks or recreational facilities in Downtown or other Community Identity Clusters, to help to foster a sense of community and celebrate Longmont’s distinct character and diversity.

1.7F: SIGNAGE

Encourage the use of signage that minimizes visual competition, does not dominate the streetscape, and results in attractive signs, while meeting business needs.

1.7G: MAINTENANCE

Promote maintenance of existing City facilities and a quality urban environment and streetscape that is free from inoperative vehicles, unscreened outdoor storage, weeds, refuse, and other unsightly materials.





Create an integrated and quality parks, recreation, greenway, and open space system.

1.8

1.8A: PARKS AND RECREATION

Encourage a system-wide approach to providing for the recreational needs of the community as a whole, continuing to:

- Develop neighborhood and community parks and nature areas consistent with the Parks, Trails, and Recreation Master Plan to serve the active recreation needs of the community;
- Pursue additional park land, recreation facilities, and trails as an integral part of a complete community, making play and recreation parts of daily life;
- Reinvest in the existing park, recreation, and trails system and the assets within each to ensure they retain their value, quality, and appeal to residents and visitors alike;
- Ensure parks and recreational facilities are designed, built, and managed to support public gatherings, as appropriate for the size and amenities of each facility; and
- Protect the long-term health of the park, recreation and trails system through sustainable financial policies, maintenance and operations practices, and planning and design guidelines.

Recreation Facilities:

- Centennial Pool
- Longmont Ice Pavilion
- Recreation Center
- Roosevelt Pool
- St. Vrain Memorial Building
- Senior Center
- Sunset Pool
- Other outdoor aquatics facilities
- Athletic fields/complexes
- Special event venues
- Municipal golf courses

Cross-cutting topic: Parks, Recreation, Open Space, and Trails



There are three separate goals that directly address the parks, recreation, greenways, and open space system. Goal 1.8 addresses the overall system and its essential components, Goal 3.2 addresses the need for equitable access to the system, and Goal 5.5 addresses the ecological functions of the system. Goals 2.2 and 4.1 also relate. More detailed guidance in all of these areas is provided by the City's Parks, Recreation and Trails Master Plan, Open Space and Trails Master Plan, and Recreation Master Plan.

1.8B: OPEN SPACE

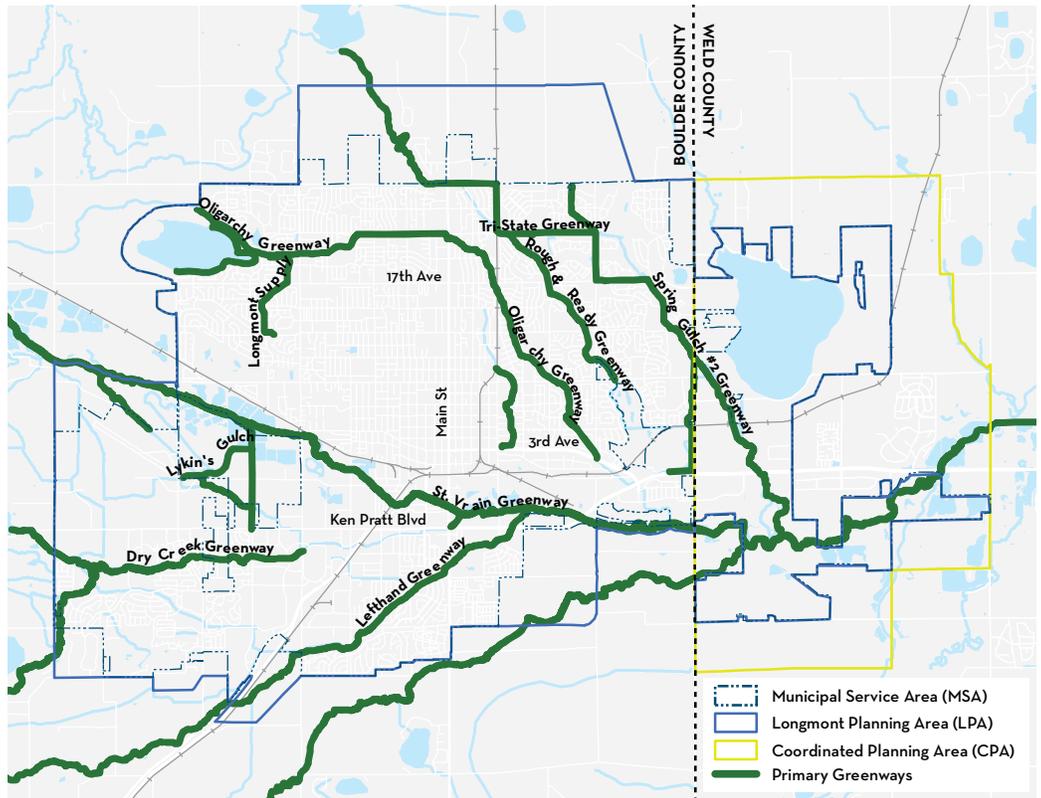
Continue to expand the City's network of open space and support the City's desire to remain a stand-alone community by:

- Preserving natural and cultural resources, including but not limited to: range lands, forest lands, wildlife habitat, wetlands, agricultural lands, aquifer recharge areas, surface water, and visual corridors;
- Providing urban shaping buffers between or around municipalities or community service areas and buffer zones between residential and non-residential development;
- Providing linkages to trails, access to public lakes, streams and other usable open space lands, stream corridors and scenic corridors along existing roadways; and
- Providing for low-impact recreation compatible with resource protection goals.

1.8C: GREENWAYS AND TRAILS

Continue to work towards completing the greenway system, developing and maintaining a system that:

- Includes both primary and secondary greenways;
- Encompasses habitat corridors, waterways, utility corridors, or any other natural or man-made open space corridors within the City that can accommodate trail-oriented recreation while connecting residential areas to the community's pedestrian and bike network, parks, schools, and other activity centers;



- Includes adequate and appropriate furnishings and other amenities, such as benches, bicycle parking, bicycle repair stations, and recycling/trash collection to support the safety and enjoyment of all users;
- Connects Longmont's trails and greenways to other regional trails in accordance with the State Trails Plan and planned trails in surrounding jurisdictions;
- Considers alternative ways to fill gaps in the trail system that cannot be filled by primary or secondary greenways and that can accommodate a variety of recreational activities, such as walking, jogging, and biking; and
- Ensures that recreation connections are coordinated with existing and planned investments in the City's transportation system so that such facilities can accommodate the community's recreational needs, both active and passive, as well as its multimodal transportation needs.

MEASURING OUR PROGRESS

INDICATORS FOR LIVABLE CENTERS, CORRIDORS, AND NEIGHBORHOODS

A preliminary list of indicators that will be used to help track the City’s progress in achieving Guiding Principle 1: Livable centers, corridors, and neighborhoods is listed below. Unless otherwise noted, all sources for indicator data are City of Longmont.

Indicator	Geography*	Method	Baseline	Target
Overall Density	Areas within the municipal boundaries (except those zoned P or A)	Dwelling Units (DU) per acre	2015: 1.89 DU/acre	Increase density (20 year target: 10%)
Development in Areas of Change	Longmont Planning Area	New DUs and non-residential square feet built in Areas of Change, as a % of City total	(TBD)	Increase share of development in Areas of Change
Mix of Housing Types	Citywide	Other Residential (non-single-family detached units) as a percentage of total units permitted.	2013: 48.8%	Increase housing diversity (percentage of total housing stock classified as Other Residential)
Parks and Recreational Opportunities	Citywide	Percent of residential units located within 1/2 mile of a park, greenway, or City recreation facility	(TBD)	Increase or maintain the percentage of residents within 1/2 mile of a park, greenway or recreation facility
* Unless otherwise noted, “Citywide” refers to areas within the municipal boundaries of the City of Longmont.				

SUPPORTING DATA

Supporting data do not have specific targets, but will still be tracked and reported to help to tell a more complete story about how the community is changing over time.

- Development in centers and corridors
- City investments in improvements
- Arts and culture businesses
- Historic preservation investments
- Downtown sales
- Downtown Investments
- Public art
- Recreational facilities





GP2: A COMPLETE, BALANCED, AND CONNECTED TRANSPORTATION SYSTEM

WHY IT IS IMPORTANT

Demand for expanded transportation options in Longmont is growing. This demand is driven by necessity for some and is a matter of choice for others. An aging population, reduced car ownership, increases in traffic and congestion, convenience, air quality concerns, fluctuations in gasoline prices, and a desire by some to lead active, healthier lifestyles are a few of the factors that influence how people travel. In previous transportation plans, travel was defined as separate systems; pedestrian, bicycle, transit and roadways. As a community, we recognize how each travel choice plays an essential and interconnected role in an overall system of moving people and how this system must be well coordinated to fill our current and future travel needs. The transportation system also plays a direct role in our surrounding land uses and quality of life, our economic vitality in our ability to attract and retain new residents and businesses, and our ability to retain and leverage the benefits of being a freestanding community. Additionally, the airport plays an important role in tying together the surface travel choices with international connections for general aviation.

LOOKING TO THE FUTURE

Longmont will continue to invest in a complete, balanced transportation system that enhances safety, mobility, accessibility, and convenience for all modes—locally, as well as to key destinations around the region—reducing reliance on single-occupant motor vehicle trips, supporting healthy and active lifestyles, and protecting our environment.



GOALS & POLICIES

KEY ELEMENTS OF A SUSTAINABLE AND RESILIENT TRANSPORTATION SYSTEM

Goals and policies in this section promote a more sustainable and resilient transportation system, where:

- Land use and transportation planning and investments are deliberately aligned to increase the efficiency and effectiveness of the transportation system.
- The livability and accessibility of the City’s mixed-use centers and corridors, and neighborhoods is enhanced through investments in pedestrian and bicycle connections, expanded transit service, and a commitment to Complete Streets principles.
- Risk and economic impacts associated with extreme events are minimized by designing critical transportation infrastructure to more readily withstand major stresses and creating redundancy in the system.
- Greenhouse gas emissions are reduced through the expanded use of transit, walking, and bicycling and reduced reliance on single occupancy vehicles.

2.1

Integrate land use and transportation planning to enhance the overall quality of life in the City.

2.1A: MULTIMODAL CONNECTIONS

Provide effective multi-modal connections within and between existing and developing neighborhoods, and mixed-use centers and corridors, parks, city facilities, and schools.

2.1B: TRANSIT-SUPPORTIVE DEVELOPMENT

Encourage Transit-Supportive Development—or development that emphasizes pedestrian and bicycle connectivity and a broader mix of uses at higher densities than may exist today—in all centers and corridors to enhance community livability and expand transportation options.

2.1C: TRANSIT-ORIENTED DEVELOPMENT

Concentrate Transit-Oriented Development—or development with a significant concentration of households, jobs, and density— within 1/4 mile (an approximate 10-minute walk) of existing or planned rail or Bus Rapid Transit (BRT) stations, such as near 1st and Main, to support the City’s long-term transportation objectives and leverage major investments.

Cross-cutting topic: Integrating Land Use and Transportation



The critical linkage between land use and transportation is reflected throughout this Plan. Focusing growth and a broader mix of uses in centers and corridors establishes a foundation for more robust local and regional transit, allows the City to more effectively target pedestrian and bicycle improvements and other system enhancements in locations where they will be most beneficial to the community, and improve access to a wide range of services and amenities.



Photo Credit: City of Longmont

2.ID: FIRST AND LAST MILE CONNECTIONS

Provide well-connected pedestrian and bicycle networks in areas where enhanced transit service exists (i.e., high frequency bus, Bus Rapid Transit (BRT), and commuter rail) to enhance First and Last Mile Connections.

2.IE: TRANSPORTATION SERVICES

Continue coordination among transportation providers, human service agencies and nonprofit organizations to fund accessible and affordable transportation options serving older adults, transit dependent populations and others with special transportation needs.

2.IF: SAFE ROUTES TO SCHOOLS

Encourage programs that enhance transit, bicycle and pedestrian connections to and from schools to provide safe and healthy options for students and to reduce vehicular congestion in school zones.

2.IG: TRANSPORTATION FACILITY DESIGN

Mitigate the impact of transportation facilities on noise, light 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. Work with adjacent neighborhoods to balance transportation needs and facility design with neighborhood character when widening roads or constructing new roadways.

2.IH: PRESERVE RIGHT-OF-WAY (ROW) FOR FUTURE CONNECTIONS AND ACCESS

Maintain existing ROW for a variety of modes of travel to the maximum extent feasible to preserve opportunities for future connections and access, particularly within designated Areas of Change. Vacate City ROW only under careful consideration of all other uses.



2.2

Provide a transportation system that offers safe, healthy, and reliable mobility for people of all ages, income levels, and abilities.

2.2A: INTEGRATED SYSTEM

Design the citywide transportation system to encourage the use of multiple means of travel:

- Minimizing barriers and creating a safer environment for active transportation modes including bicycling and walking;
- Identifying and improving First and Last Mile Connections to key transit facilities; and
- Addressing safety and efficiency of interfaces between travel modes, such as the role of the roadway accommodating multiple modes of transportation, trail crossings of railroads and pedestrian and bicycle crossings of busy streets.

Maintain a multimodal implementation plan that addresses the unique needs of each mode of travel, that integrates all modes of travel into a comprehensive transportation system, and that has efficient links between each mode.

The Multimodal Transportation System



A safe, reliable and complete transportation system must take into account all modes of travel—driving, walking, bicycling, and taking transit—and a commitment to ongoing system maintenance. Section III. Growth Framework describes the role of each of these modes in different parts of the City and plans for future improvements to help complete the overall system.

2.2B: REGIONAL CONNECTIONS AND COLLABORATION

Strengthen all types of transportation connections between Longmont and surrounding communities and employment centers, with an emphasis on alternative modes prior to single-occupant vehicles. Increase involvement with surrounding cities and counties, as well as regional, state and federal agencies to ensure the best connectivity and continuity along regional corridors that serve Longmont.

2.2C: ROADWAY SYSTEM

Provide a safe and efficient roadway system that:

- Encourages the use of arterial streets for cross-town and regional travel;
- Encourages the use of collectors to channel traffic between neighborhoods and arterials;
- Discourages the use of local streets for through traffic; and
- Provides efficient regional travel connections to other jurisdictions and activity centers in the region by multiple modes.

Monitor, maintain and improve the City’s arterial street system at an adequate level of service to reflect its importance as the backbone of the transportation system for all modes of travel. Modify, where appropriate, current street standards to safely accommodate motor vehicles, bicycles, pedestrians, and public transit on all streets.

2.2D: TRANSIT SERVICE

Coordinate with all transit providers operating in the City to improve and expand transit service and frequency to serve existing and developing activity centers and neighborhoods, providing greater accessibility to Longmont’s residents and workforce. Evaluate existing transit stops and Park-n-Ride locations and promote improvements to them that would further support transit.



2.2E: RAPID TRANSIT CORRIDORS

Continue to work with regional partners including the Regional Transportation District (RTD), the Colorado Department of Transportation (CDOT) and neighboring jurisdictions on:

- Short-range implementation of BRT on the SH 119 and US 287 corridors to provide immediate regional transit service and transit system elements that can be phased toward Northwest Rail Corridor implementation;
- Phased implementation of commuter rail in the Northwest Rail Corridor along the Diagonal Highway (SH 119) and into Downtown Longmont as part of the 2004 voter approved FasTracks project; and
- Phased implementation of a future commuter rail line from the North Metro FasTracks line into Longmont and to communities north of the City.

2.2F: BICYCLE SYSTEM

Better integrate a system of on-street and off-street bicycle facilities to provide safe and convenient biking opportunities for users of all types and abilities by:

- Identifying and addressing gaps in the current bicycle system and barriers to biking for varying user groups;
- Providing bicycle parking and bicycle sharing opportunities at strategic locations to support bicycling as a viable means of active transportation; and
- Working with transit providers to increase capacity and convenience for bicycles on transit vehicles.

2.2G: PEDESTRIAN SYSTEM

Continue to provide sidewalks and paths to accommodate pedestrians throughout the City, focusing on:

- Developing accessible pedestrian facilities in key areas of the City where pedestrian activity is currently high or is expected to be high in the future, such as in Downtown, near existing or planned transit stations, around schools and other community facilities, and as part of centers and corridor development;
- Identifying and addressing sidewalk gaps and needs for pedestrian crossings, especially at major streets; and
- Enhancing the existing pedestrian system in older neighborhoods or neighborhoods with a higher percentage of transit-dependent residents whenever possible by widening or improving existing facilities.

2.2H: MULTI-USE FACILITIES

Integrate the transportation system and the greenway trails system to continue to provide recreational opportunities for walkers, joggers, and other trail users, while still allowing for the transportation function of these facilities. Continue to adapt and implement the most up-to-date and safe sidewalk and pedestrian crossing standards on all of Longmont's arterial, collector and local streets and utilize street right-of way to complete recreational and transportation multi-use connections where off-street facilities are not possible.

2.2I: AIRPORT

Ensure that the Vance Brand Airport continues to provide for the current and future general aviation needs of the community; providing efficient multimodal surface transportation connections to the airport and surrounding land uses.

2.3

Enhance the transportation system in a manner that improves the economic vitality of the City, while being responsible stewards of limited resources.



2.3A: CAPITAL IMPROVEMENT PROGRAM (CIP)

Maintain the existing and useful infrastructure to a lasting quality. Reflect the City's priorities for multi-modal transportation needs as defined by the goals and policies in this Plan in the annual CIP.

2.3B: INTER-JURISDICTIONAL COORDINATION

Work closely with county, municipal, regional and state agencies to prioritize inter-jurisdictional transportation improvements and develop coalitions to finance and implement needed improvements. Continue to seek state and federal multi-modal grants to lessen the financial burden of transportation projects on the City.

2.3C: INNOVATION/EMERGING TECHNOLOGIES

Use pilot projects and emerging technologies to test new and innovative concepts (including car shares or other private transportation options) for improvements to streets, pedestrian, bicycle and transit facilities where appropriate and in a fiscally responsible manner.

2.3D: ALTERNATIVE MODES

Promote less polluting alternatives to the single-occupant vehicle trip, including carpooling, transit use, bicycling, walking, and telecommuting, through alternative mode incentive programs such as bus passes, vanpools, preferential carpool parking and bicycle parking.

2.3E: TRANSPORTATION SYSTEM AND DEMAND MANAGEMENT

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.

2.3F: PARKING MANAGEMENT

Implement transportation system management, transportation demand management, and parking management programs that result in better use of limited land in activity centers. Parking management can include a number of techniques, including paid parking, cash-out parking based on time, and unbundling parking spaces from multifamily dwelling units.

2.3G: RAILROAD IMPACTS

Explore, prioritize and implement cost-effective measures to mitigate noise and other impacts of railroads, including establishing quiet zones, grade-separated roadway crossings, greater setbacks or potential roadway or railroad realignments.

MEASURING OUR PROGRESS

INDICATORS FOR A COMPLETE, BALANCED, AND CONNECTED TRANSPORTATION SYSTEM

A preliminary list of indicators that will be used to help track the City's progress in achieving Guiding Principle 2: A complete, balanced and connected transportation system is listed below. Unless otherwise noted, all sources for indicator data are City of Longmont.

Indicator	Geography*	Method	Baseline	Target
Mode Split	Citywide	Non-Single Occupant Vehicle (SOV) trips to work as a percentage of total trips	2014: 27.4%	Increase
Congestion	Citywide	Number of intersections exceeding Level of Service and volume-to-capacity ratio	2014: 3 (Ken Pratt & Hover, Nelson & Hover, and Ken Pratt & Main)	Decrease
Transit Ridership	Citywide	Number of trips made on transit	2014: 1,109,088	Maintain; increase
Greenways, Trails & Bikeways	Citywide	Miles of greenways, trails & bikeways	2015: 193.5 miles	Increase
Traffic Injuries	Citywide	Injury-producing and total traffic accidents per 1,000 population	2014: 24.9 per 1,000	Decrease
Connectivity	Citywide	Number of grade separated crossings	2 all vehicle grade-separated structures/bridges over the RR; 24 non-motorized grade separated structures under streets or RR	Increase
Vehicle Miles Traveled (VMT)	Citywide	Total VMT per capita on arterial and collector roadways	2013: 3,696.6	Decrease

SUPPORTING DATA

Supporting data do not have specific targets, but will still be tracked and reported to help to tell a more complete story about how the community is changing over time.

- Transit Service (service hours/number of residents living within 1/2 mile of transit)



PUBLIC LIBRARY



GP3: HOUSING, SERVICES, AMENITIES, AND OPPORTUNITIES FOR ALL

WHY IT IS IMPORTANT

Longmont is becoming more diverse—economically, racially and ethnically, and by age. This diversity translates into a strong sense of community identity, culture, and inclusion that is valued in Longmont. As Longmont continues to grow and develop, it will be vital that the City and its many partners ensure residents have access to the public facilities; recreational and cultural amenities; social, health, and human services; housing and transportation options; and educational opportunities they need to thrive and prosper. Access to these services and amenities is about more than just quality of life—it is a fundamental aspect of ensuring all residents are able to contribute to the economic and civic well-being of the community. We are all better off when everyone is able to achieve his or her fullest potential.

LOOKING TO THE FUTURE

Longmont will be a vibrant community where prosperity and the opportunity to access both essential and non-essential services and amenities are available to all residents, regardless of their race, creed, color, ethnicity, national origin, religion, sex, sexual orientation, gender expression, age, height, weight, ability, socio-economic status, military status, marital status, and family type.





GOALS & POLICIES

KEY ELEMENTS OF A SUSTAINABLE AND RESILIENT COMMUNITY

Goals and policies in this section promote a more sustainable and resilient community, where:

- A range of housing options are available to meet the needs of residents of all ages, income levels, and abilities.
- Future housing, employment, and services are aligned with investments in the City’s multimodal transportation system to increase their accessibility and help reduce the combined cost of transportation and housing for residents.
- Expanded focus is placed on educating residents-particularly older adults and other vulnerable populations-about the types of programs and services that are available and helping them access what they need.
- Inclusivity and equity are fostered through educational efforts and attention to issues of cultural and racial diversity and there is representation on City boards and commissions.
- All residents have access to a range of educational and recreational amenities.

3.1

Ensure there are affordable and accessible housing options that meet the needs of residents of all ages, abilities, and income levels.

3.1A: HOUSING OPTIONS

Diversify the City’s housing stock to meet the needs of a variety of socioeconomic groups and lifestyles by:

- Pursuing, in cooperation with other agencies, more housing opportunities dispersed throughout the City for low- and moderate-income people.
- Allowing for a mix of housing types and sizes (see Goal 1.2 and associated policies).
- Considering a range of incentives for developments that provide affordable housing units and prioritize use of incentives for development within centers and corridors where amenities and services are more readily available.
- Seeking public/private partnerships to support the construction of more permanently affordable homes.

3.1B: AFFORDABLE HOUSING

Strive for ten percent of total housing stock to be permanently affordable housing units affordable to households earning less than 80% of AMI for for-sale homes and less than 50% of AMI for rental homes.



Cross-cutting topic: Housing

There are two goals pertaining specifically to housing. Goal 1.2 addresses housing more broadly within the context of a sustainable mix of land uses and broader mix of housing types and densities, and Goal 3.1 focuses more on housing access and affordability specifically. Section III. Growth Framework provides additional guidance on the desired locations for specific types of housing within the community as part of the Future Land Use Plan.

3.1C: ACCESSIBLE HOUSING

Expand the supply of homes in the City that are accessible to seniors and persons with disabilities thorough the use of universal design and visitability principles in the construction of new housing and the rehabilitation of existing homes.

ENVISION LONGMONT AGING WELL

To meet the needs of its growing older adult population, Longmont must proactively plan for the future to ensure residents have the ability to age in place within the community. Concurrent with the Envision Longmont process, the City of Longmont initiated a process to explore the goals and strategies outlined in the Age Well Boulder County Strategic Plan and to develop targeted recommendations to address issues and opportunities specific to the City of Longmont. This process was facilitated using an Assessment Tool provided by the Denver Regional Council of Governments (DRCOG) as part of its Boomer Bond initiative to assist local governments in evaluating existing resources, programs, and infrastructure for older adults. The Assessment Team included participants from City departments, health and human services providers, non-profits, and other partners in Boulder County. The Team's recommendations are reflected throughout the goals and policies and implementation strategies contained in this Plan.



3.1D: HOUSING PROGRAMS AND RESOURCES

Provide support and promote programs that assist people seeking affordable housing options, help low- and moderate- income homeowners maintain and reinvest in their homes, and make modifications to housing to make it accessible for persons with disabilities or allow older adults to age in place.

3.1E: HOUSING STABILITY

Collaborate with local and regional partners on programs and resources to help prevent homelessness, provide stable housing, and help the homeless population find housing.



3.2

Provide residents in all parts of the City with access to a range of community amenities, including parks, open spaces and recreational opportunities.

3.2A: DISTRIBUTION OF FACILITIES

Evaluate the amenities and features of parks and recreational facilities throughout the City on a regular basis to ensure that they are balanced in terms of their distribution and adequately meet the needs of the community.

Cross-cutting topic: Parks, Recreation, Open Space, and Trails



There are three separate goals that directly address the parks, recreation, greenways, and open space system. Goal 1.8 addresses the overall system and its essential components, Goal 3.4 addresses the need for equitable access to the system, Goal 4.1 addresses supporting active and healthy lifestyles, and Goal 5.5 addresses the ecological functions of the system. Goals 2.2 and 4.1 also relate. More detailed guidance in all of these areas is provided by the City's Parks, Recreation and Trails Master Plan and Open Space and Trails Master Plan.

3.2B: MONITORING AND MAINTENANCE OF FACILITIES

Regularly maintain existing public parks, spaces, and other facilities in all neighborhoods; monitor and evaluate programming, safety, and other issues over time; and seek to optimize existing facilities to address changing demands and community needs.

3.2C: PUBLIC/PRIVATE PARTNERSHIPS

Create partnerships with other public and private entities and organizations, such as the St. Vrain Valley School District, YMCA, Home Owners' Associations (HOAs), and others in order to provide public access to existing or planned parks, recreational facilities, or other facilities not owned or managed by the City of Longmont.

3.2D: RECREATION OPPORTUNITIES

Fill service gaps and expand or adapt recreation services and offerings to engage underrepresented groups and growing populations, such as teens, young adults, working families, members of the Latino community and people with disabilities. Prioritize efforts to create recreational opportunities within a 1/2 mile walking distance of every household in Longmont.

3.2E: ACCESSIBILITY AND USABILITY

Incorporate universal design features such as, hard surface paths, ramps, frequent benches, restrooms, and lighting for public facilities that improve the accessibility and usability for all users, regardless of age or ability.

3.2F: COMMUNITY TRAIL SYSTEM

Continue to develop a multiple-use community trail system that is usable by all residents by:

- Enhancing public amenities such as sidewalks, landscaping, street trees, and benches to improve the pedestrian and bicyclist experience in all neighborhoods; and
- Designating trails and other links—such as within the public right of way—to connect useable open space lands and stream corridors with parks, recreation facilities, public buildings, and other public places to provide access to these areas.



Ensure social, health, and human services are accessible to and contribute to the well-being of all residents.

3.3

HEALTH AND HUMAN SERVICES ORGANIZATIONS

Over 100 organizations in Longmont and Boulder County provide health and human services to the community. Providers range from non-profits, to county or city government, or school operated facilities, to churches and other religious organizations. Many focus on a specific issue or area of need, while others focus on understanding the broader needs of residents and providers in order to better direct and coordinate resources among related organizations. Goals and policies in this section are intended to reinforce the need for continued collaboration between the City of Longmont and its many partners in the community in addressing the needs of a growing and changing population.

3.3A: SERVICES AND PROGRAMS

Promote health and human services and programs that strengthen and support individuals, families, and neighborhoods so that all Longmont residents have an equal opportunity to maximize their potential and enhance their quality of life. Focus resources on a continuum of services and programs to assist residents with varying levels of need that address human conditions or issues before they develop into significant individual, family, and/or community issues—ranging from basic needs (food, shelter, clothing, transportation, and protection from abuse and neglect) to early intervention and prevention.

3.3B: FUNDING PRIORITIES

Evaluate community needs, and target available City funding based on those demonstrated needs; involve the public and those who depend most on health and human services in decisions for funding of City services.

3.3C: FACILITY SITING

Coordinate and collaborate with health and human service providers, the school district, and others on the siting and design of new facilities; encouraging locations that are convenient for clients, exploring options for shared use facilities to maximize efficiency and client access.

3.3D: TRANSPORTATION SERVICES

Continue coordination among transportation providers and health and human service providers to fund accessible and affordable transportation serving people with specialized transportation needs.

3.3E: PARTNERSHIPS

Foster close coordination among public, private, and nonprofit agencies that provide health and human services and participate in appropriate regional human services partnerships to determine more efficient and effective methods for delivering human services to Longmont's residents.



3.4

Ensure all Longmont residents have access to arts, cultural, and learning opportunities they need to thrive and prosper.

3.4A: LIFELONG LEARNING

Encourage the growth of educational institutions, community facilities, and programs that increase literacy and provide opportunities for learning throughout all stages of life: early childhood education, primary and secondary institutions, vocational programs, enrichment classes, and lifelong learning opportunities.

3.4B: CITY FACILITIES AND PROGRAMS

Continue to support the library, museum, recreation centers, senior center, and youth center in their efforts to provide information, resources, programs and activities that offer the City's diverse and growing population opportunities to experience arts and culture, and to support their learning needs.

3.4C: ART IN PUBLIC PLACES

Seek opportunities to incorporate art into public projects, such as buildings, parks, recreation facilities, streetscape enhancements, and other infrastructure improvements. Encourage the incorporation of art amenities in private development and the involvement of local artists in the design process.

3.4D: EVENTS AND ACTIVITIES

Continue to collaborate with local businesses and arts and cultural interests to support a diverse range of cultural events, music and theatre performances, and other events throughout the year and ensure they are accessible to all ages, abilities, and income levels.

3.4E: YOUTH INITIATIVES

Promote local initiatives, activities, and opportunities to retain and attract youth. Establish creative partnerships to engage youth through school-based art and music education, non-profit arts and cultural organizations, public and private sector collaborations, and parks and recreation programs.

3.4F: SCHOOL CAPACITY

Continue to collaborate with the St. Vrain Valley School District on methods that both the City and the District can use to mitigate the impact that additional students may place on capital facilities, such as coordinating development review with the District; and 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.





Protect civil liberties and ensure that all residents have equitable access to resources and opportunities to participate in the community and enjoy life.

3.5

3.5A: CITIZEN ENGAGEMENT

Provide a welcoming environment and encourage all residents to participate in City government by:

- Encouraging residents to serve on boards and commissions that advise City Council on matters important to the City and striving to achieve representation that is reflective of the population as a whole;
- Periodically reviewing the purposes and roles of the City's boards and commissions to ensure that they continue to benefit the City and effectively use residents' time and energies;
- Seeking the involvement of diverse groups of residents in community issues and in City-sponsored activities; and
- Develop and administer strategies that actively involve neighborhood groups, business organizations, civic organizations, and residents in the City decision-making process.

3.5B: ACCESSIBILITY OF GOVERNMENT

Continuously seek ways to improve the accessibility of City government by:

- Meeting and exceeding the provisions of the Colorado Open Meetings Act and the Americans with Disabilities Act;
- Periodically reviewing the City's customer-oriented functions to make them easier for consumers to access; and
- Ensuring City policies and regulations and other information developed by and for the City are communicated in a manner that is clear and easy to understand.

3.5C: ACCESS TO INFORMATION

Get information to the public about issues the City is facing, and explore opportunities to supplement public information methods the City is currently using to serve Longmont residents better.

3.5D: ACCESS TO FACILITIES

Support cultural opportunities by providing meeting rooms, performance locations, collections, resources, educational programs, and activities at the museum, the Senior Center, recreation centers, the library, and at other City facilities.

3.5E: EDUCATION

Develop cooperative programs with educational providers to teach people of all ages about City functions and operations and the City decision-making process.



3.6

Recognize and celebrate the cultural diversity of Longmont’s residents.

3.6A: EDUCATION

Maintain an ongoing commitment and leadership role in promoting an understanding of, and appreciation for, the cultural diversity of Longmont residents.

3.6B: COMMUNICATION

Develop strategies to improve the City’s capability to communicate with residents who speak languages other than English.

3.6C: COMMUNITY EVENTS AND ACTIVITIES

Encourage, support, and cooperate with community organizations and local businesses in offering events, programs, services, and activities that are culturally sensitive, actively involve and bring together diverse groups of residents, and create a strong sense of community identity.

3.6D: CITY FACILITIES

Maintain the City’s commitment to providing resources, exhibits, and programs that educate residents and celebrate the different cultures within Longmont through the museum, library, Youth Center, Senior Center, and various recreation facilities.

3.6E: LEADERSHIP

Sponsor leadership development training and mentoring programs for members of different cultures within Longmont.



MEASURING OUR PROGRESS

INDICATORS FOR HOUSING, SERVICES, AMENITIES, AND OPPORTUNITIES FOR ALL

A preliminary list of indicators that will be used to help track the City’s progress in achieving Guiding Principle 3: Housing, services, amenities, and opportunities for all is listed below. Unless otherwise noted, all sources for indicator data are City of Longmont.

Indicator	Geography*	Method	Baseline	Target
Affordable Housing ¹	Citywide	Number of affordable housing units added annually	2014: 5.07% of housing stock was affordable	Target: 50-100 affordable units per year; 10% of overall housing stock (20-year target)
City Staff Language Skills	Citywide	City staff who speak a language in addition to English (including American Sign Language), as a percentage of total staff	(TBD)	Increase
Housing Cost Burden	Citywide	Renter and homeowner households spending 30% of income or greater on housing, as a percentage of total households	2014: 34%	Decrease
* Unless otherwise noted, “Citywide” refers to areas within the municipal boundaries of the City of Longmont.				

SUPPORTING DATA

Supporting data do not have specific targets, but will still be tracked and reported to help to tell a more complete story about how the community is changing over time.

- Affordable For-sale Units
- Affordable For-rent Units
- School capacity
- Parks and Green Space

¹ Affordable housing is defined here as being affordable (i.e., costing no more than 30% of a household’s income) for sale to households earning 80% of AMI and for rent to households earning 50% of AMI.





GP4: A SAFE, HEALTHY, AND ADAPTABLE COMMUNITY

WHY IT IS IMPORTANT

While Longmont is a safe community overall, we are still vulnerable to risks. Crime, fires, natural disasters, and other natural or manmade hazards are all elements that have the potential to negatively affect the health and safety of our community. Even the St. Vrain Creek, one of Longmont's most important natural amenities, can threaten our safety, as it did during the flooding that occurred in 2013. Creating a healthy and safe community requires us not only to focus on prevention, but also on how the community can be more adaptable and resilient in the face of any risk, no matter its magnitude.

In addition to protecting residents from harm, there is a growing desire for the City to support its residents in leading healthy and active lifestyles and improving health outcomes. Longmont already provides residents with easy access to the outdoors through its extensive system of parks, open space, greenways, and trails and access to health and wellness programs and activities through Recreation and Golf, Senior Services, Children Youth and Families and other partnerships. However, some in the community lack access to healthy foods, while others are not able to receive the physical care and emotional support they require.

LOOKING TO THE FUTURE

The City will collaborate with community partners to offer resources that increase awareness about the benefits of leading healthy and active lifestyles; increase access to programs, facilities, and services that contribute to the health and wellness of residents; and create a resilient, disaster ready community through increased awareness of potential hazards, mitigation strategies and self-sufficiency options.





GOALS & POLICIES

KEY ELEMENTS OF A SUSTAINABLE AND RESILIENT COMMUNITY

Goals and policies in this section promote a more sustainable and resilient community, where:

- The health and wellness of the community is valued, and health outcomes (e.g. rates of disease) are improved through expanded access to physical activity, health and human services, educational programs, and healthy food choices.
- Active and healthy lifestyles are supported through access to a robust bike and pedestrian network, and a variety of active and passive recreation opportunities.
- Exposure to manmade or natural hazards is minimized through careful planning-reducing future risks to people and property.
- Residents are well-informed about potential risks the community may face and are prepared to withstand future emergencies, reducing impacts from future crises on the City’s population, infrastructure, and institutions.

4.1

Support healthy and active lifestyles among residents of all ages.

4.1A: EDUCATION AND OUTREACH

Collaborate with schools, community health and wellness organizations, and the medical community to encourage active lifestyles, to expand recreation options, and to increase awareness about fitness options and the benefits of healthy living.

4.1B: RECREATIONAL OPPORTUNITIES

Integrate active living throughout Longmont, linking people to trails, parks, open spaces and other recreational opportunities that promote physical activity, foster a sense of community, and provide easy access to the outdoors. Strive to provide access to active and passive recreational opportunities within 1/2 half mile walking distance of homes or neighborhoods.



4.1C: PROGRAMS AND ACTIVITIES

Develop, encourage, and support programs and activities that enhance the physical and emotional well-being and quality of life of Longmont's residents.

4.1D: YOUTH ACTIVITIES

Promote healthy youth development by offering a wide variety of appealing, purposeful, and fun activities for all ages, backgrounds and interests.

4.1E: BUILT ENVIRONMENT

Integrate active lifestyle considerations as an essential component of the City's built environment:

- Encouraging mixed-use centers, corridors, and neighborhoods that support the ability of residents to meet their daily needs without having to use a car;
- Enhancing options for active transportation, such as pedestrian and bicycle travel; and
- Designing streets and other public spaces with an eye towards the safety and comfort of people.

4.1F: HEALTH OUTCOMES

Monitor key indicators of community health and wellness, such as obesity, activity levels, and rates of disease over time.





4.2

Support increased access to affordable, healthy food.

4.2A: ACCESS AND NUTRITION

Coordinate with schools, food banks, local providers, farmers, health and human services providers and others to address community nutrition needs and to expand access to healthy, affordable, and culturally appropriate foods.



Cross-cutting topic: Agriculture and Local Food Access

Agriculture and local food access are addressed in two contexts: Goal 4.2 addresses aspects of food access throughout the community and Goal 5.4 addresses agricultural land and the agricultural industry specifically.

4.2B: EDUCATION

Incorporate educational opportunities that support healthy eating habits, such as nutrition and cooking classes, as part of the range of courses and programs offered at City facilities.

4.2C: FOOD PRODUCTION

Support community gardens, personal food production, small scale agriculture, Community Supported Agriculture (CSA's), and the raising of some animals for food purposes within the Longmont Planning Area and St. Vrain Valley Planning Area.

4.2D: SUSTAINABLE AGRICULTURAL PRACTICES

Encourage water conservation, erosion protection, and other sustainable practices in all local food production activities, regardless of scale.

4.2E: SALES

Support a distribution of grocers and other healthy food retailers across the community, as well as local farm stands, farmers markets, and other activities that support the sale of locally-produced food products.

4.2F: EDIBLE LANDSCAPES

Consider the introduction of edible landscapes—fruit trees and/or vegetable and herb gardens—on private and public properties such as in parks, on open spaces, or in public rights of way where they may be readily accessed by the community. Utilize environmentally-friendly pesticides, herbicides, and fertilizers in these areas.

4.2G: LOCAL AND REGIONAL FOOD SYSTEM

Partner with landowners, business owners, neighboring counties, Boulder County, the Colorado State University Extension, and other organizations to promote the preservation of working farms and agricultural lands and other components of the local and regional food system.





Ensure residents have access to health and human services.

4.3

4.3A: EDUCATION AND AWARENESS

Work with local and regional health care and human services providers, schools and other partners on programs that increase awareness of available services and educate residents on the importance of making healthy choices in regards to their minds and bodies—such as programs to combat tobacco, alcohol, and drug dependency and raise awareness on suicide prevention resources.

4.3B: CO-LOCATION OF FACILITIES

Encourage the co-location of health and human services facilities with housing, commercial services, and other uses to enhance access for all residents—particularly for older adults, disabled, low-income and other vulnerable populations who may not have the ability or economic means to drive or take transit.

4.3C: TRANSPORTATION OPTIONS

Work with local and regional partners to increase awareness of the transportation options and support services that exist and to support infrastructure improvements that increase opportunities for community members to access health and human services, such as transit service adjustments, and a focus on First and Last Mile Connections.

4.3D: VOLUNTEER SERVICES

Continue to encourage volunteerism among Longmont's residents and business community, recognizing the important role volunteers play in supporting health and human services providers at all levels, helping the City and its partners leverage available resources, engaging residents, and promoting a strong sense of community.





4.4

Partner with our community to ensure the best level of proactive, reactive and coactive public safety services are available.

4.4A: ACCESS AND RESPONSE TIMES

Ensure appropriate assistance, access to essential facilities, and adequate response in times of personal and community need, including emergencies.

4.4B: PARTNERSHIPS

Foster coordination and build partnerships with schools, hospitals, community groups and organizations, safety providers, the private sector, and the community with a goal of providing a coordinated approach to enhancing community safety.

4.4C: COMMUNITY INVOLVEMENT

Encourage proactive community involvement in neighborhood and City safety matters, through:

- Cooperation with law enforcement and safety personnel, neighborhood watches, home/business security and monitoring, and other grassroots efforts;
- Volunteer programming designed to build community stewardship and civic pride; and
- Support for Crime Free Multi-Housing and rental housing programs to reduce crime and improve the quality of life in neighborhoods.





Minimize risks to property, infrastructure, and lives due to natural disasters and other natural or manmade hazards.

4.5

4.5A: HAZARD PRONE AREAS

Implement best practices for mitigating risks and protecting the health and safety of residents, such as:

- Directing future growth and public/private investment away from the flood prone areas, except for the purposes of hazard mitigation or ecological restoration.
- Encouraging the use of floodplains and major drainage facilities for recreational uses, open space, and other appropriate uses that preserve the natural environment.

4.5B: MANMADE HAZARDS

Minimize the exposure of residents, workers, visitors, and other community members to hazardous materials or other chemical generally recognized to be harmful to human health by:

- Preventing the storage or manufacture of toxic or hazardous materials, chemicals, or waste in hazard prone areas;
- Facilitating the proper use and disposal of hazardous materials; and
- Participating in local review of the State's hazardous truck routing plans and proposed routes.

4.5C: INFRASTRUCTURE AND FACILITIES

Develop mitigation strategies, redundancies, and back-up systems, or consider relocation of City infrastructure and facilities located in the 100-year floodplain or in other areas prone to natural or geologic hazards. Where relocation is not feasible, upgrade existing infrastructure and build new infrastructure to be able to withstand a greater degree of stress or damage from natural disasters.

4.5D: EMERGENCY PREPAREDNESS

Ensure residents, first-responders, service providers, and City government are prepared to efficiently respond to and recover from natural and manmade disasters and other unexpected events.

4.5E: EDUCATION/PUBLIC AWARENESS

Improve public awareness regarding hazards, risks, and emergency preparedness and response procedures.

4.5F: PARTNERSHIPS/REGIONAL COLLABORATION

Promote strong partnerships with other governments and regional organizations to ensure that Longmont is involved in decisions, plans, and programs that could affect the City's ability to mitigate, prepare for, respond to, or recover from natural and manmade disasters and other unexpected events.



MEASURING OUR PROGRESS

INDICATORS FOR A SAFE, HEALTHY, AND ADAPTABLE COMMUNITY

A preliminary list of indicators that will be used to help track the City’s progress in achieving Guiding Principle 4: Encourage a safe, healthy, and adaptable community is listed below. Unless otherwise noted, all sources for indicator data are City of Longmont.

Indicator	Geography*	Method	Baseline	Target
Recreation Participation & Visitation	Citywide	Number of Recreation Center visitors and recreation program participant	2014: 847,034	Maintain, increase
Food Access	Citywide	Residents within 1/2 mile of a full service grocery store as a percentage of total residents; OR Number of students on free and reduced lunch	(TBD)	
Active Transportation	Citywide	Number of schools with a Safe Routes to School program; OR Number of students walking or biking to school	(TBD)	Increase
Safe Community	Citywide	Number of apartment complexes certified as Crime Free through the Crime Free Multi-Housing program	(TBD)	Increase

* Unless otherwise noted, “Citywide” refers to areas within the municipal boundaries of the City of Longmont.

SUPPORTING DATA

Supporting data do not have specific targets, but will still be tracked and reported to help to tell a more complete story about how the community is changing over time.

- Fire Service
- Police Service/Crime





GP5: RESPONSIBLE STEWARDSHIP OF OUR RESOURCES

WHY IT IS IMPORTANT

Longmont's natural, historic, cultural, agricultural, environmental, and financial resources all play an important role in making our City unique, livable, and enjoyable. These resources help to define our community, remind us of our history, and set our community apart from others along the Front Range. The City of Longmont and its residents must work together to ensure, to the best of our abilities, that our diverse resources are protected and preserved so that they can continue to be enjoyed by future generations. Without clean air, clean water, and healthy ecosystems, future growth will not be sustainable. In addition, the City of Longmont is a steward of our community's public finances, which influence the types and quality of services that are available to residents. Demand for all of these resources will continue to increase as our community grows. Together as a community we will need to balance this demand with the need to protect and preserve all manner of resources, many of which are irreplaceable.

LOOKING TO THE FUTURE

Longmont will continue to expand its resource protection programs and initiatives and work with the community to ensure the City's natural, historic, cultural, agricultural, environmental, and financial resources are preserved and enhanced for current and future generations.



GOALS & POLICIES

KEY ELEMENTS OF A SUSTAINABLE AND RESILIENT ENVIRONMENT AND CITY ORGANIZATION

Goals and policies in this section promote a more sustainable and resilient environment and city organization, where:

- The need to accommodate future growth is in balance with the protection of the City’s natural environment, wildlife, and sensitive lands through continuation of the City’s Open Space program and conservation and restoration efforts, and a commitment to best practices for stormwater management.
- Greenhouse gas emissions are reduced through the expanded use of renewable energy, promotion of energy efficiency measures, expanded multimodal transportation options, and efforts to mitigate the urban heat island effect.
- The lifecycle of the City’s existing building stock is expanded and community character is enhanced through strong support for historic preservation and the adaptive reuse of underutilized buildings.
- Food security is enhanced through the preservation of agricultural lands and expanded support for local and regional food production, sales, and processing.
- As an organization, the City promotes a culture of transparency, accountability, and fiscal sustainability-ensuring policies are aligned with budgets and capital investment plans.

5.1

Protect and conserve Longmont’s natural resources and environment.

5.1A: NATURAL AREAS AND WILDLIFE

Actively pursue the preservation of Longmont’s unique natural areas, areas of environmental significance, and important wildlife habitat by:

- Coordinating with neighboring jurisdictions and the counties on the protection of open space areas with unique natural features including, but not limited to, wildlife habitat, wetlands, rare plant communities, and high-quality lakes, ponds, and streams;
- Managing and enhancing wildlife habitat and migration corridors within the Longmont Planning Area, and incorporating techniques to mitigate development impacts on wildlife and their habitat;
- Encouraging wetlands preservation and minimizing development’s impact on wetlands by requiring appropriate mitigation measures, including appropriate setbacks from riparian areas;
- Encouraging the use of native plants in landscaping, as well as plants that provide habitat, food, and other resources to wildlife; and
- Supporting volunteer programs that promote appreciation for Longmont’s natural resources, a land stewardship ethics, and a sense of community pride.

5.1B: AIR QUALITY

Strive to improve air quality and reduce citywide greenhouse gas emissions by increasing compliance with all applicable pollution standards, promoting efficient development patterns, and expanding multimodal transportation options.

5.1C: NOISE, ODORS, AND LIGHT

Minimize exposure to excessive and disturbing noise, light, and unpleasant odors.

5.1D: RESOURCE EXTRACTION

Encourage the economically feasible extraction of subsurface resources prior to development or annexation into the City, in accordance with state, county, and local laws and community priorities. Require mitigation of undesirable impacts to the natural environment and to the community as a result of extraction activities and cooperate with other jurisdictions to develop programs that address the community's interests regarding mineral extraction activity and reclamation plans within the Longmont Planning Area.

5.1E: ENERGY

Promote the conservation and efficient use of energy by engaging residents, businesses, and City staff in developing and reaching energy efficiency goals; and promoting the expanded use of renewable energy resources in both public buildings and operations and private development.

5.1F: REUSE AND RECYCLING

Reduce the amount of solid waste produced in the community, especially waste that is disposed of in a landfill, through programs and initiatives that:

- Encourage a shift from landfilling solid waste to alternatives that minimize landfill volume and conserve and/or generate energy;
- Continue to provide precycling and source separation recycling programs, such as curbside recycling, for households and businesses;
- Educate the community about the economic, social, and environmental benefits of waste reduction;
- Encourage the innovative reuse of "green waste," and promote composting and mulching, building on current initiatives; and
- Encourage the beneficial reuse of composted wastewater sludge (biosolids).

5.1G: SUSTAINABLE DEVELOPMENT PRACTICES

Encourage the creative use of sustainable development practices in all public and private development projects, focusing on practices with the ability to minimize the short and long-term impacts of future growth on the natural environment and improve the efficiency of City operations in measurable ways, such as:

- Expanded use of active and passive solar, and other renewable energy sources;
- Use of water- or energy-conserving fixtures;
- Use of Low Impact Development (LID) principles;
- Promoting the use of LEED or other green building standards; and
- Other techniques as applicable to new construction or the rehabilitation of existing buildings or facilities.





5.2

Maintain a quality renewable water supply to meet the long-term needs of the community.

5.2A: WATER RIGHTS

Designate domestic use of the City's water rights as superior to any other use, while managing and maintaining open space water rights for the purpose of supporting agricultural uses and local food production.

5.2B: WATER SUPPLY

Acquire and maintain a raw water supply that will enable the City to respond to changes in supply and demand conditions and that is sufficient to meet the water demands of the City at full build-out of the Longmont Planning Area during a drought with a one in 100-year recurrence interval.

5.2C: WATER QUALITY

Work with local governments, the State of Colorado, and others to maintain and protect the quality and integrity of City's water supply, which includes surface waters in the St. Vrain Creek Basin, the St. Vrain Supply Canal, storage reservoirs, and other sources.



5.2D: WATER CONSERVATION

Expand efforts to actively promote water conservation in both the public and private sectors by:

- Encouraging multiple uses of untreated water where such uses will not compromise the quality or supply of water available for treatment for domestic use or the health and safety of residents;
- Promoting the most efficient use of treated and untreated water resources and wastewater effluent;
- Encouraging the use of native and drought tolerant landscape materials and water conserving irrigation systems; and
- Considering use of untreated water and grey water for irrigation when it proves to be an efficient and environmentally acceptable alternative to treated water and does not pose a threat to the health and safety of residents or vegetation irrigated with this water.

Preserve Longmont’s historic and cultural resources.

5.3

5.3A: COMMUNITY IDENTITY AND CIVIC PRIDE

Reinforce Longmont’s community identity and civic pride by preserving its historical, cultural, architectural, and natural heritage.

5.3B: HISTORIC PRESERVATION

Promote the preservation, rehabilitation, and maintenance of Longmont’s designated historic buildings, signs, districts, as well as other sites of local, regional, and national significance.



5.3C: ADAPTIVE REUSE/INTEGRATION

Integrate historic and cultural features into the design of new development where feasible, using adaptive reuse as a tool to retain historic structures and convert them to community facilities or other uses.

5.3D: EDUCATION AND TOURISM

Continue to support Visit Longmont, the library, the museum, citizen advisory boards, and other opportunities to provide programs that educate residents and visitors on the history and culture of the Longmont area.



5.4

Preserve Longmont’s agricultural resources.

5.4A: AGRICULTURAL LANDS

Continue to collaborate with landowners, neighboring counties—Boulder, Weld, and Larimer—and other entities and organizations to promote the preservation of working farms and agricultural lands and keep prime farmland within the St. Vrain Valley Planning Area under agricultural production.



Cross-cutting topic: Agriculture and Local Food Access

Agriculture and local food access are addressed in two contexts: Goal 4.2 addresses aspects of food access throughout the community and Goal 5.4 addresses agricultural land and the agricultural industry specifically.

5.4B: AGRICULTURAL INDUSTRY

Encourage the diversification and continued innovation of the agricultural industry, including small-scale agricultural production, within the Longmont Planning Area and elsewhere in the St. Vrain Valley Planning Area.



Photo Credit: Patrick Hurley

Recognize and enhance the ecological functions of the City's system of parks, open space, greenways, waterways, and urban forest.



5.5A: PARK DESIGN, MAINTENANCE, AND OPERATIONS

Protect the long-term health of the parks system through sustainable maintenance and operations practices, as well as responsible planning and design. Incorporate sustainable design features or elements—such as native or drought tolerant plants, or features that help manage stormwater and improve water quality, such as rain gardens, retention basins, pervious surfaces, and bioswales—into the design of new parks or into existing parks and recreational facilities as appropriate when these facilities undergo renewal or receive upgrades.

5.5B: GREENWAY FUNCTIONS

Enhance existing and future greenways to accommodate multiple functions, including stormwater management, water treatment, groundwater infiltration, wildlife habitat or corridors, and passive recreation; locate improvements and ensure appropriate setbacks within greenways to minimize negative impacts on wildlife habitat, particularly its fragmentation, and on native vegetation.

5.5C: OPEN SPACE ACQUISITION

Partner with other agencies, conservation organizations, and landowners to acquire open space and conservation easements in accordance with the Longmont Open Space and Trails Master Plan.

Cross-cutting topic: Parks, Recreation, Open Space, and Trails

There are three separate goals that directly address the parks, recreation, greenways, and open space system. Goal 1.8 addresses the overall system and its essential components, Goal 3.4 addresses the need for equitable access to the system, and Goal 5.5 addresses the ecological functions of the system. Goals 2.2, 3.2, and 4.1 also relate. More detailed guidance in all of these areas is provided by the City's Parks, Recreation and Trails Master Plan and Open Space and Trails Master Plan.

5.5D: OPEN SPACE MANAGEMENT

Balance the needs of open space users with conservation objectives on open space owned or managed by the City by:

- Providing low impact recreational opportunities when such opportunities will not negatively impact agriculture, habitat preservation, or wildlife protection objectives;
- Ensuring the management of open space preserves existing wildlife habitats and promotes the improvement of degraded habitats, to the extent possible;
- Including the community in the creation of management plans; and
- Ensuring the City has the financial and technical resources to provide effective and responsible long-term management of open space properties.

5.5E: COMMUNITY AND VOLUNTEER ETHIC

Promote volunteer opportunities to provide environmental education opportunities for residents and foster a land stewardship ethic and a sense of place.



5.6

Strive to be as efficient and effective as possible as a City organization.

5.6A: SERVICE-DELIVERY

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.

5.6B: CUSTOMER SERVICE

Integrate the principles and techniques of quality customer service into employee's hiring, orientation, training and evaluation, and assist employees in providing high quality customer service to the public.

5.6C: ORGANIZATIONAL EFFICIENCY

Continually seek opportunities to improve the efficiency of the City organization such as eliminating service duplication, reducing overhead, and filling service gaps.

5.6D: BUDGET PRIORITIZATION

Maintain a budgeting process that promotes the delivery of City services and improvements in a manner that reflects community priorities, focuses on continuous improvement and achieving results, and advances the guiding principles, goals, and policies of this Plan.

5.6E: TRANSPARENCY

Monitor and share information regarding the status of the City's budget, including projected versus actual revenues and expenses, gaps, and current and future priorities.



MEASURING OUR PROGRESS

INDICATORS FOR RESPONSIBLE STEWARDSHIP OF OUR RESOURCES

A preliminary list of indicators that will be used to help track the City's progress in achieving Guiding Principle 5: Responsible stewards of our resources is listed below. Unless otherwise noted, all sources for indicator data are City of Longmont.

Indicator	Geography*	Method	Baseline	Target
Renewable energy	Citywide	% renewable energy in LPCs energy mix	2013: 23% (includes hydro)	Increase
Water	Citywide	Use per capita per day	2014: 143 gallons	Decrease
Historic preservation	Citywide	Number of historic landmarks	2013: 126	Maintain or increase
Agriculture	St Vrain Valley Planning Area	Acres of land irrigated for agriculture	2015: 34%	Maintain
Preserved City Lands	St Vrain Valley Planning Area	Acres of land acquired by the City or County for preservation or conservation purposes	2013: 26,516 acres	Maintain or Increase

* Unless otherwise noted, "Citywide" refers to areas within the municipal boundaries of the City of Longmont.

SUPPORTING DATA

Supporting data do not have specific targets, but will still be tracked and reported to help to tell a more complete story about how the community is changing over time.

- Air Quality
- Energy
- Solar energy
- Waste diversion
- Solid waste





GP6: JOB GROWTH AND ECONOMIC VITALITY THROUGH INNOVATION AND COLLABORATION

WHY IT IS IMPORTANT

As the community and region continue to grow, Longmont must take an active role in positioning itself in the modern economy by expanding the availability of a range of job opportunities that provide residents with the opportunity to choose to both live and work in our community. Throughout its history, Longmont's economy has proven to be extremely adaptable. Firmly rooted in agricultural production and processing for more than one hundred years, the make-up of the City's economy has broadened in recent decades to include high tech and manufacturing employers. However, food production and related uses remain a major component of the City's economy as the City has targeted efforts aimed at attracting and growing food and beverage producers (breweries, distilleries, local food production) and culinary businesses. As a result, food production and other related uses are still an important component of Longmont's economy. Building on the City's history and emerging industries, the City has emerged as an incubator for entrepreneurs and innovative companies. In addition, Longmont has a number of highly competitive infrastructure assets, including the NextLight fiber-optic broadband internet network, affordable and reliable power, high quality water, a general aviation airport, and a low cost of doing business. While these advantages have led to economic growth in recent years, challenges remain. Many Longmont residents commute elsewhere for work and the City lacks the types of workspaces to meet the needs of the range of businesses it seeks to attract.

LOOKING TO THE FUTURE

Longmont will work with partners locally and throughout the region to continue to grow and leverage its business-friendly assets in order to position itself for continued economic growth and expanded job opportunities. The City will also need to monitor and respond to global and national trends that have the potential for local impacts.



GOALS & POLICIES

KEY ELEMENTS OF A SUSTAINABLE AND RESILIENT ECONOMY

Goals and policies in this section promote a more sustainable and resilient economy in Longmont and the surrounding region, where:

- The effects of future economic fluctuations on the community are minimized through increased diversity in the employment sectors represented and range of jobs available within the City.
- More residents have the ability to both live and work in Longmont—reducing commute times and associated strains on the transportation system, reducing combined housing/transportation cost burdens on residents, and increasing the vitality of the City’s mixed-use corridors and centers.
- The needs of new employers and existing employers are being met through targeted investment in infrastructure and services in employment areas and mixed-use centers within the City.
- Local capacity in the workforce and knowledge base is being built through the collaborative efforts of the City and its economic and educational partners.
- Longmont’s reliance on others in the event of future disasters or hazard events is being minimized reduced through its ability to tap into local resources and strong partnerships.

6.1

Recruit, support, incentivize, and retain quality businesses to provide a comprehensive range of job opportunities and promote economic diversity.

6.1A: BUSINESS RETENTION AND RECRUITMENT

Continue to grow and maintain a strong job base to guarantee a strong local economy in balance with the resident labor force by:

- Fostering a business-friendly environment that encourages the retention, growth, and continued profitability of existing businesses which benefit the City, its tax base, and its residents; and
- Focusing on supporting existing businesses and attracting new businesses within the target industries identified as part of Advance Longmont: Advanced Technology, Bioscience, Creative Arts & Culinary, and Professional Services & IT.

6.1B: PROGRAMS AND TOOLS

Use available tools such as federal, state, or other economic development programs and incentives to:

- Facilitate capital investment for the expansion of existing Longmont businesses and attraction of new businesses that benefit the City;
- Support economic development programs that incentivize development and economic activity in line with the City’s goals and target industry approaches; and
- Collaborate with the private sector and other housing providers in meeting the housing demands of Longmont employers and employees.

Promote and increase opportunities for collaboration, innovation, and entrepreneurship.

6.2

6.2A: WORK SPACES

Encourage the creation of new businesses and growth of small businesses and ensure there are ample building sites and spaces for these businesses to start and grow into by:

- Planning for and investing in public and private spaces in regional centers and employment areas that facilitate the interaction of local businesses, workers and residents; and
- Cooperating with the private sector in establishing an environment for nurturing small and start-up businesses.



6.2B: BUSINESS ASSISTANCE

Continually coordinate with the Longmont Economic Development Partnership to promote resources available to new and small businesses, address barriers to starting businesses in Longmont, and assist businesses that are either expanding or relocating within or to Longmont to make the process as simple and straightforward as possible.

ECONOMIC DEVELOPMENT PARTNERS

The City of Longmont actively collaborates with several organizations to address mutual goals and specific needs identified as part of the Advance Longmont strategy (prepared by the Longmont Economic Development Partnership, formerly the Longmont Area Economic Council). These organizations exist to promote economic growth in Longmont by developing local businesses and bringing in larger companies. The most active of these organizations include the Longmont Economic Development Partnership, the Longmont Area Chamber of Commerce, the Longmont Downtown Development Authority (LDDA), and the Latino Chamber of Commerce of Boulder County. For more information about these organizations or key findings from Advance Longmont strategy, refer to the Economy section of the Envision Longmont Community Profile report.

6.3

Address building space, infrastructure needs, and other considerations of target industries and the workforce.

6.3A: PRIMARY EMPLOYMENT AREAS

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 businesses in the City's target industries in a range of sizes to accommodate the unique requirements of individual businesses. In addition:

- Work with private sector partners and consider incentives to increase the amount of high quality and modern office space, both within Primary Employment areas and in Downtown;
- Ensure that new development within and adjacent to the City's Primary Employment areas is compatible with and does not hamper the ability of existing and future businesses to operate, using primary and secondary uses outlined in Section III. Growth Framework as a guide;
- Communicate with the private sector when planning the timing and financing of utility extension to business and industrial sites; and
- Work with Longmont's economic partners and the private sector to market available Primary Employment sites to prospective developers and businesses and promote the diversity of available locations in Longmont to businesses within the region considering expanding or relocating.

6.3B: MIXED-USE EMPLOYMENT AREAS

Prioritize employment uses within Mixed-Use Employment areas—such as the St. Vrain Creek Corridor and the Sugar Mill—while supporting their diversification and enhancing their economic vitality by:

- Encouraging a range of secondary uses that benefit employees, but do not hamper the ability of existing businesses to operate—such as public gathering spaces, parks, trails, and recreational facilities, retail and restaurants, and multifamily housing;



- Reinvesting in and improving public infrastructure, such as streets, sidewalks, bikeways, and transit;
- Facilitating the development, rehabilitation, and/or adaptive reuse of existing properties to meet the contemporary needs of emerging businesses while making a positive contribution to the appearance of the City;
- Encouraging a mixture of building types and sizes; and
- Supporting the incorporation of multifamily housing and live/work opportunities to increase the number of households located near employment and transit corridors.

6.3C: CIRCULATION AND ACCESS

Support a transportation network in designated employment areas that facilitates the orderly movement of goods and people and offers workers the ability to commute using a variety of transportation modes. Support this network by:

- Working with RTD and other service providers to increase transit access to employment areas within Longmont;
- Periodically reviewing, and modifying as appropriate, equitable methods of financing capital improvements where existing and new development pay their appropriate share of the costs;
- Maintaining truck routing plans and regulations that use collector streets through industrial areas and arterial streets to facilitate access to Longmont's economic centers and corridors, and that minimize truck travel through residential neighborhoods;
- Developing creative solutions to address freight train traffic by improving communications with railroad companies to coordinate compatibility between rail system operations and the City's land use and transportation system; and
- Establishing an interconnected network of streets and blocks in new or redeveloping employment areas to promote walking and alternative transportation modes while still allowing for light industrial uses and truck traffic.

6.3D: BUSINESS INFRASTRUCTURE

Work with economic development partners to promote the City's assets in terms of existing infrastructure, competitive utility rates, and high-speed fiber optic broadband network, and invest in new infrastructure needed to support and grow employment within Longmont's target industries



6.4

Foster an educated and skilled workforce that meets the needs of local businesses and increases economic opportunities for residents.

6.4A: WORKFORCE TRAINING

Work with Front Range Community College, the Longmont Economic Development Partnership, Longmont Library, and others to align educational offerings with the City’s target industries, support workforce training programs and opportunities to increase employment and incomes of residents of all ages, and to ensure the workforce needs of local businesses can be met by residents.

6.4B: K-12 EDUCATION

Continue to support efforts by St. Vrain Valley School District to provide STEM (Science, Technology, Engineering, and Math) education programs and workforce readiness education and increase graduation rates. Explore opportunities to participate in STEAM (Science, Technology, Engineering, Art + Design, and Math) education and related programs as appropriate.

6.4C: MARKETING

Promote Longmont as an attractive place to live, and market Longmont’s businesses and job opportunities at higher education institutions such as Colorado State University, the University of Colorado, the University of Northern Colorado, and others.





Ensure Longmont is a desirable place to live, work, play, learn, and start a business.

6.5

6.5A: QUALITY OF LIFE

Employ the following strategies in partnership with the private sector to enhance the quality of life of Longmont residents, attract the workforce needed to support local businesses, and to encourage local businesses to remain and expand in Longmont:

- Identifying opportunities to increase access to jobs that pay a living wage for residents;
- Ensuring a variety of housing options exist that are attractive to and affordable for existing and potential future workers in Longmont;
- Investing in essential infrastructure and community amenities, such as multimodal transportation, education, as well as recreational, retail, and cultural opportunities; and
- Supporting the expansion and diversification of retail opportunities, categories, and levels within the City as the market supports, allowing residents to meet more of their needs locally.



Photo Credit: City of Longmont

6.5B: RECRUITMENT

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, with an emphasis on:

- Continuing to enhance efforts to market Longmont within the region and nationally by promoting the City's business-friendly climate, the City as a hub for entrepreneurship and innovation, and the City's business infrastructure; and
- Identifying and recruiting specific businesses or workers that complement or support the existing economic base by creating primary jobs or by diversifying the community's economic base.

6.6

Maintain a safe and efficient airport to meet the City’s needs for commerce and recreational aviation.

6.6A: AIRPORT ROLE

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.

6.6B: AIRPORT OPERATIONS

Administer airport operations in accordance with the Airport Master Plan:

- Managing airport operations to ensure their continued compatibility with other land uses in the airport environs;
- Operating the airport as a community asset and improve the facilities to increase its use and revenues;
- Mitigating airport-related noise impacts on development in the airport environs; and
- Allowing residential uses only in compatible areas around the airport



6.6C: LAND USE COMPATIBILITY

Plan for compatibility between nearby land uses and the airport through:

- Coordinated land use and airport planning;
- Coordination with Boulder County to manage land uses appropriately in the unincorporated areas of the airport environs; and
- Encouraging retention of ongoing agricultural operations where practicable.

6.6D: MULTIMODAL CONNECTIONS

Provide efficient multimodal transportation connections between the City’s employment centers and the airport.

MEASURING OUR PROGRESS

INDICATORS FOR JOB GROWTH AND ECONOMIC VITALITY THROUGH INNOVATION AND COLLABORATION

A preliminary list of indicators that will be used to help track the City’s progress in achieving Guiding Principle 6: Foster job growth and economic vitality through innovation and collaboration is listed below. Unless otherwise noted, all sources for indicator data are City of Longmont.

Indicator	Geography*	Method	Baseline	Target
Primary Employers	Citywide	Net change in primary employment	2014: 615 new jobs	Maintain/ Increase
Target industries	Citywide	Number of businesses within the Advance Longmont Target Industries	(TBD)	Increase
Place of work	Citywide	Residents living and working in Longmont as a percentage of all residents ages 16 and over	2014: 44%	Increase

* Unless otherwise noted, “Citywide” refers to areas within the municipal boundaries of the City of Longmont.

SUPPORTING DATA

Supporting data do not have specific targets, but will still be tracked and reported to help to tell a more complete story about how the community is changing over time.

- New non-residential space
- Jobs to residents
- Median incomes
- Utility rates
- Commute times
- Unemployment
- New Businesses
- Vacancy



GROWTH FRAMEWORK



GROWTH FRAMEWORK

BACKGROUND AND CONTEXT

Longmont is expected to add approximately 24,165 new residents by 2035. This Growth Framework is a tool for City staff, elected and appointed officials, and the community-at-large to use in anticipating, evaluating and making decisions regarding the location, intensity, and design of future development and the timing of infrastructure improvements in Longmont over the next 10 to 20 years.

Key elements of Longmont's Growth Framework include:

- **Future Land Use Plan.** The Future Land Use Plan is comprised of the Future Land Use map and accompanying land use category descriptions. The map defines where and how Longmont will grow over the next ten to twenty years and is accompanied by a discussion of the specific land use categories that are associated with different locations or types of places within the City. The Future Land Use Plan builds upon community preferences expressed as part of the Envision Longmont process as to different types and intensities of development, other City plans and policies, and underlying zoning, where applicable.
- **Multimodal Transportation Plan.** The Multimodal Transportation Plan is comprised of recommendations for the roadway, transit, bicycle, and pedestrian systems, which function together as the City's multimodal system. The Multimodal Transportation Implementation Plan in Appendix A contains the technical analysis and more detailed background information that underpins the Multimodal Transportation Plan.
- **Focus Areas.** Four Focus Areas were identified as part of the Envision Longmont process as areas offering the greatest opportunity to accommodate future development: 1) Hover Street Corridor; 2) St. Vrain Creek Corridor; 3) Midtown/North Main; and 4) Sugar Mill/Highway 119 Gateway. Recommendations in this section reflect a preliminary direction for each area to set the stage for more detailed planning efforts in the future.

Refer to the Envision Longmont Community Profile report contained in the Appendix of this Plan for a discussion of background data and trends that will influence the community's growth in terms of population, households, and employment.

Growth Framework Objectives

Throughout the Envision Longmont process, residents expressed a desire to balance the need to accommodate future growth with the need to protect the distinct character and quality of life of the community. This Growth Framework seeks to accomplish this balance by supporting the following objectives:

- **Promote infill and redevelopment.** While some previously undeveloped land remains within the planning area, a growing proportion of future growth will likely need to occur in the form of infill and redevelopment. This “inward” focus promotes the efficient use of available land and existing infrastructure, the revitalization of vacant and underutilized sites within the City, and minimizes impacts of future growth on stable neighborhoods and the natural environment.
- **Create places for people.** Residents expressed a desire for more active places that promote a sense of community—places that provide an opportunity for people to live, work, play, connect, and meet their daily needs. The Growth Framework encourages higher density, mixed-use developments in centers and corridors that are readily accessible to surrounding neighborhoods via bike or transit, or on foot, as well as by car.
- **Expand housing and employment options.** The Growth Framework encourages a diverse mix of housing to address the needs of residents of all ages, income levels, and abilities, in addition to recognizing the varied needs of today’s businesses and workers. Higher density housing and mixed-employment uses are particularly encouraged in centers and along major travel corridors where residents and employees may more readily access a range of services and transportation options.
- **Promote healthy, active lifestyles and a healthy environment.** The City’s greenways, parks, and open spaces shape future growth within the City limits. The Growth Framework supports conservation and responsible management of these important community amenities while balancing the role these features play in stormwater management, providing wildlife habitat, and supporting recreation and healthy, active lifestyles.
- **Expand multimodal transportation options.** The Multimodal Transportation Plan (MTP) seeks to increase the ability for people to move from place to place within the City as well as around the region. The updated MTP targets gaps in the existing local sidewalk and trail system as well as enhancing on-street bicycle facilities. The MTP also supports ongoing improvements to transit service and roadways to enhance connectivity both within the City and the region.

Future Land Use Plan

The Future Land Use Plan is a tool to guide future development decisions, infrastructure improvements, and public and private investment and reinvestment in the City of Longmont. The map identifies locations where different types of land uses or types of “places” are anticipated to occur during the next ten to 20 years, and where the City would support the development of these uses. A more detailed discussion of each land use category—defining characteristics, primary and secondary uses, appropriate density ranges, and other considerations—is provided later in this section.

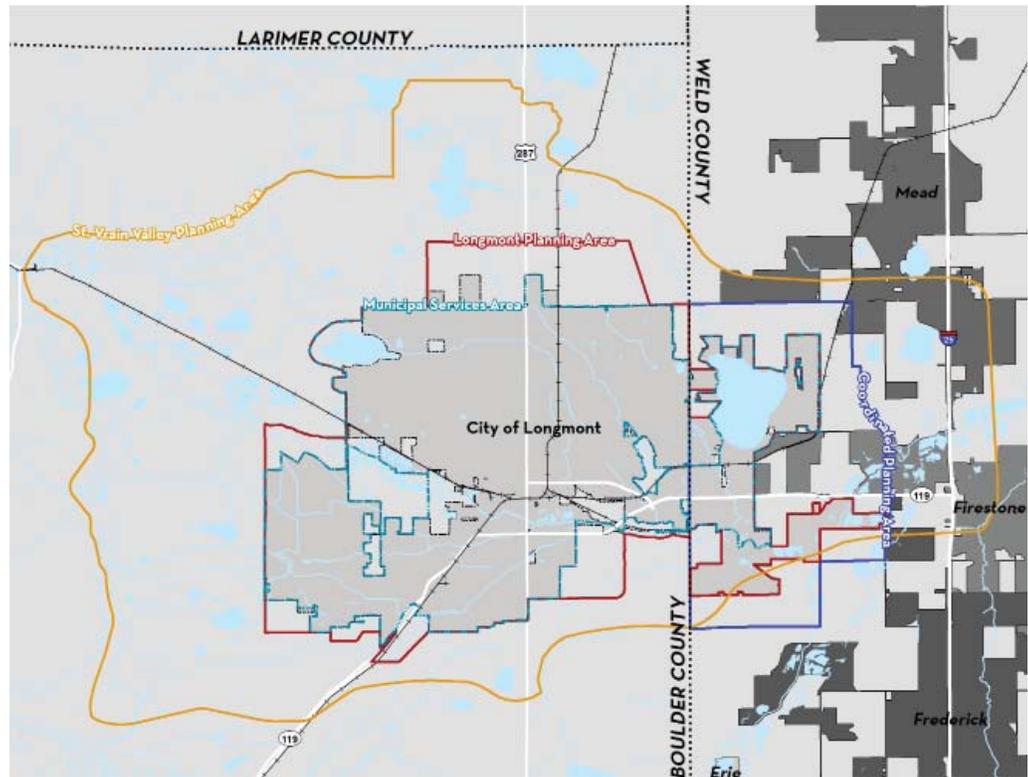
The City uses a “three-tier” planning process to guide its growth and development:

1. **Municipal Service Area.** The Municipal Service Area is that area within which the City currently provides, or intends to annex and provide, urban services over time.
2. **Longmont Planning Area.** The Longmont Planning Area is the second tier is outside the Municipal Service Area and represents the extent of the City’s future urban development in Boulder County.
3. **St. Vrain Valley Planning Area.** The St. Vrain Valley Planning Area is the third 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.

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.

The Longmont Planning Area and the Coordinated Planning Area comprise the City's Urban Growth Area (UGA) in terms of the Denver Regional Council of Governments' Metro Vision 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.

THREE-TIER PLANNING AREA MAP



HOW TO USE THE FUTURE LAND USE PLAN

The Future Land Use Plan establishes a vision for future land uses throughout the community. In most cases, land use categories generally follow existing parcel lines, roadways, and other geographic boundaries. If the land use category shown on the Future Land Use and Transportation System map does not follow an existing parcel line, the actual delineation of land use categories will be established at the time of re-zoning and/or development proposal.

Underlying zoning was reviewed and considered throughout the development of this Plan to ensure that consistency between planned land uses and zoning could be maintained to the maximum extent feasible. However, in some instances, land use categories do differ as was necessary to meet the broader objectives of the Plan. To fully achieve the Plan's objectives, re-zoning may be required when some properties develop or redevelop in the future. In many of the cases where inconsistencies do exist, planned land use categories (e.g., mixed-use categories) and zoning that would subsequently be required, would allow a much broader range of uses and higher densities than are allowed today.

Future zone changes should generally adhere to the land use categories depicted on the Future Land Use Plan, but flexibility in interpretation of the boundary may be granted by the Planning and Development Services Director, provided the proposed change is consistent with the principles, goals, and policies contained in this Plan. Density ranges outlined for each land use category are based on gross acreage, and are intended to address overall densities for a particular area rather than for individual parcels.

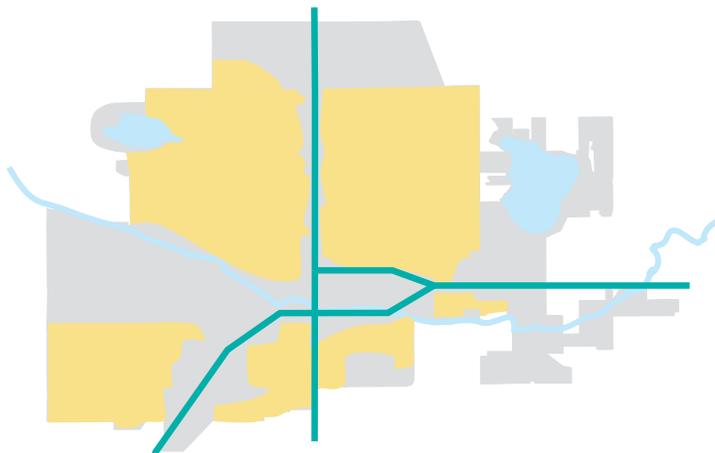
The Future Land Use Plan is not intended to be used as a standalone tool; rather, it should be considered in conjunction with the Multimodal Transportation Plan and accompanying principles, goals, and policies contained in this Plan.

Factors Influencing Growth

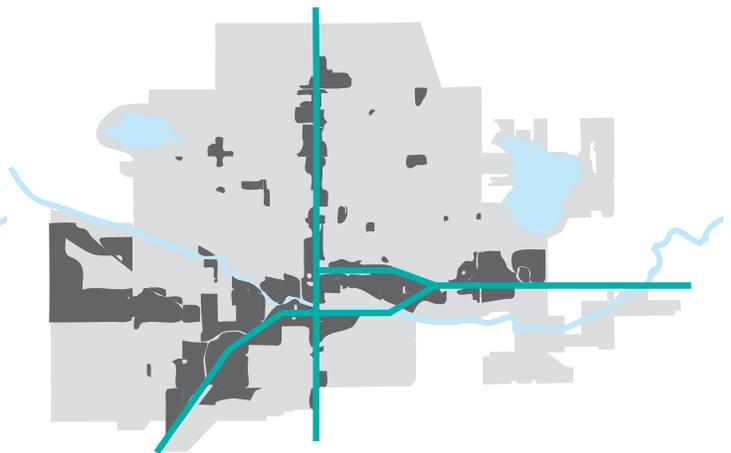
A GROWING AND CHANGING POPULATION

Although it is comprised primarily of families today, Longmont’s population is becoming increasingly diverse in terms of its age, income levels, and ethnicity. At the same time, the percentage of residents living and working Longmont has decreased significantly and the City lacks in modern employment workspaces that meet the needs of today’s businesses in terms of size, location, and finish levels. Addressing these considerations and community preferences will require a greater variety of housing types and living situations than exist in Longmont today. In addition, a more flexible array of employment areas will be needed that can evolve to meet the needs of existing businesses as they grow over time, and that can help attract new companies and workers to the City in the future.

RESIDENTIAL AREAS



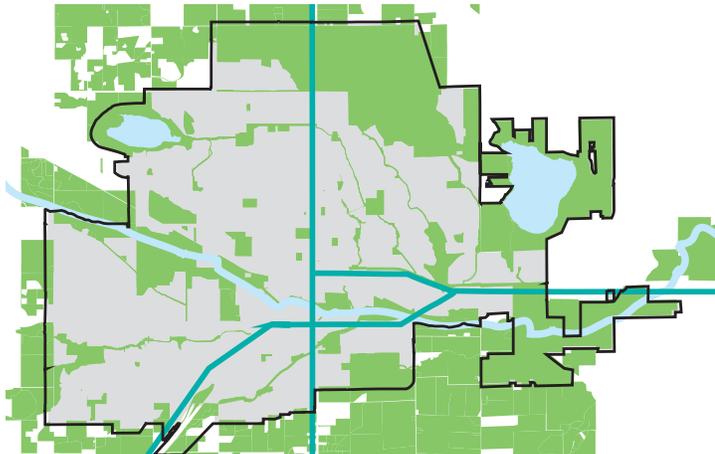
EMPLOYMENT AREAS



OPEN SPACE AND NEIGHBORING COMMUNITIES

Longmont’s Planning Area is surrounded on all sides by City of Longmont or Boulder County open space, limiting opportunities for outward expansion. These open spaces, many of which include active agricultural lands, are valued by the community for their role in maintaining Longmont’s status as a free-standing community, their role in the local and regional food system and economy, and their role in protecting the character and health of the City’s natural resources. In addition, a system of greenways traverses the City, providing connections and travel corridors for people and wildlife; they also serve important ecological functions. Outward expansion of the City is further limited to the east by the boundaries of neighboring communities, Frederick, Firestone, and Mead.

OPEN SPACE AND GREENWAYS



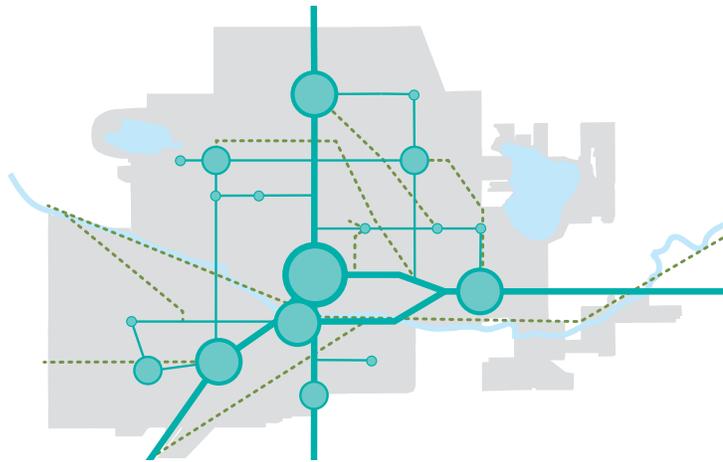
NEIGHBORS



MAJOR TRANSPORTATION CORRIDORS

Longmont’s major transportation corridors—Main Street, Hover Street, Highway 119, and Ken Pratt Boulevard are a central focus of the Growth Framework, and provide an opportunity to align the City’s land use and multimodal transportation objectives with myriad quality of life considerations by concentrating future growth and reinvestment in livable centers and corridors. Centers and corridors vary in terms of their scale, overall mix of uses, and the types of transportation options that are available today or are planned for the future.

CENTERS AND CORRIDORS

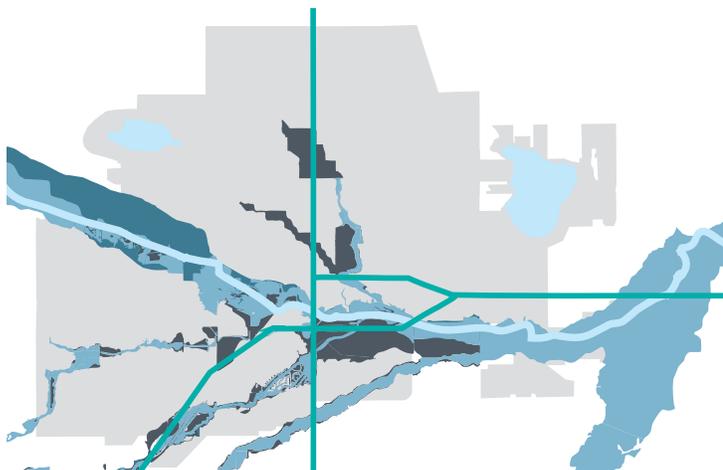


-  **Major and Minor Centers:** Mixed-use areas served by major transportation systems that provide access to jobs; retail, commercial, and public services; and a variety of housing options.
-  **Major and Minor Corridors:** City streets which connect Centers through a variety of transportation systems. Areas along Corridors also support opportunities for mixed-use and infill development.
-  **Greenways:** In addition to offering opportunities for recreation and active lifestyles, greenways also support biking and walking as modes of transportation.

HAZARDS AND RISKS

During the flood events of 2013, waters from the St. Vrain Creek left the river’s normal channel banks in several locations. These split flows traveled along roadways, gravel ponds, and the BNSF railroad tracks traversing the City. As a result, areas outside of the regulatory floodplain were affected. Recovery efforts from the floods are ongoing and multiple projects are underway to address repairs to infrastructure and to reconstruct and improve the channels of the St. Vrain Creek and Left Hand Creek, and to minimize future risk to people and property. These improvements will help shape the extent of future growth, particularly within the City reach of St. Vrain Creek, which is located between Main Street and Hover Street.

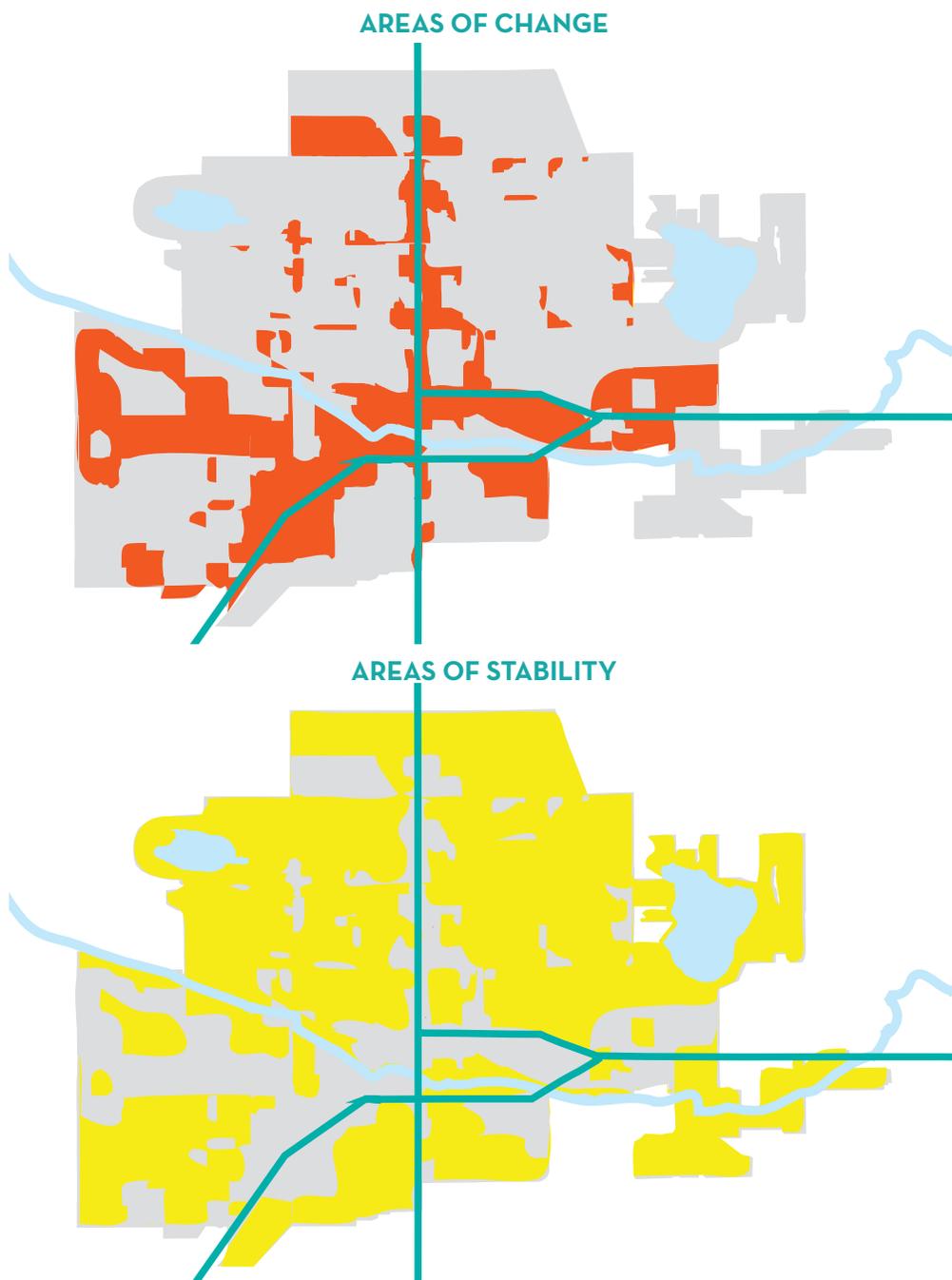
FLOOD ZONES



-  100-year Floodplain
-  500-year Floodplain
-  Areas Inundated in 2013 Flood

Areas of Change and Stability

Based on the factors described, much of the future growth in Longmont over the next 10-20 years is anticipated to occur in Areas of Change (shown in red), which include undeveloped areas planned for future development and developed areas with the potential for infill or redevelopment. Areas identified as stable (shown in yellow) include both new and recently constructed development and established areas that are not anticipated to experience significant change. While these areas have been identified as stable, it does not mean they cannot (or will not) change in the future. In some instances, protective measures may be needed to maintain stability over time. Tracking where and how future growth occurs within defined Areas of Change and Stability will be an important indicator of the Growth Framework’s effectiveness over time. Generally, the highest volume and intensity of future growth should occur within Areas of Change. Should significant development pressure begin to emerge in a particular Area of Stability, a more detailed analysis of trends and existing conditions should be completed to determine whether additional planning or protective measures should be developed in collaboration with the community.



Land Use Category Summary Table

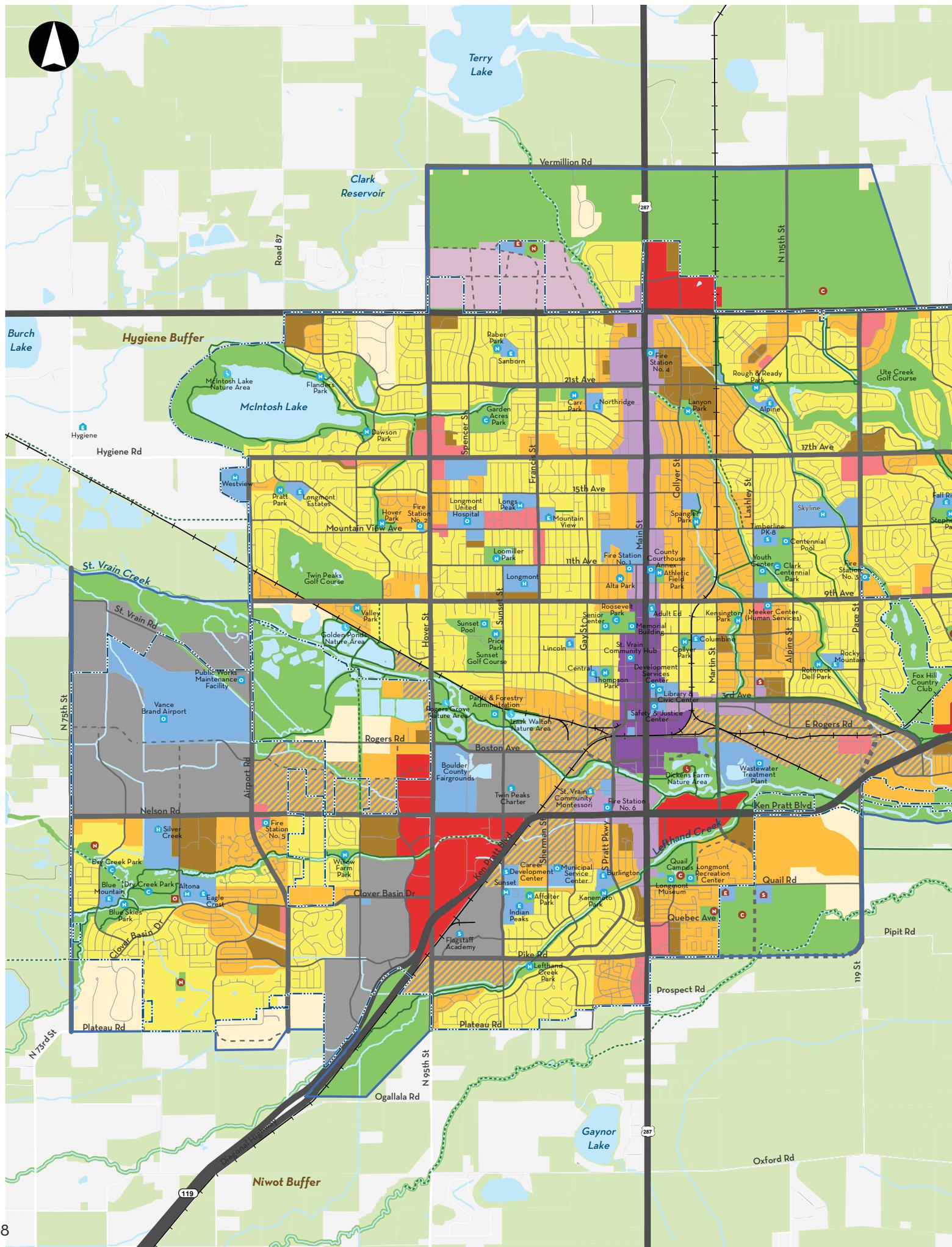
Category	Uses	Range of Density/Scale	Key Characteristics
Neighborhoods			
Rural Neighborhood	<p>Primary: Single-family detached homes on large lots.</p> <p>Secondary: Accessory dwelling units, community gardens, food production.</p>	Up to 1 dwelling unit per acre, but will typically be lower.	<ul style="list-style-type: none"> Provides opportunities for ex-urban or rural lifestyles. Clustered development is encouraged to preserve sensitive natural features, common open space, or working agricultural lands.
Single-family Neighborhood	<p>Primary: Single-family detached homes.</p> <p>Secondary: Accessory dwelling units, parks, greenways, recreation, community gardens, schools, places of worship, and other complementary uses.</p>	Typically between 1-8 dwelling units per acre; however, development that incorporates affordable units may be eligible for higher densities, as specified in the LDC.	<ul style="list-style-type: none"> Includes neighborhoods (of all ages) that are comprised predominantly of single-family detached homes. A well-defined pattern of blocks and direct pedestrian and bicycle connections provides residents with direct access to nearby services and amenities.
Mixed Neighborhood	<p>Primary: Single-family detached homes on smaller lots, duplexes, triplexes, townhomes, and smaller multifamily buildings.</p> <p>Secondary: Accessory dwelling units, as well as small scale retail, restaurants/cafes, community gardens, community or public services, parks, recreation facilities, schools, and places of worship.</p>	Typically between 6 and 18 dwelling units per acre; however, development that incorporates affordable units and/or is located within 1/4 mile of a high-frequency transit stop may be eligible for greater densities as specified in the LDC.	<ul style="list-style-type: none"> Provides residents with a mix of housing options and densities within close proximity to services and amenities. Serves as a transition between Single-family Neighborhoods and higher-density corridors, centers, or employment areas.
Multi-family Neighborhood	<p>Primary: Multifamily apartments or condominiums.</p> <p>Secondary: Townhomes or duplexes, retail, restaurants, public facilities, senior services, parks, recreation facilities, community gardens, schools, and places of worship.</p>	Typically 18-35 dwelling units per acre. Development in Multi-family Neighborhoods will generally be 3 to 4 stories; however, development that incorporates affordable units and/or is located within 1/4 mile of a high-frequency transit stop may be eligible for greater building heights and higher densities as specified in the LDC. Development abutting lower-intensity, established residential neighborhoods should provide transitions in massing and height.	<ul style="list-style-type: none"> A mix of higher density housing types located in areas that are proximate to retail, health and human services, schools, parks, employment, and public transit.

Category	Uses	Range of Density/Scale	Key Characteristics
Mixed-Use			
Downtown / CBD	<p>Primary: Diverse mix of uses, including specialty goods retail, bars and restaurants, arts and entertainment, offices, cultural facilities.</p> <p>Secondary: Multifamily condominiums or apartments, civic and government facilities, as well as plazas, squares, pocket parks, community gardens, and other gathering spaces.</p>	<p>Development in Downtown will generally be 1 to 4 stories; however, development outside of the historic downtown area that incorporates affordable units, a vertical mix of residential and non-residential uses, and/or is located within 1/4 mile of a high-frequency transit stop may be eligible for greater building heights as specified in the LDC. Development abutting lower-intensity, established residential neighborhoods should provide transitions in massing and height.</p>	<ul style="list-style-type: none"> • The unique and historic character of downtown is protected through the preservation, rehabilitation, or adaptive reuse of historic structures. • Higher-density pedestrian and transit-oriented development is encouraged to promote ongoing revitalization efforts and to expand housing options over time. • Well-served by transit (existing/planned) making it easily accessible from other parts of the City and region.
Regional Center	<p>Primary: Large format retail, restaurant, and similar entertainment uses that attract visitors from around the City and region.</p> <p>Secondary: Office, public facilities (primary or satellite facilities), medical and other supporting non-residential and employment uses, high density apartments and condominiums, as well as plazas, squares, pocket parks, community gardens, and other gathering spaces.</p>	<p>Development in Regional Centers will generally be 1 to 4 stories; however, development that incorporates affordable units, a vertical mix of residential and non-residential uses, and/or is located within 1/4 mile of a high-frequency transit stop may be eligible for greater building heights as specified in the LDC. Development abutting lower-intensity, established residential neighborhoods should provide transitions in massing and height.</p>	<ul style="list-style-type: none"> • Serve the commercial and retail needs of the City and region, while also providing high density housing and employment options in close proximity to transit and other services. • Targeted infill and/or redevelopment in existing Regional Centers is encouraged to reduce surface parking, promote a broader mix of uses, create gathering places for people, and accommodate higher density, pedestrian, and transit-supportive uses over time. • While Regional Centers may be largely auto-oriented today, future development should be designed to support existing/future transit.

Category	Uses	Range of Density/Scale	Key Characteristics
<p>Neighborhood Center</p>	<p>Primary: Retail, commercial, business and professional uses intended to serve the residents of surrounding neighborhoods.</p> <p>Secondary: Townhomes, small scale multi-family apartment or condominiums, restaurants, specialty stores, professional offices, health services, public facilities, as well as plazas, squares, pocket parks, and other community gathering spaces.</p>	<p>Building heights typically range from 1-2 stories. However, development that incorporates affordable units, a vertical mix of residential and non-residential uses, and/or is located within 1/4 mile of a high-frequency transit stop may be eligible for greater building heights as specified in the LDC. Buildings up to 3 stories in height may also be considered as part of larger Neighborhood Centers depending on the proximity to adjacent Single-Family Neighborhoods, ability to incorporate transitions in height, and access to multimodal transportation facilities. Development abutting a lower-intensity, established residential neighborhoods should provide transitions in massing and height.</p>	<ul style="list-style-type: none"> • Offer a mix of supporting services and small-scale commercial/retail uses for surrounding residential neighborhoods. • Multifamily residential uses are typically of a smaller scale and lower density than those found in Regional Centers and as part of Mixed-Use Corridors, particularly where they abut a single family neighborhood.
<p>Mixed-Use Corridor</p>	<p>Primary: A mix of commercial, retail, professional offices, medium to high density residential, and service-oriented uses.</p> <p>Secondary: Civic and government uses, as well as plazas, squares, pocket parks, community gardens, and other gathering spaces.</p>	<p>Development along Mixed-Use Corridors will generally be 1 to 4 stories; however, development that incorporates affordable units, a vertical mix of residential and non-residential uses, and/or is located within 1/4 mile of a high-frequency transit stop may be eligible for greater building heights as specified in the LDC. Development abutting over-intensity, established residential neighborhoods should provide transitions in massing and height.</p>	<ul style="list-style-type: none"> • Provides opportunities for a broader mix of high density pedestrian and transit-oriented uses. • Infill and redevelopment, and/or the adaptive reuse of vacant buildings or underutilized sites are encouraged. • Vertical integration of uses is strongly encouraged, particularly near transit stops and major intersections. • Served by existing or planned transit; designed to provide safe and clear pedestrian and bicycle connections between uses along the corridor and between the corridor and adjacent neighborhoods.

Category	Uses	Range of Density/Scale	Key Characteristics
Employment			
<p>Mixed-Use Employment</p>	<p>Primary: A range of employment uses, including small-scale manufacturing, processing, wholesaling, indoor and screened outdoor storage, office, flex-space, and commercial services.</p> <p>Secondary: Supporting retail, hotel, cultural facilities, civic and government facilities, high density residential and live/work uses.</p>	<p>Development in Mixed-Use Employment areas will generally be 1 to 4 stories; however, development that incorporates affordable units, a vertical mix of residential and non-residential uses, and/or is located within 1/4 mile of a high-frequency transit stop may be eligible for greater building heights as specified in the LDC. Development abutting lower-intensity, established residential neighborhoods should provide transitions in massing and height.</p>	<ul style="list-style-type: none"> • Promotes the diversification of older employment areas by encouraging a greater variety of employment spaces that meet the changing needs of existing businesses and start-ups. • Provides flexibility for the adaptive reuse of existing industrial buildings and for the incorporation of high density residential and live/work opportunities in close proximity to employment and supporting services in transitional areas. • Located within walking distance of public transportation; enhanced pedestrian and bicycle networks needed in many cases.
<p>Primary Employment</p>	<p>Primary: Employment uses, including larger-scale manufacturing, warehousing and distribution, research and development, and modern office space. Also includes, high quality, large employment facilities, such as corporate office headquarters and educational facilities in a planned “campus-like” setting.</p> <p>Secondary: Supporting airport uses and limited support services, such as restaurants, professional and medical offices, and screened outdoor storage.</p>	<p>Varies; size depends on the specific needs of the primary employer, although heights typically range from 1 to 4 stories.</p>	<ul style="list-style-type: none"> • Accommodates a wide range of business types and sizes to meet the future employment needs of the community, especially among the City’s target industries (advanced technology, bioscience, creative arts & culinary, and professional services & IT). • Designed to preserve larger contiguous sites to allow for large employment facilities, such as corporate office headquarters.

Category	Uses	Range of Density/Scale	Key Characteristics
Community/Other			
Parks, Greenways and Open Space	Parks, open space, greenways, natural areas, golf courses, and agriculture lands preserved through conservation easements or other mechanisms.	N/A	<ul style="list-style-type: none"> • Provides for the active and passive recreational needs of the community and protects the scenic and environmental quality of sensitive natural areas. • Generally owned by public agencies (city, county, state or federal); however, this Parks, Greenways, and Open Space also includes private golf courses. Conservation easements can also exist on private property.
Public/ Quasi-Public	Schools, government offices, fair grounds, 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.	Varies by type of facility.	<ul style="list-style-type: none"> • Typically provided by public entities such as the City, counties, or special districts, but can also include quasi-public or private entities such as Longmont United Hospital.





FUTURE LAND USE & TRANSPORTATION SYSTEM

Boundaries

- Municipal Service Area (MSA)
- Longmont Planning Area (LPA)
- Coordinated Planning Area (CPA)
- Neighboring Municipalities

Neighborhoods

- Rural Neighborhood
- Single-Family Neighborhood
- Mixed Neighborhood
- Multi-Family Neighborhood

Mixed-Use

- Downtown/CBD
- Regional Center
- Neighborhood Center
- Mixed-Use Corridor

Employment

- Mixed-Use Employment
- Primary Employment

Community

- Parks, Greenways, Open Space
- Public/Quasi-Public
- Union Reservoir Expansion Area

Other

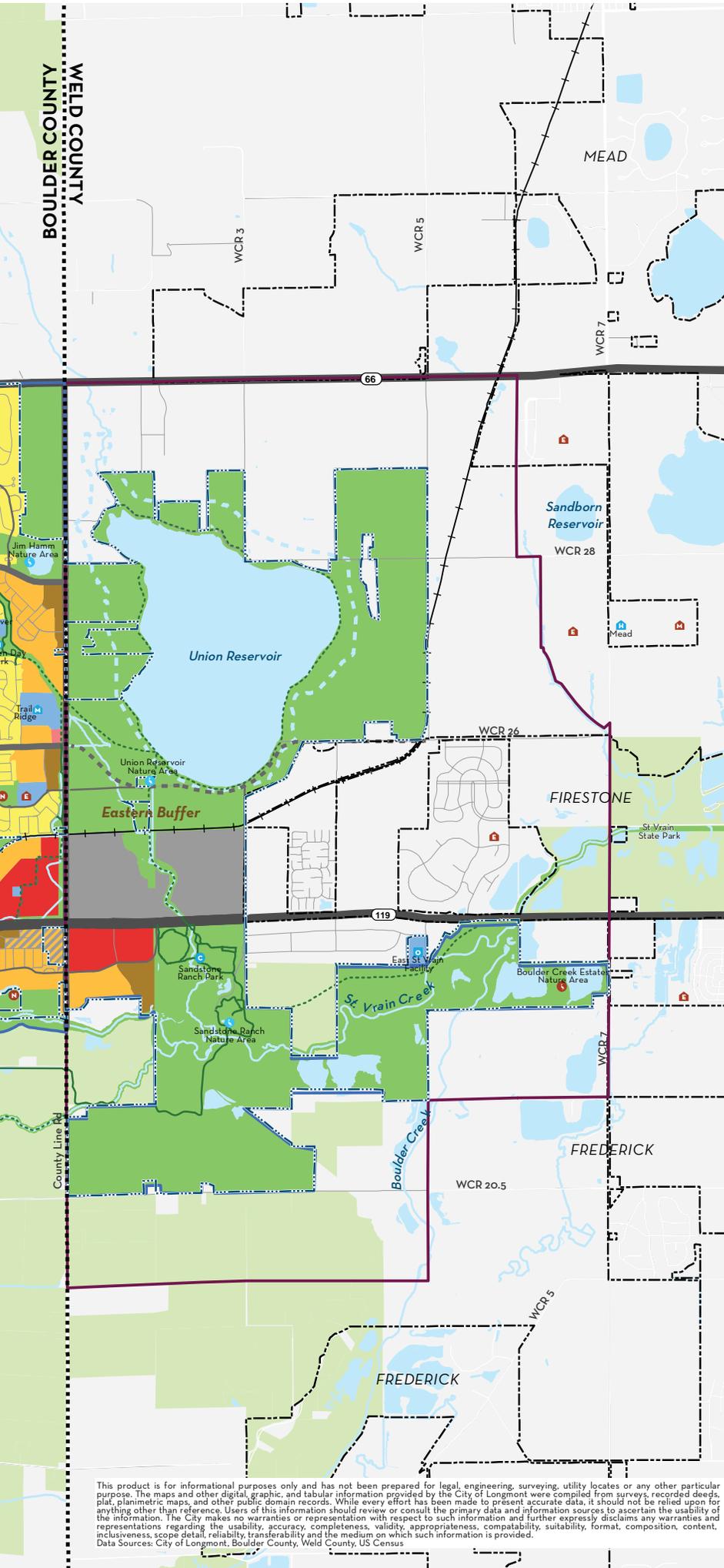
- Terry Lake Mixed-Use Area
- Protected Lands Outside LPA

Transportation Network

- Regional Arterial
- Principal Arterial
- Minor Arterial
- Collector
- Local Street
- Multi-Use Trail
- Railroad
- Future Arterial
- Future Minor Arterial
- Future Collector
- Future Multi-Use Trail

Community Facilities

- | Existing | Proposed | |
|----------|----------|-------------------|
| | | Neighborhood Park |
| | | Community Park |
| | | Nature Areas |
| | | Elementary School |
| | | Middle School |
| | | High School |
| | | Special School |
| | | Other Facility |



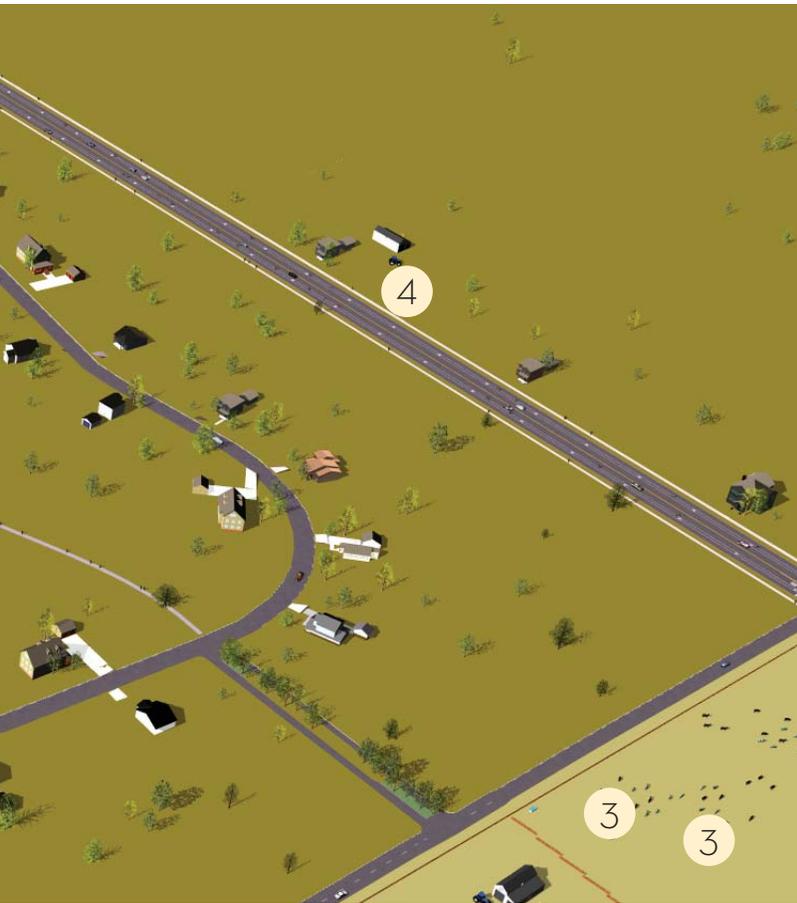
This product is for informational purposes only and has not been prepared for legal, engineering, surveying, utility locates or any other particular purpose. The maps and other digital, graphic, and tabular information provided by the City of Longmont were compiled from surveys, recorded deeds, plat, planimetric maps, and other public domain records. While every effort has been made to present accurate data, it should not be relied upon for anything other than reference. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information. The City makes no warranties or representation with respect to such information and further expressly disclaims any warranties and representations regarding the usability, accuracy, completeness, validity, appropriateness, compatibility, suitability, format, composition, content, inclusiveness, scope detail, reliability, transferability and the medium on which such information is provided.
Data Sources: City of Longmont, Boulder County, Weld County, US Census

RURAL NEIGHBORHOOD



CHARACTERISTICS

- 1 Provides opportunities for ex-urban or rural lifestyles where desirable or where necessary because of environmental considerations.
- 2 Clustered development that maximizes preservation of open space or working agricultural lands to the greatest extent possible.
- 3 Typically near areas designated for agriculture, open space preservation or near other ecologically sensitive lands.
- 4 Includes existing areas that do not have urban services, however, a full range of urban services is required for new Rural Neighborhoods.



RANGE OF DENSITY

Up to 1 dwelling unit per acre, but will typically be lower. Densities will typically be lower unless developed as part of a transferred development rights program, in a clustered development pattern.

USES

Primary: Single-family detached homes on large lots.

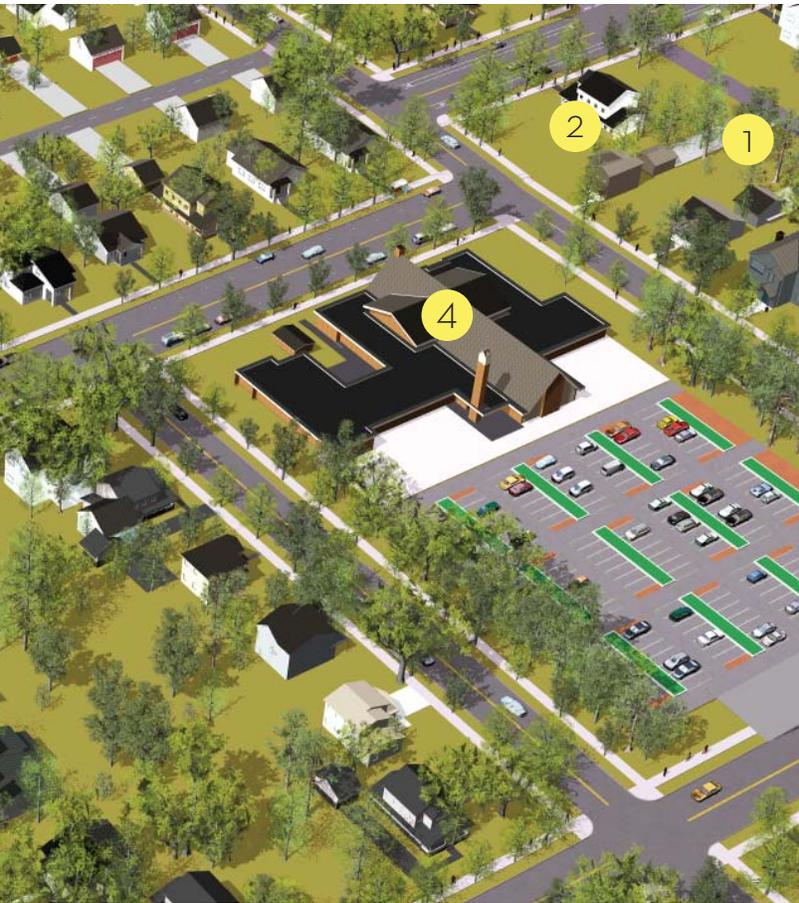
Secondary: Accessory dwelling units, community gardens, food production.

SINGLE-FAMILY NEIGHBORHOOD



CHARACTERISTICS

- 1 Includes neighborhoods (of all ages) that are comprised predominantly of single-family detached homes.
- 2 Includes protections for existing structures designated as historic landmarks by the City of Longmont, and provides guidelines for new development or redevelopment of non-designated structures in historic districts in order to protect the character and integrity of historic neighborhoods.
- 3 Secondary uses, such as accessory dwelling units, are designed in a manner to fit the scale and intensity of surrounding residential uses, or are integrated into the overall design of new Single-Family Neighborhood developments.
- 4 A well-defined pattern of blocks and direct pedestrian and bicycle connections provides residents with direct access to nearby centers and corridors, as well as to services and amenities such as schools, parks, open space, or recreation centers.



RANGE OF DENSITY

Typically between 1-8 dwelling units per acre; however, development that incorporates affordable units may be eligible for higher densities, as specified in the LDC.

USES

Primary: Single-family detached homes
Secondary: Accessory dwelling units, parks, greenways, recreation, community gardens, schools, places of worship, and other complementary uses.

MIXED NEIGHBORHOOD



CHARACTERISTICS

- 1 Provides residents with a mix of housing options and densities, encouraging a greater variety of housing types available in the City, as well as providing housing options for residents throughout all stages of their lives.
- 2 Provides opportunities for residents to meet their everyday needs through proximity to compatible non-residential uses such as small shops, cafes, parks, recreation facilities, schools, and/or community gathering place.
- 3 Typically within walking distance to additional services and amenities (such as larger-scale retail or employment areas) and public transit. Access is supported by a robust network of sidewalk, trail, and/or multi-use path connections.
- 4 Secondary uses are designed in a manner that fits the scale and intensity of the surrounding residential uses, or integrated into the overall design of new Mixed Neighborhood developments.
- 5 Serves as a transition between Single-Family Neighborhoods and higher density corridors, centers, or employment areas.



RANGE OF DENSITY

Typically between 6 and 18 dwelling units per acre; however, development that incorporates affordable units and/or is located within 1/4 mile of a high-frequency transit stop may be eligible for greater densities as specified in the LDC.

USES

Primary: Single-family detached homes on smaller lots, duplexes, triplexes, townhomes, and smaller multifamily buildings.

Secondary: Accessory dwelling units, as well as small scale retail, restaurants/cafes, community gardens, community or public services, parks, greenways, recreation facilities, schools, and places of worship.



CHARACTERISTICS

- 1 A mix of higher density housing types, such as apartment buildings, condominiums, townhomes, triplexes or duplexes, or housing types providing assisted living or other living arrangements for older residents. May be suburban or urban in character.
- 2 Located in areas that are proximate to services, schools, parks and/or employment and can be readily served by public transportation.
- 3 Includes pedestrian and bicycle connections within and between neighborhoods, and to adjacent centers and corridors.
- 4 Includes recreational amenities and community community gathering spaces designed to meet the needs of residents (e.g., playgrounds, community rooms).



RANGE OF DENSITY/SCALE

Typically 18-35 dwelling units per acre. Development in Multi-family Neighborhoods will generally be 3 to 4 stories; however, development that incorporates affordable units and/or is located within 1/4 mile of a high-frequency transit stop may be eligible for greater building heights and higher densities as specified in the LDC. Development abutting lower-intensity, established residential neighborhoods should provide transitions in massing and height.

USES

Primary: Multifamily apartments or condominiums.

Secondary: Townhomes or duplexes, retail, restaurants, public facilities, senior services, parks, greenways, recreation facilities, community gardens, schools, and places of worship.



CHARACTERISTICS

- 1 The unique and historic character of Downtown is protected through the preservation, rehabilitation, or adaptive reuse of historic structures.
- 2 Higher-density pedestrian and transit-oriented development is encouraged on vacant or underutilized sites (e.g., surface parking lots), or through redevelopment in order to promote ongoing revitalization efforts and to expand housing options over time.
- 3 Higher density residential uses may be incorporated in single use buildings outside of the Main Street core or as part of mixed-use buildings on retail-oriented blocks anywhere in Downtown.
- 4 Integration of public gathering spaces and continued revitalization of existing alleys as secondary streets in the core area of Downtown is encouraged.
- 5 Well-served by existing and planned public transportation providing access within the City of Longmont, as well as between Downtown and the greater region.
- 6 Direct pedestrian and bicycle connections provided between Downtown and adjacent neighborhoods.
- 7 Continue to serve as the main venue for street festivals, parades, and other community or cultural events.



RANGE OF DENSITY/SCALE

Development in Downtown will generally be 1 to 4 stories; however, development outside of the historic downtown area that incorporates affordable units, a vertical mix of residential and non-residential uses, and/or is located within 1/4 mile of a high-frequency transit stop may be eligible for greater building heights as specified in the LDC. Development abutting lower-intensity, established residential neighborhoods should provide transitions in massing and height.

USES

Primary: Diverse mix of uses, including specialty goods retail, bars and restaurants, arts and entertainment, offices, cultural facilities.

Secondary: Multifamily condominiums or apartments, civic and government facilities, as well as plazas, squares, pocket parks, community gardens, and other gathering spaces.

REGIONAL CENTER



CHARACTERISTICS

- 1 Serve the commercial and retail needs of the City and region, while also providing high density housing and employment options in close proximity to transit and other services.
- 2 Targeted infill and/or redevelopment in existing Regional Centers is encouraged to reduce surface parking, promote a broader mix of uses, and accommodate higher density, pedestrian, and transit-supportive uses over time.
- 3 Clear pedestrian and bicycle connections should be provided within Regional Centers and to surrounding areas to promote connectivity and accessibility.
- 4 The integration of public facilities and services are encouraged as part of Regional Centers where they may be readily served by existing and future public transportation.
- 5 Regional Centers should be pedestrian-oriented and include public plazas, outdoor dining, greenspace, or other community gathering spaces.
- 6 While Regional Centers may be largely auto-oriented today, future development should be designed to support existing/future transit and reduce surface parking.



RANGE OF DENSITY/SCALE

Development in Regional Centers will generally be 1 to 4 stories; however, development that incorporates affordable units, a vertical mix of residential and non-residential uses, and/or is located within 1/4 mile of a high-frequency transit stop may be eligible for greater building heights as specified in the LDC. Development abutting a lower-intensity, established residential neighborhoods should provide transitions in massing and height.

USES

Primary: Large format retail, restaurant, and similar entertainment uses that attract visitors from around the City and region.

Secondary: Office, public facilities (primary or satellite facilities), medical and other supporting non-residential and employment uses, high density apartments and condominiums, as well as plazas, squares, pocket parks, community gardens, and other gathering spaces.



CHARACTERISTICS

- 1 Neighborhood Centers offer a mix of supporting services and small-scale commercial/retail uses for surrounding residential neighborhoods.
- 2 Neighborhood Centers may include vertical or horizontal mix of residential, commercial, office and other support uses.
- 3 Larger neighborhood centers may function more independently, providing a larger retail anchor—such as a grocery store—along with adequate parking.
- 4 Neighborhood Centers should have a cohesive and pedestrian-oriented design that is compatible with adjacent neighborhoods and includes public plazas, outdoor dining, or other community gathering spaces.
- 5 Integrating multi-family housing within or adjacent to Neighborhood Centers through targeted infill and redevelopment is encouraged. Particularly housing that is oriented towards young adults, seniors, and others with special needs or a desire to live close to services.
- 6 Convenient pedestrian and bicycle connections support multimodal transportation access between the Neighborhood Center and the surrounding neighborhood.
- 7 Multifamily residential uses are typically of a smaller scale and lower density than those found in Regional Centers and as part of Mixed-Use Corridors, particularly where they abut a single family neighborhood.



RANGE OF DENSITY/SCALE

Building heights typically range from 1-2 stories. However, development that incorporates affordable units, a vertical mix of residential and non-residential uses, and/or is located within 1/4 mile of a high-frequency transit stop may be eligible for greater building heights as specified in the LDC. Buildings up to 3 stories in height may also be considered as part of larger Neighborhood Centers depending on the proximity to adjacent Single-Family Neighborhoods, ability to incorporate transitions in height, and access to multimodal transportation facilities. Development abutting a lower-intensity, established residential neighborhoods should provide transitions in massing and height.



USES

Primary: A mix of commercial, retail, professional offices, medium to high density residential, and service-oriented uses.

Secondary: Civic and government uses, as well as plazas, squares, pocket parks, community gardens, and other gathering spaces.



CHARACTERISTICS

- 1 Provides opportunities to convert existing single use development and surface parking to include a broader mix of uses and higher density, pedestrian and transit-oriented uses through targeted infill and redevelopment.
- 2 May contain a diverse mix of uses and types of structures, some of which may be in need of reinvestment and revitalization.
- 3 May include both horizontal mixing of uses and the vertical integration of uses near nodes of activity, such as transit stops or important intersections.
- 4 Mixed-Use Corridors are served by existing or planned public transportation routes and are designed to provide safe and clear pedestrian and bicycle connections between the Corridor and transit stops, as well as between transit stops and adjacent neighborhoods. Opportunities to reduce existing surface parking through infill and redevelopment should be encouraged over time.
- 5 Encourage appropriate transitions of uses, densities, and building designs between mixed-use corridors adjacent neighborhoods.
- 6 Use traffic-calming measures and streetscape design to promote a safe and comfortable environment for pedestrians and bikers, especially along corridors with high traffic volumes, such as Main Street/US 287 or Ken Pratt Boulevard.



RANGE OF DENSITY/SCALE

Development along Mixed-Use Corridors will generally be 1 to 4 stories; however, development that incorporates affordable units, a vertical mix of residential and non-residential uses, and/or is located within 1/4 mile of a high-frequency transit stop may be eligible for greater building heights as specified in the LDC. Development abutting a lower-intensity, established residential neighborhoods should provide transitions in massing and height.



USES

Primary: A range of commercial, retail, employment, and service-oriented uses to serve adjacent neighborhoods and the broader community.

Secondary: Medium to high density residential uses, civic and government uses, as well as plazas and other community-oriented uses.

MIXED-USE EMPLOYMENT



CHARACTERISTICS

- 1 Promotes the diversification of older employment areas within the City by encouraging a greater variety of employment spaces that meet the changing needs of existing businesses and start-ups.
- 2 Mixed-Use Employment areas support a range of secondary uses, such as recreational facilities and high density or live/work housing.
- 3 While Mixed-Use Employment areas tend to have smaller facilities or building footprints than those found in Primary Employment areas, larger users, such as corporate office headquarters and higher-education facilities (such as for FRCC), are allowed in planned “campus-like” settings.
- 4 Provides flexibility for the adaptive reuse of existing industrial buildings and for the incorporation of high density residential and live/work opportunities in close proximity to employment and supporting services in transitional areas or in employment areas expected to experience change in the future.
- 5 Mixed-Use Employment areas are within walking distance of public transportation, and with good connections to existing pedestrian and bicycle networks.



RANGE OF DENSITY/SCALE

Development in Mixed-Use Employment areas will generally be 1 to 4 stories; however, development that incorporates affordable units, a vertical mix of residential and non-residential uses, and/or is located within 1/4 mile of a high-frequency transit stop may be eligible for greater building heights as specified in the LDC. Development abutting a lower-intensity, established residential neighborhoods should provide transitions in massing and height.

USES

Primary: A range of employment oriented uses including small-scale manufacturing, processing, wholesaling, indoor and screened outdoor storage, office, flex-space, and commercial services.

Secondary: Supporting retail, hotel, cultural facilities, civic and governmental uses, high density residential and live/work uses.

PRIMARY EMPLOYMENT



CHARACTERISTICS

- 1 Accommodates a wide range of business types and sizes to meet the future employment needs of the community, especially among the City’s target industries (advanced technology, bioscience, creative arts & culinary, and professional services & IT).
- 2 Encourages the preservation of larger contiguous sites to allow for large employment facilities, such as corporate office headquarters.
- 3 More intense uses should be sited away from residential areas when the use of site design techniques cannot adequately achieve compatibility with nearby or adjacent residential uses.
- 4 Encourage multi-modal transportation connections for people and freight.



RANGE OF DENSITY/SIZE

Varies; size depends on the specific needs of the primary employer, although heights typically range from 1 to 4 stories.

USES

Primary: Employment uses, including larger-scale manufacturing, warehousing and distribution, research and development, and modern office space. Also includes, high quality, large employment facilities, such as corporate office headquarters and educational facilities in a planned “campus-like” setting,

Secondary: Supporting airport uses and limited support services, such as restaurants, professional and medical offices, and screened outdoor storage.

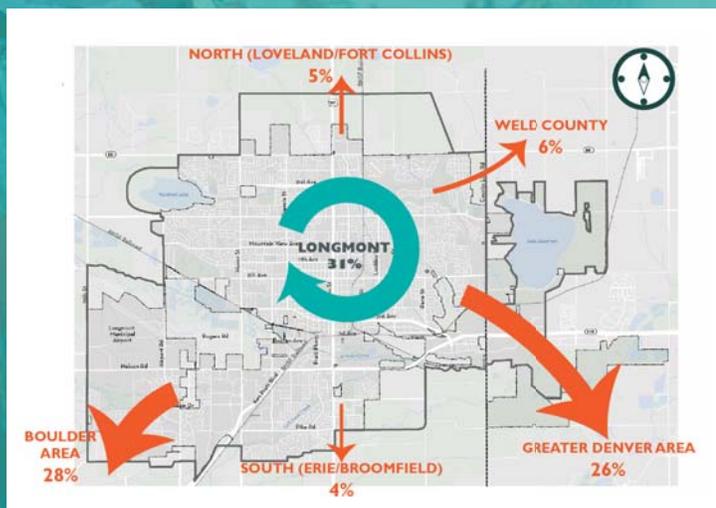


Multimodal Transportation Plan

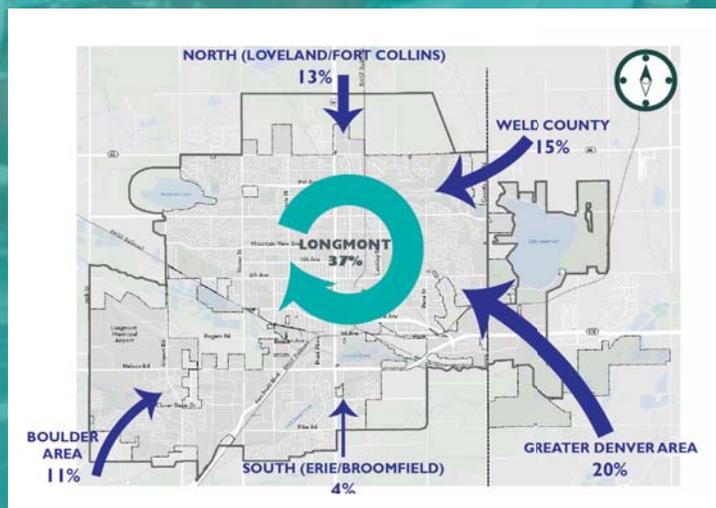
Many trips for Longmont residents and workers begin or end in areas outside of the City. Since most people's day-to-day travel to schools, shopping recreation or visiting friends tend to be local, an estimated 79 percent of all Longmont residents' trips stay within the City.

Commuting trips are more likely to be longer and to extend outside of Longmont. The diagrams below show that of Longmont's working population an estimated 31 percent work in the City while 69 percent travel to surrounding areas including approximately one quarter each to the Denver area and to the Boulder area. For employees working in Longmont, the same number of jobs are filled by Longmont residents (this time representing 37 percent of the total Longmont jobs), with the remainder filled by residents from other areas. Understanding the regional nature of travel, particularly commuter travel, is important in planning Longmont's multimodal transportation system and the connections between the City's transportation system and the greater regional roadway, transit and trail systems.

WHERE DO LONGMONT RESIDENTS LIVE AND WORK?



Where do Longmont residents work?



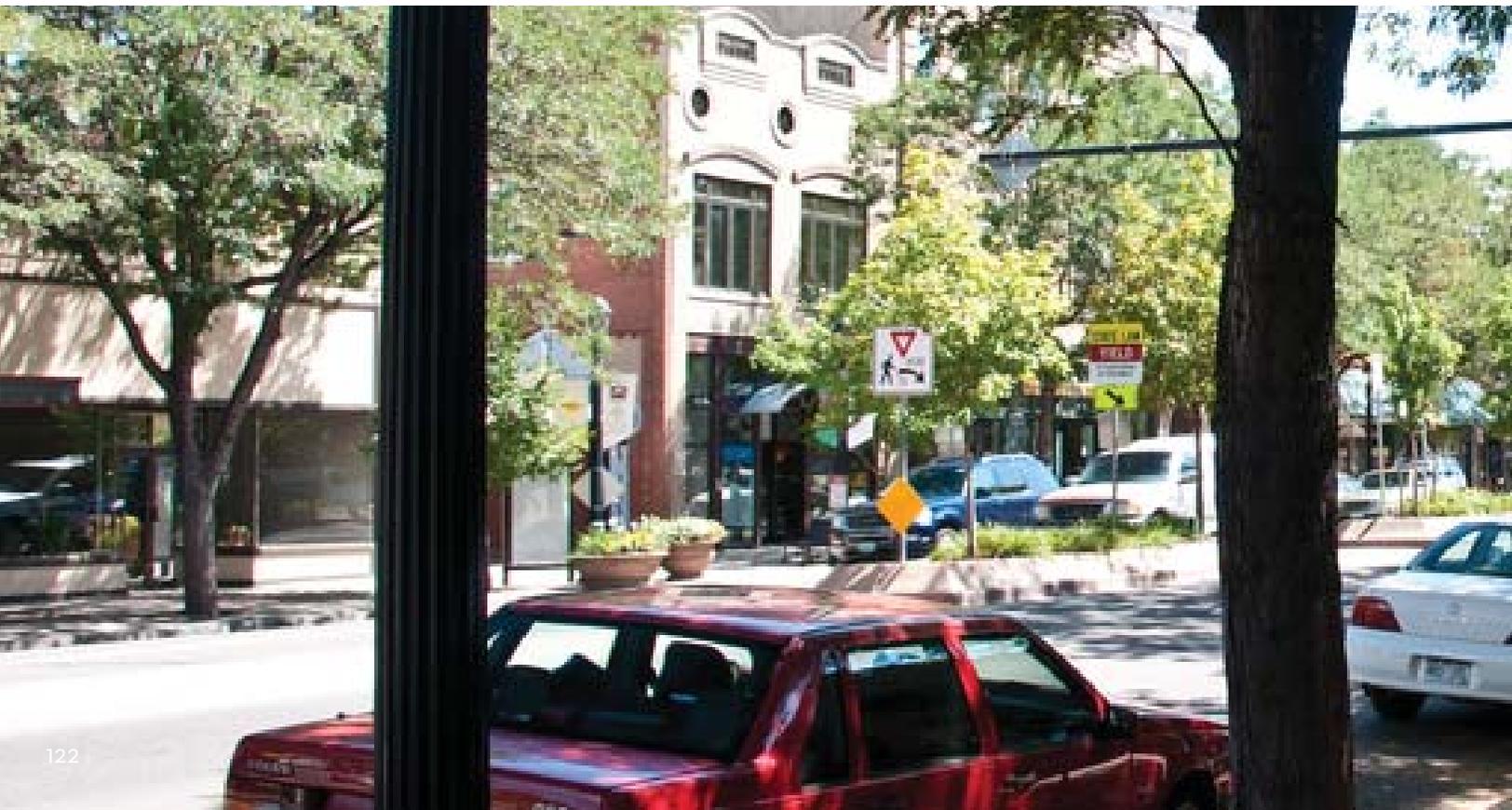
Where do Longmont workers live?

MULTIMODAL TRANSPORTATION

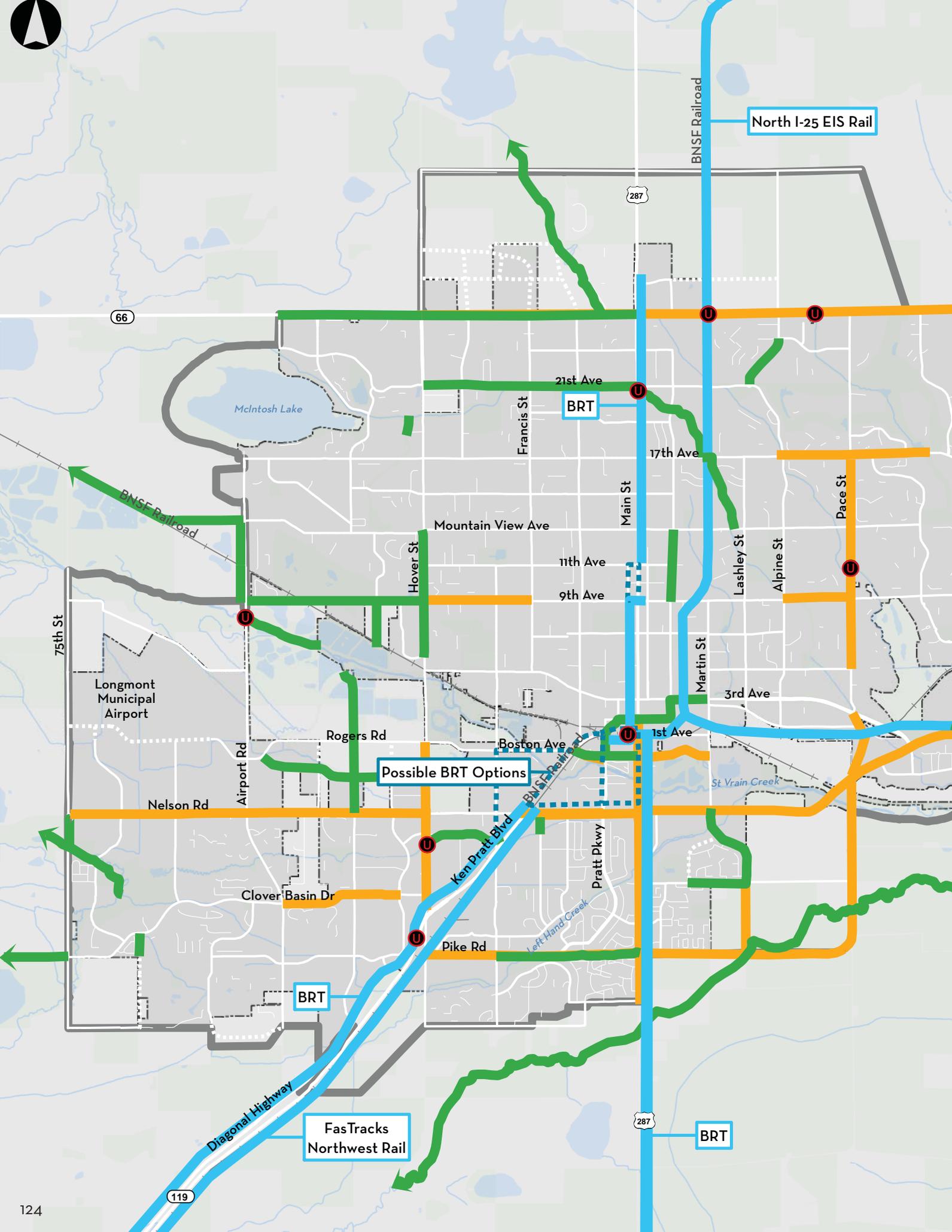


Longmont’s transportation system must provide for the safe, efficient and convenient mobility needs of the growing population and changing demographics of the City. A complete and balanced system is needed to accommodate the wide range of users with diverse needs: motorists and those without access to automobiles, those seeking active transportation options, young people and the aging population. Longmont’s transportation planning process is aimed at providing a balanced multimodal transportation system with a street network, bicycle system, pedestrian system and transit service that effectively accommodates the wide range of users throughout the City and their choice of how to travel. Many trips for Longmont residents use more than one travel mode, so it is important that the transportation plan address the interconnections among the different travel modes.

The Multimodal Transportation Improvements map illustrates the key roadway, transit and bicycle/trail system improvements that are planned for the City over the next 25 years. The sections and maps that follow provide visions that focus individually on the roadway, transit, bicycle and pedestrian elements of Longmont’s multimodal transportation plan. The Multimodal Transportation Implementation Plan (MTIP) is a separate document (see Appendix A) that provides additional detail on the analysis that led to the identification of transportation improvement needs and more specifics on the transportation improvements and their implementation.







North I-25 EIS Rail

66

287

McIntosh Lake

21st Ave

17th Ave

Mountain View Ave

11th Ave

9th Ave

75th St

Longmont Municipal Airport

Hover St

Main St

Lashley St

Alpine St

Pace St

3rd Ave

Nelson Rd

Airport Rd

Rogers Rd

Boston Ave

Possible BRT Options

Ken Pratt Blvd

1st Ave

St Vrain Creek

Clover Basin Dr

Pratt Pkwy

Pike Rd

Left Hand Creek

BRT

FasTracks Northwest Rail

Diagonal Highway

287

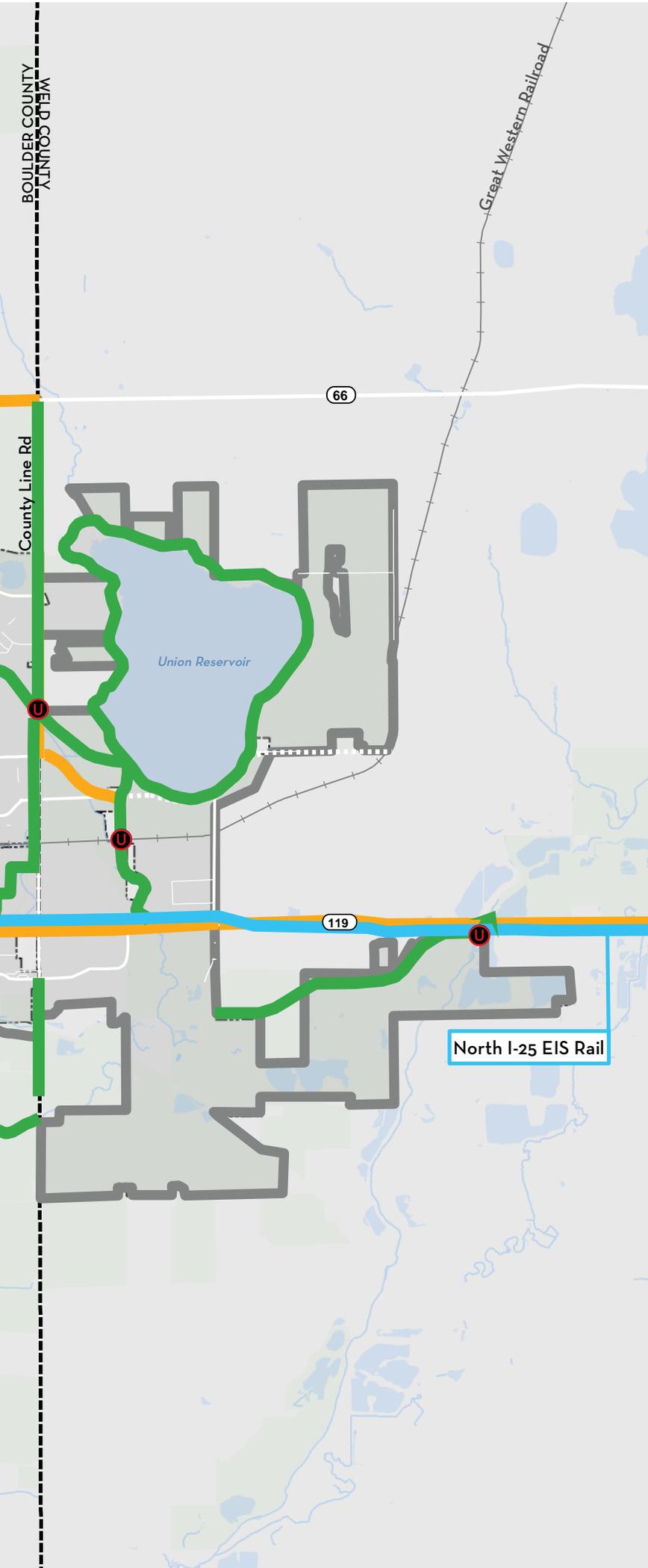
BRT

119



CITY OF LONGMONT

Multimodal Transportation Improvements



- Future Bicycle/Pedestrian Underpass
- New Roads/
Road Capacity Improvements
- New Rapid Transit
- New Bicycle Facilities
- Roads
- Railroad
- Streams
- Lakes
- Parks & Open Space
- Longmont Planning Area
- Longmont City Boundary



ROADWAY SYSTEM



About the System

The roadway system within Longmont represents many years of development history which has resulted in a robust street system throughout the City. As with most urban areas, certain corridors within the City suffer from congested times of day, but overall the road network serves its purpose of providing a reliable transportation system for many different modes. Traffic forecasts prepared for this plan using a refined version of the Denver Regional Council of Governments (DRCOG) regional travel model show an overall increase of 20 to 25 percent in travel on Longmont's major streets over the next 25 years. The evaluation of the roadway system for this plan focuses on a high level examination of the major street network and its capacity to accommodate existing and forecasted levels throughout the City.

Roadway Functions

Roads generally provide two important functions: mobility and access. These functions conflict with each other—more access generally leads to reduced traffic carrying capacity and mobility, and vice versa. Each roadway type is specifically designed to operate with certain characteristics based on the adjoining land uses, proximity to other facilities, and other factors. The road's functional classification describes these characteristics, and the street design standard identifies typical design parameters, right-of-way needs, and other measures. Longmont contains the following roadway functional classifications: Regional Arterials, Principal Arterials, Minor Arterials, Collectors, and Local Streets. The functional classification of a roadway reflects its role in the street and highway system and forms the basis for access management, corridor preservation, and street design guidelines and standards. Functional classification is a product of several elements including surrounding and adjacent land uses, continuity/connectivity with other roads, and access management. All roadways and roadway segments may not meet all of the characteristics described by their defined functions but the following table summarizes the desirable and typical characteristics of different types of roadways.

Roadway Characteristics by Functional Classification

Characteristics	Regional Arterials	Principal Arterials	Minor Arterials	Collectors	Local
Functional Priority	Mobility Primary	Mobility Primary Access Secondary	Mobility and Access	Access Primary Mobility Secondary	Access Only and Limited Mobility
Continuity	Provides continuous regional connections; Typically part of state highway system	Interconnected and continuous within regions and metro areas	Interconnections and continuous between or within neighborhoods	Interconnected and continuous within neighborhoods	No continuity required
Typical Trip Lengths	Between cities	Between communities and neighborhoods	Between and within communities and neighborhoods	Within communities and neighborhoods	Within neighborhoods and business centers
Facility Spacing	Varies	1 to 2 miles	1/2 mile	1/4 to 1/2 mile + / -	As needed
Through Lanes	Constructed with or provision for 4 or more through lanes	Constructed with or provision for 4 or more through lanes	2 or 4 through lanes	Predominantly 2 through lanes	2 lanes
Traffic Controls	Signals or Free flow	Signals	Signals or Stop signs in special circumstances	Signals or Stop Signs	Stop Signs
Pedestrian Facilities	8-10 foot detached sidewalks	8-10 foot detached sidewalks	5-8 foot sidewalks, detached where possible	5 foot sidewalks, detached where possible	5 foot sidewalks, detached where possible
Bicycle Facilities	May be on off-street trails, bike lanes, sidepaths, or shoulders	On-street bike lanes, sidepaths, or off-street trails	On-street bike lanes, or mixed traffic with automobiles	On-street bike lanes where possible	Mixed with automobiles

The figure on the following page identifies the long term vision for the roadway network including the functional classification and number of planned through lanes.



66

287

BNSF Railroad

McIntosh Lake

21st Ave

17th Ave

Mountain View Ave

11th Ave

9th Ave

75th St

Longmont Municipal Airport

Airport Rd

Rogers Rd

Boston Ave

1st Ave

Nelson Rd

Clover Basin Dr

Pike Rd

Ken Pratt Blvd

Pratt Pkwy

St Vrain Creek

Main St

Lashley St

Alpine St

Pace St

Martin St

3rd Ave

Diagonal Highway

119

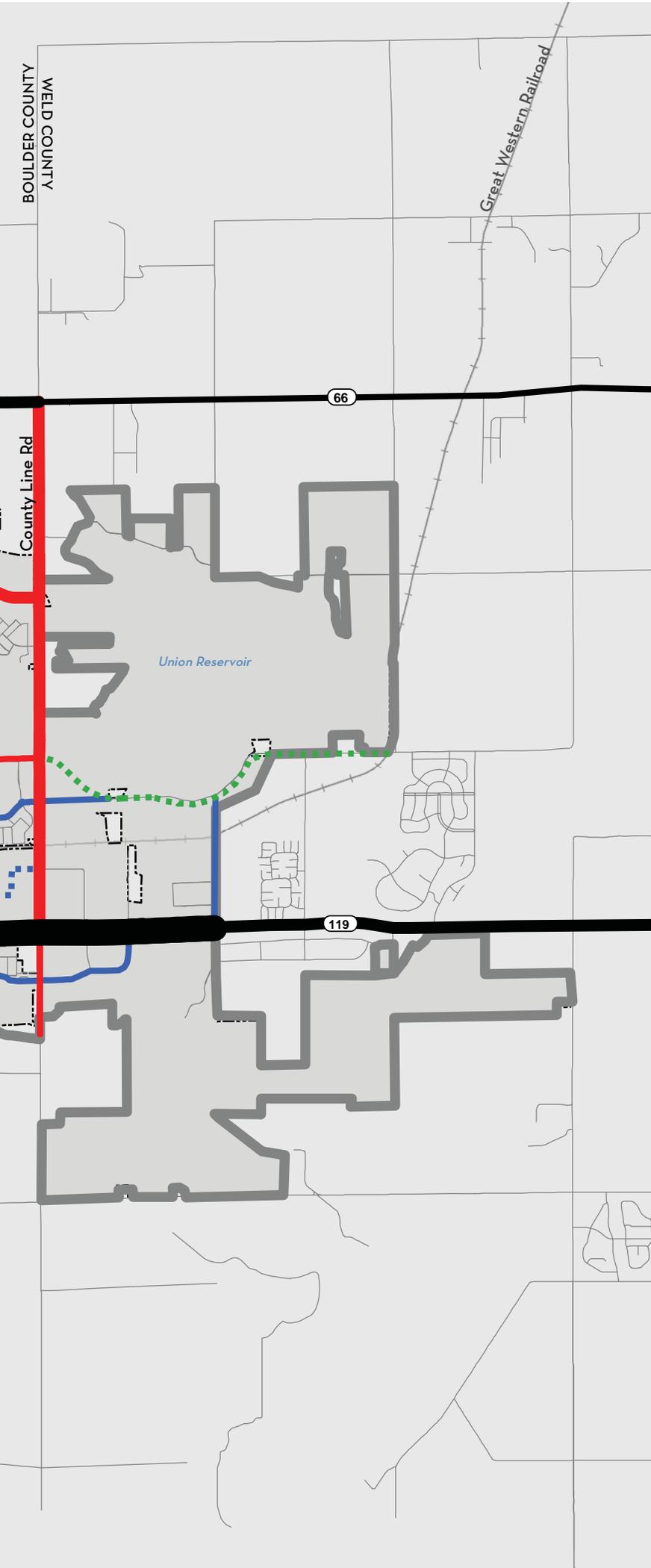
287



CITY OF LONGMONT

Roadway System Plan

- Regional Arterial (2 Through Lanes)
- Regional Arterial (4 Through Lanes)
- Regional Arterial (6 Through Lanes)
- Principal Arterial (2 Through Lanes)
- Principal Arterial (4 Through Lanes)
- Principal Arterial (6 Through Lanes)
- Future Arterial (2 Through Lanes)
- Minor Arterial (2 Through Lanes)
- Minor Arterial (4 Through Lanes)
- Future Minor Arterial (2 Through Lanes)
- Collector (2 Through Lanes)
- Future Collector (2 Through Lanes)
- Local
- Railroad
- Longmont Planning Area
- Longmont City Boundary



Roadway Improvement Plan

In order to ensure the continued operations of the roadway network, given future land use development and external vehicular demand, the Road Improvement Plan has been developed from the 2014 Longmont Roadway Plan. Capacity improvements to existing streets and new road segments have been identified.

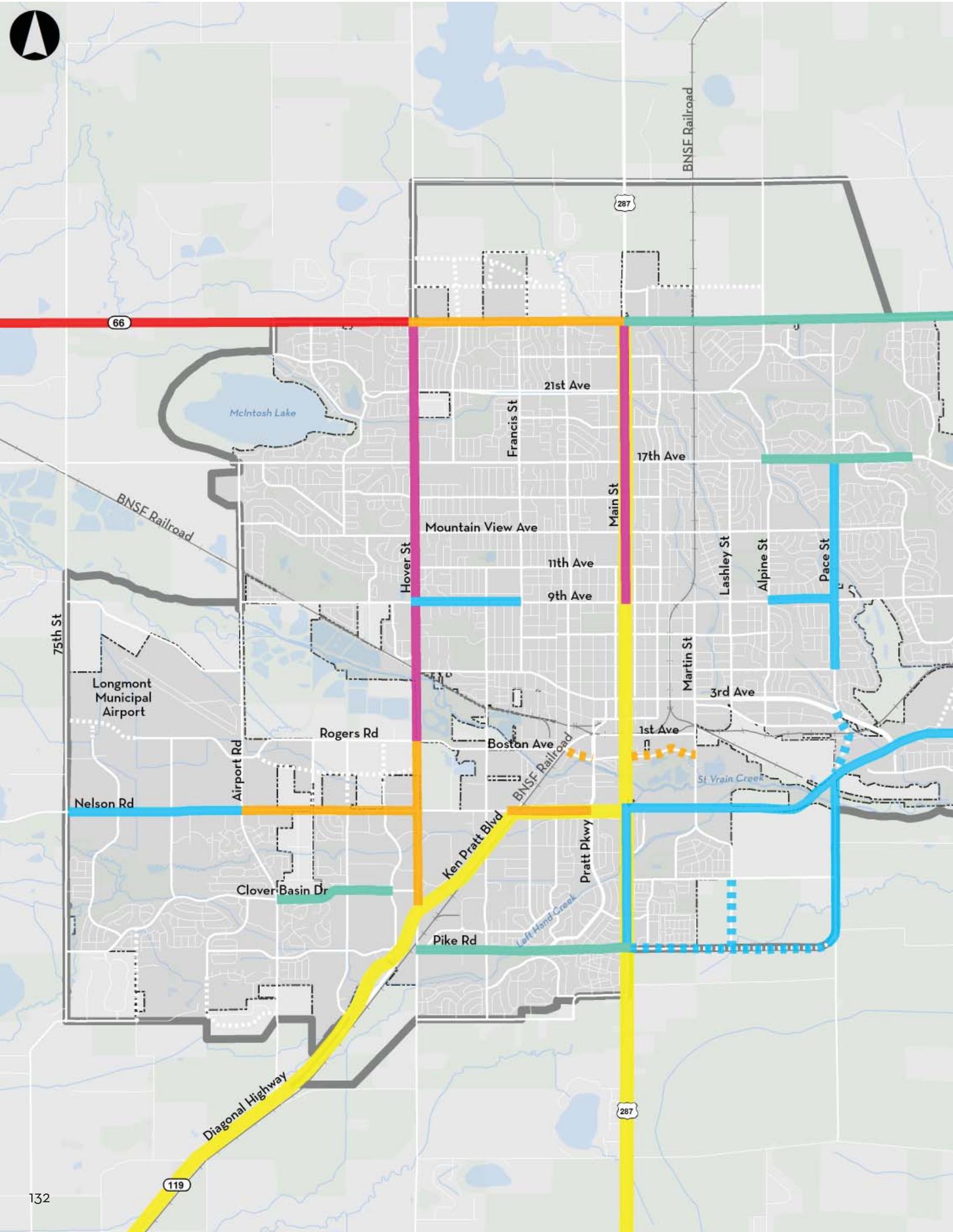
- **Short-Range Projects.** Needs within the next ten years, including a Boston Avenue extension and additional through lanes on segments of SH 66, Nelson Road and Ken Pratt Boulevard.
- **Mid-Range Projects.** Needs in the ten to 20 year time frame, including extension of 9th Avenue/WCR 26 to Union Reservoir and widening of segments of SH 66, 17th Avenue, Clover Basin Drive and Pike Road.
- **Long-Range Projects -** Needs anticipated beyond the 20 year time frame to complete the full Roadway Implementation Plan, including extensions of Pike Road, Lashley Street, Rogers Avenue, and Pace Street and widening of segments of 9th Avenue, Ken Pratt Parkway, Nelson Road, Pace Street and County Line Road.

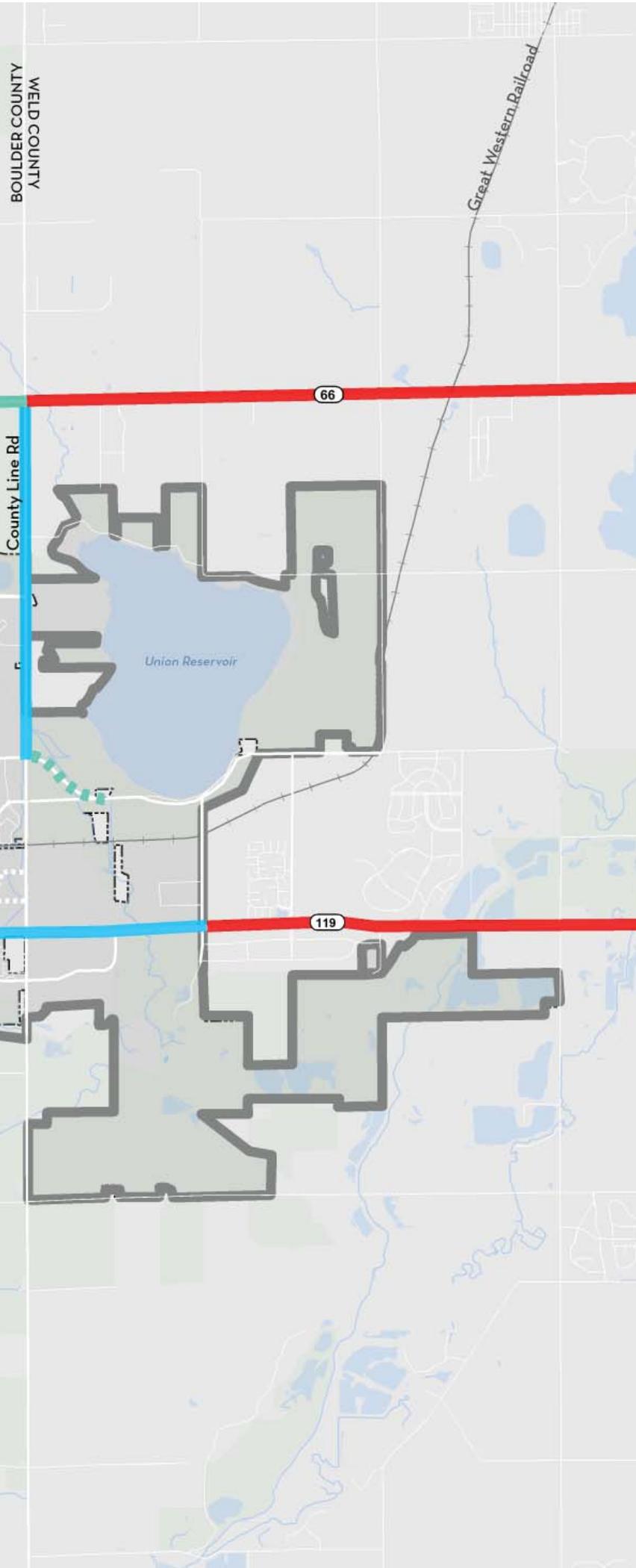
Additional elements of the Roadway Improvement Plan include:

- **Coordinated Study with CDOT.** This category consists of planning projects on state highways for which the City should actively participate with the Colorado Department of Transportation (CDOT).
- **Corridor Study.** This category focuses on the Main Street and Hover Street corridors and recommends future planning studies to evaluate the multimodal transportation needs along these corridors, to include a public involvement process focused on gaining buy-in from interested local residents and businesses.
- **BRT.** This category includes roadway corridors which are anticipated to provide Bus Rapid Transit (BRT) operations along the SH 119 and US 287 corridors. These projects are described more fully in the Transit Plan section.
- **Parking Management.** Incorporate parking management strategies in activity centers with stronger transit and bicycling and pedestrian connections in order to better use limited land supply. One example of this type of activity center would be the downtown core area of Longmont. Parking management can include a number of techniques, such as paid parking, cash-out parking based on time, and unbundling of parking spaces from multi-family dwelling units.

Parking Management: Parking management strategies are an important element of City policies to optimize the use of the roadway network as part of the multimodal transportation system. The City will incorporate parking management strategies in activity centers with stronger transit, bicycle and pedestrian connections to better use limited land supply. Particularly in the downtown core area, parking management strategies may include paid parking and unbundling parking spaces from dwelling units.







CITY OF LONGMONT

Roadway Improvement Plan for Arterial Streets

- Short-Range Capacity Improvement
- - - Short-Range New Road
- Mid-Range Capacity Improvement
- - - Mid-Range New Road
- Long-Range Capacity Improvement
- - - Long-Range New Road
- Coordinated Study With CDOT
- Corridor Study
- BRT
- Roads
- + + + Railroad
- Streams
- Lakes
- Parks & Open Space
- Longmont Planning Area
- Longmont City Boundary

TRANSIT SYSTEM



About the System

The Regional Transportation District (RTD), TransFort, and Via provide transit services in Longmont. RTD operates 10 fixed-routes and three Park-n-Rides in the City of Longmont, as well as Access-a-Ride and complimentary ADA paratransit service within 3/4 of a mile of all fixed-routes. RTD and Via partner to provide Call-n-Ride service, a demand response transit service that operates within a fixed boundary in the City of Longmont. TransFort operates FLEX, a fixed-route service that provides service between Fort Collins and Longmont. Via, a private nonprofit organization, offers on-demand paratransit service primarily geared to older adults and people with disabilities within Longmont to its surrounding communities. All of these transit services combined currently attract approximately 4,000 riders per weekday.

Transit Improvement Plan

The Transit Improvement Plan shown on the following page illustrates transit service improvements to enhance service for residents and visitors and to serve anticipated growth and development.

High priority, **short-range transit improvements** include:

- **SH 119 Bus Rapid Transit (BRT).** The Northwest Area Mobility Study (NAMS), completed in 2014, was a collaborative effort among RTD, DRCOG, CDOT and 16 northwest area stakeholders, including the City of Longmont. The purpose of the study was to develop a prioritized list of mobility improvements for the northwest part of the RTD service area. The overall conclusion of the study was that the Northwest area remains committed to Northwest Rail as envisioned in FasTracks, but given the projected timing of Northwest Rail's implementation (currently projected by RTD as after 2040) Northwest stakeholders want to see mobility benefits sooner. Bus Rapid Transit (BRT) was identified as a transit solution that could be implemented sooner, with the SH 119 (Diagonal Highway) between Boulder and Longmont as the top priority. A study by RTD to fully evaluate the Diagonal Highway for BRT improvements is anticipated to be completed before the end of 2017. In preparation for this larger study, Longmont has recently completed the Longmont Bus Rapid Transit Alignment Analysis to determine how



future BRT improvements impact facilities within the City, specifically the higher volume sections of Ken Pratt Boulevard and Main Street. The initial conclusions move buses into lower volume corridors or on their own busways to avoid existing congestion on these heavily traveled state highways. These bus improvements would tie directly to the 1st & Main Transit Station, serving bus and future commuter rail, being funded with committed FasTracks dollars from RTD.

- **Extend Bus Service to Southeast Focus Areas** - Longmont will work with RTD to extend fixed-route bus service to the currently unserved southeast areas of the City, including the Sugar Mill and SH 119 Gateway focus area and to underserved north Longmont neighborhoods.

Mid-range transit improvements include:

- **US 287 BRT.** A recently implemented enhancement increased the frequency and hours of operation of L Route buses along US 287 between Denver and Longmont. Further enhancements to the corridor include the introduction of BRT elements to the US 287 corridor as identified in the RTD NAMS in cooperation with RTD and neighboring jurisdictions to the south.
- **Weld County Transit Options** - Coordinate with Weld County and Weld County municipalities to explore options to provide public transit service connecting Weld County communities that are currently outside of the RTD boundary with Longmont.

Long-range transit improvements include:

- **Northwest Rail.** Implement the Northwest Rail corridor that is part of the RTD FasTracks regional transit plan.
- **Northern Colorado Rail.** Implement the Northern Colorado Commuter Rail corridor that is a long-range recommendation of the North I-25 Environmental Impact Statement (EIS) prepared by CDOT.





CITY OF LONGMONT

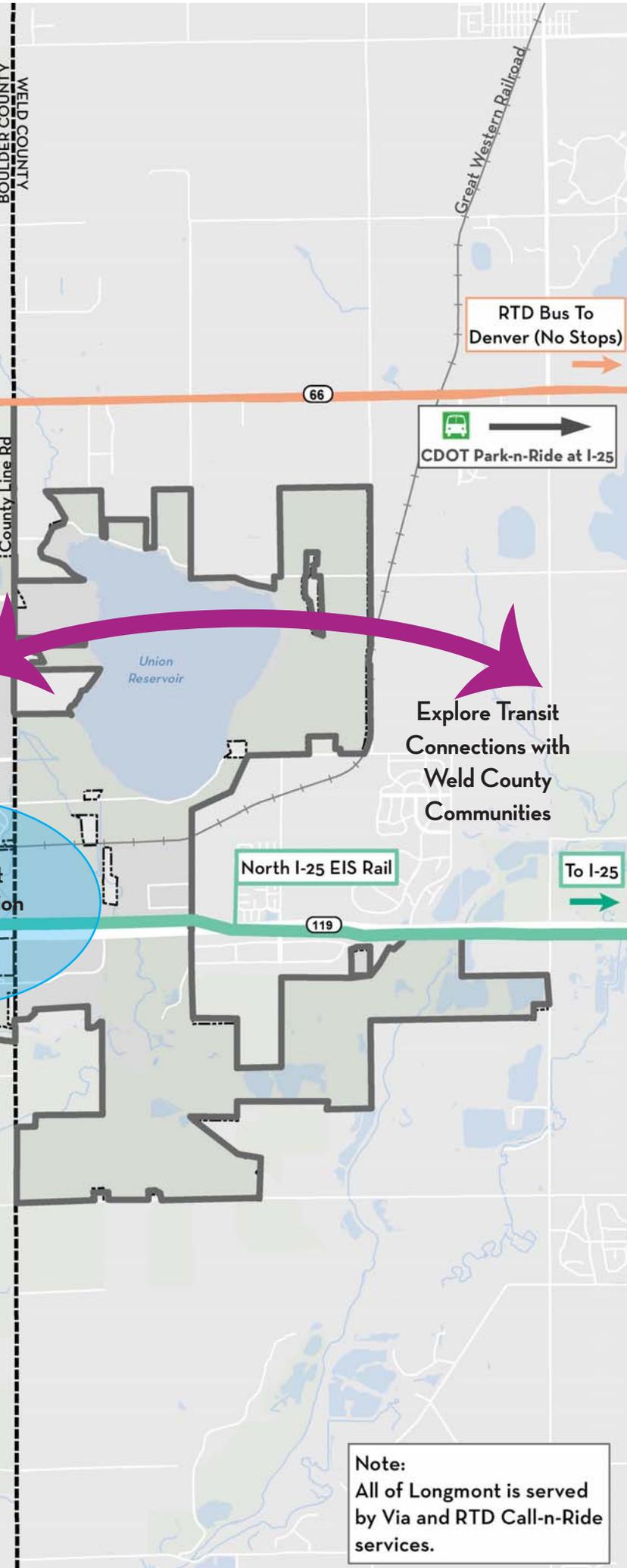
Transit Improvement Plan

- Short-Range
- Mid-Range
- Long-Range
- ✳ Future Bus Transfer Station

Existing Transit Service

- CDOT Park-n-Ride
- RTD Park-n-Ride
- Existing Bus Routes
- Roads
- +— Railroad
- Streams
- Lakes
- Parks & Open Space
- Longmont Planning Area
- Longmont City Boundary

Note:
See Multimodal Transportation Implementation Plan (MTIP) for additional details.



Note:
All of Longmont is served by Via and RTD Call-n-Ride services.



Date: 07/25/2016

BICYCLE SYSTEM



About the System

Longmont has built an extensive network of trails and on-street bicycle facilities that support an active transportation and recreational-oriented cyclist community. The intent of the bicycle system element of the multimodal transportation plan is to build upon the existing network by:

- Identifying and filling gaps in the existing system to ensure bicycle accessibility to all neighborhoods and activity areas in the City
- Enhance segments of the existing bicycle system to maximize the safety and comfort of bicycle facilities for a broad range of bicyclists
- Improve crossings of busy streets and other potential barriers to bicycle movements

The Longmont Parks, Recreation & Trails Master Plan, accepted by City Council in April 2014, provides a plan for more specific enhancements to the trail system.

Bicycle Facilities Plan

The Bicycle Facilities Plan map shows the existing and recommended future bicycle system in Longmont, incorporating the trail system plan and recommended on-street bicycle system improvements.

Cyclists vary in their level of experience and confidence. To provide for appropriate options for cyclists of all levels, it is important that Longmont’s system provides a range of facility types. Off-street trails appeal to many of the more casual, recreational cyclists while more direct routes on streets appeal to confident, expert commuter cyclists.

Three Types of Cyclists

Confident, Expert, Commuter Cyclists	Interested but Concerned	Casual, Recreational Cyclists
Will use a range of on-street bikeways	May use on-street bike lanes; Often prefer protected or separated bike facilities	Prefer off-street trails and sidepaths

Bicycle facility types identified on this plan include:

- **Multi-Use Trails.** Trails intended to accommodate bicyclists, pedestrians, joggers and other non-motorized travel on paths that are not part of the street right-of-way. A majority of existing and planned trails are paved, but unpaved trails are included in this category. Being separated from motorized traffic, trails provide the most comfortable bicycling experience for many riders.
- **Bike Lanes.** Typically five to six-foot wide striped lanes signed and marked for exclusive use of bicyclists.

- **Sidepaths.** Sidepaths are detached or attached paths that are a minimum of eight-feet wide allowing for shared use by pedestrians and bicyclists. While sidepaths are not the preferred facility for many confident transportation-oriented cyclists they may be the optimal facility type for casual and recreationally-oriented cyclists on street corridors that do not have space for striped bike lanes.
- **Shared Lanes.** Bike routes on streets with low motor vehicle volumes and speeds can safely accommodate bicyclists sharing lanes with motorists. Shared lanes are typically marked with sharrows indicating that motorists need to watch for and share lanes with bicyclists.
- **Shoulders.** Sections of SH 66, Ken Pratt Boulevard/SH 119, and Main Street/US 287 north and south of Longmont have shoulders that can accommodate bicyclists adjacent to motor vehicle lanes. Many casual bicyclists do not feel comfortable on shoulders of high-traffic, high-speed roads.

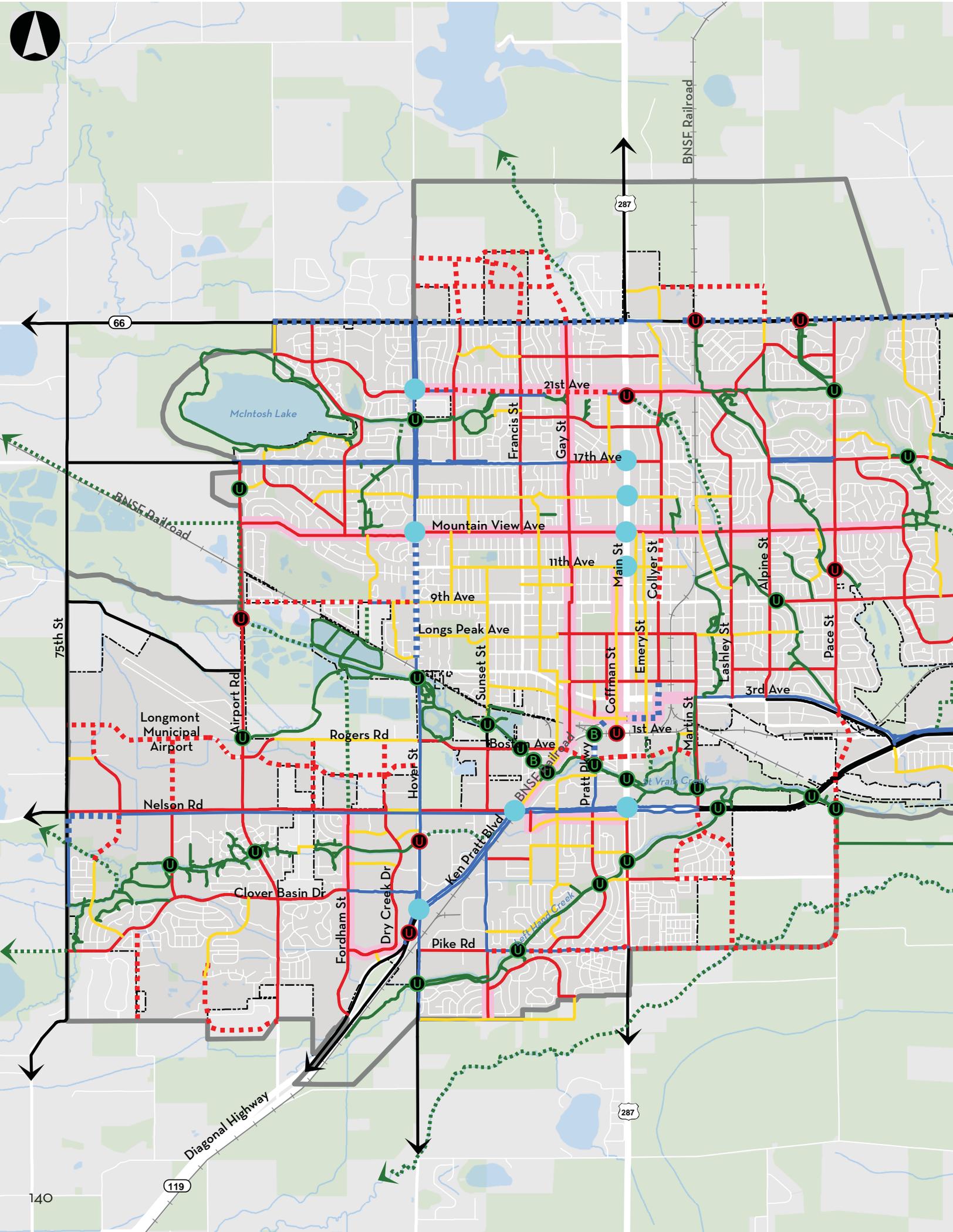
In addition to these facility types, the Bicycle Facilities Plan provides an indication for Future Enhanced Multi-Use Corridors on several streets and associated intersections in the City. Enhanced Multi-Use Corridors are those designated as key corridors warranting consideration of some special treatment to enhance active modes including bicycling, walking, jogging and others. Enhanced Multi-Use Corridors may include:

- **Separated/Protected Bike Lanes/Multi-Use Trails within the ROW.** On-street bike lanes that are provided with some form of vertical separation from traffic lanes. Examples include bike lanes outside of parking lanes, post or bollard separators, or multi-use trails outside of curb and gutters.
- **Bicycle Boulevards/Cycle Tracks.** Shared lanes on streets that are designed for bicyclists to be the favored mode. Automobile traffic can be slowed by means of curvilinear streets, diverters, narrow lanes, or traffic circles.

Finally, several locations are marked where plan participants have identified the need for special accommodations for active modes or where bicycle/pedestrian accidents have been recorded. These location-specific improvements identified on the Bicycle Facilities Plan include:

- **Intersection/Crossing Improvements.** Special attention should be provided for signing, marking and traffic control measures to improve crossing safety and comfort.
- **Underpasses/Bridges.** In addition to the existing bridges and underpasses, several new underpasses are recommended to carry multi-use trail users under or over busy streets to avoid traffic conflicts. Additional enhancements and improvements to intersections along future enhanced multi-use corridors may also be needed.





66

287

McIntosh Lake

BNSF Railroad

BNSF Railroad

75th St

21st Ave

17th Ave

Mountain View Ave

11th Ave

9th Ave

Longs Peak Ave

Longmont Municipal Airport

Rogers Rd

Nelson Rd

Sunset St

Boston Ave

Hover St

Pike Rd

Dry Creek Dr

Fordham St

Clover Basin Dr

Ken Pratt Blvd

BNSF Railroad

Pratt Blvd

St Vrain Creek

1st Ave

Coffman St

Emery St

Collyer St

Main St

Lashley St

Alpine St

Pace St

3rd Ave

Diagonal Highway

119

287

140



CITY OF LONGMONT

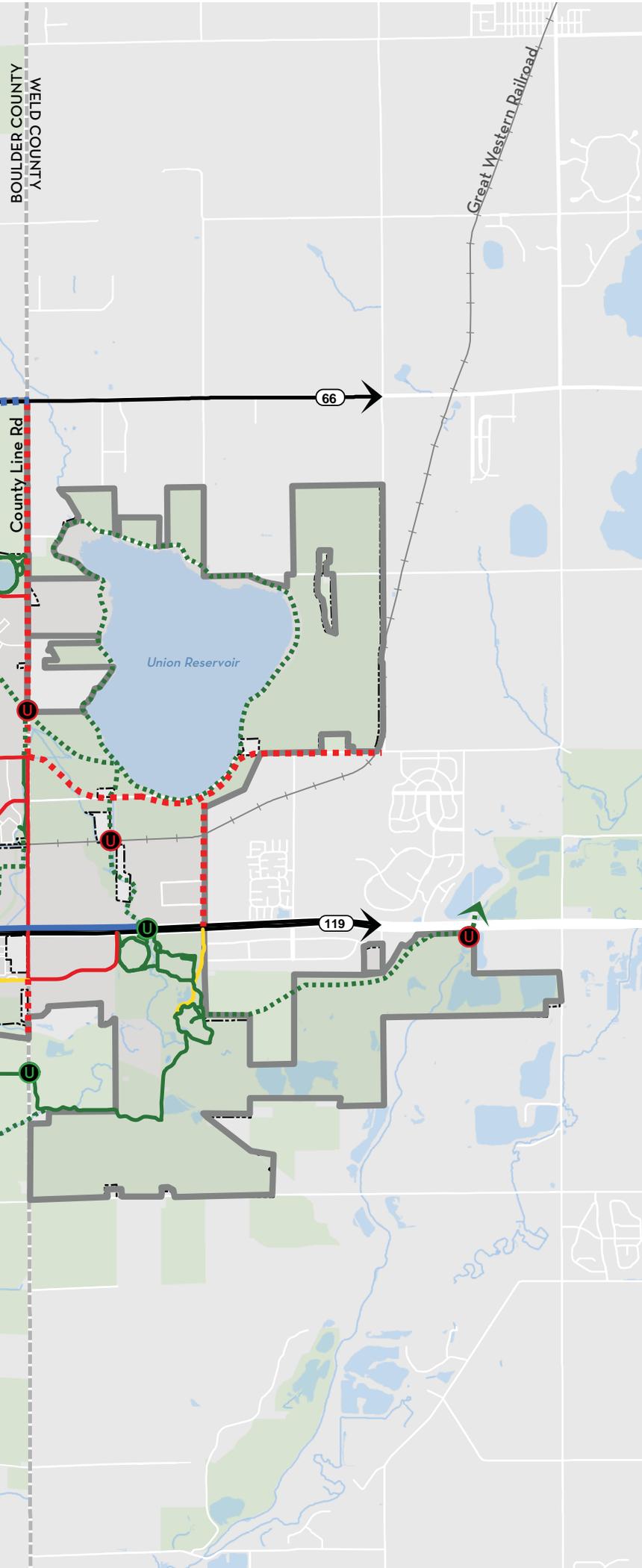
Bicycle Facilities Plan

-  Existing Underpass
-  Future Underpass
-  Existing Bridge/Overpass (for streets/RRs)
-  Intersection Improvements
-  Existing Off-Street Trail
-  Future Off-Street Trail
-  Existing Bike Lane
-  Future Bike Lane
-  Future Enhanced Multi-use Corridor
-  Existing Sidepath
-  Future Sidepath
-  Designated Shared Lane
-  Existing Shoulder
-  County Boundary
-  Streams
-  Lakes
-  Parks & Open Space
-  Longmont Planning Area
-  Longmont City Boundary

Note:
 For map clarity, only one facility type may be shown for each segment although more than one facility type may exist in specific areas.



Date: 07/14/2016



PEDESTRIAN SYSTEM



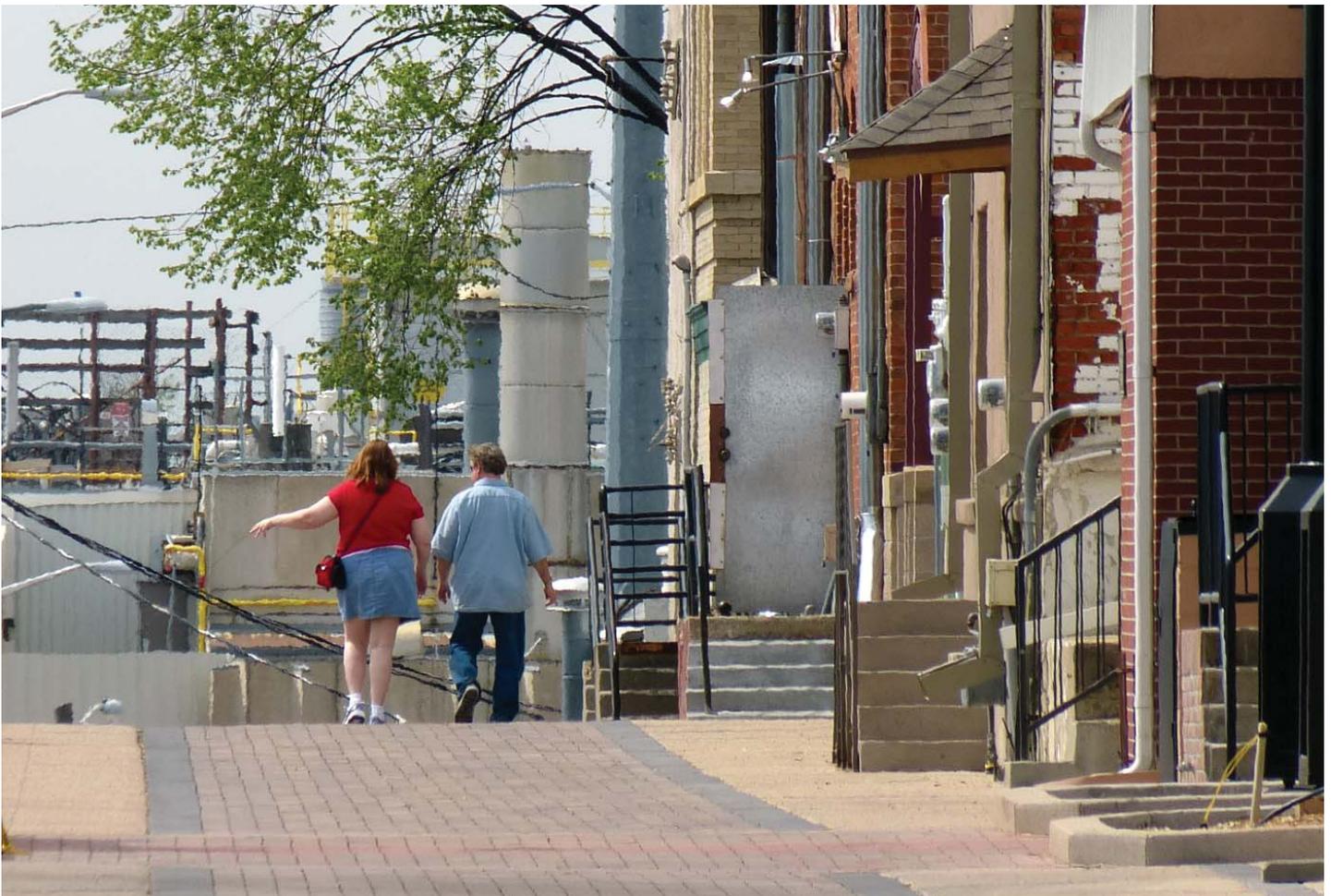
About the System

The pedestrian element of the plan for Longmont is aimed at providing sidewalks and paths to accommodate pedestrians throughout the City, while focusing on development of high quality pedestrian accommodations where pedestrian activity is currently high or is expected to be high in the future.

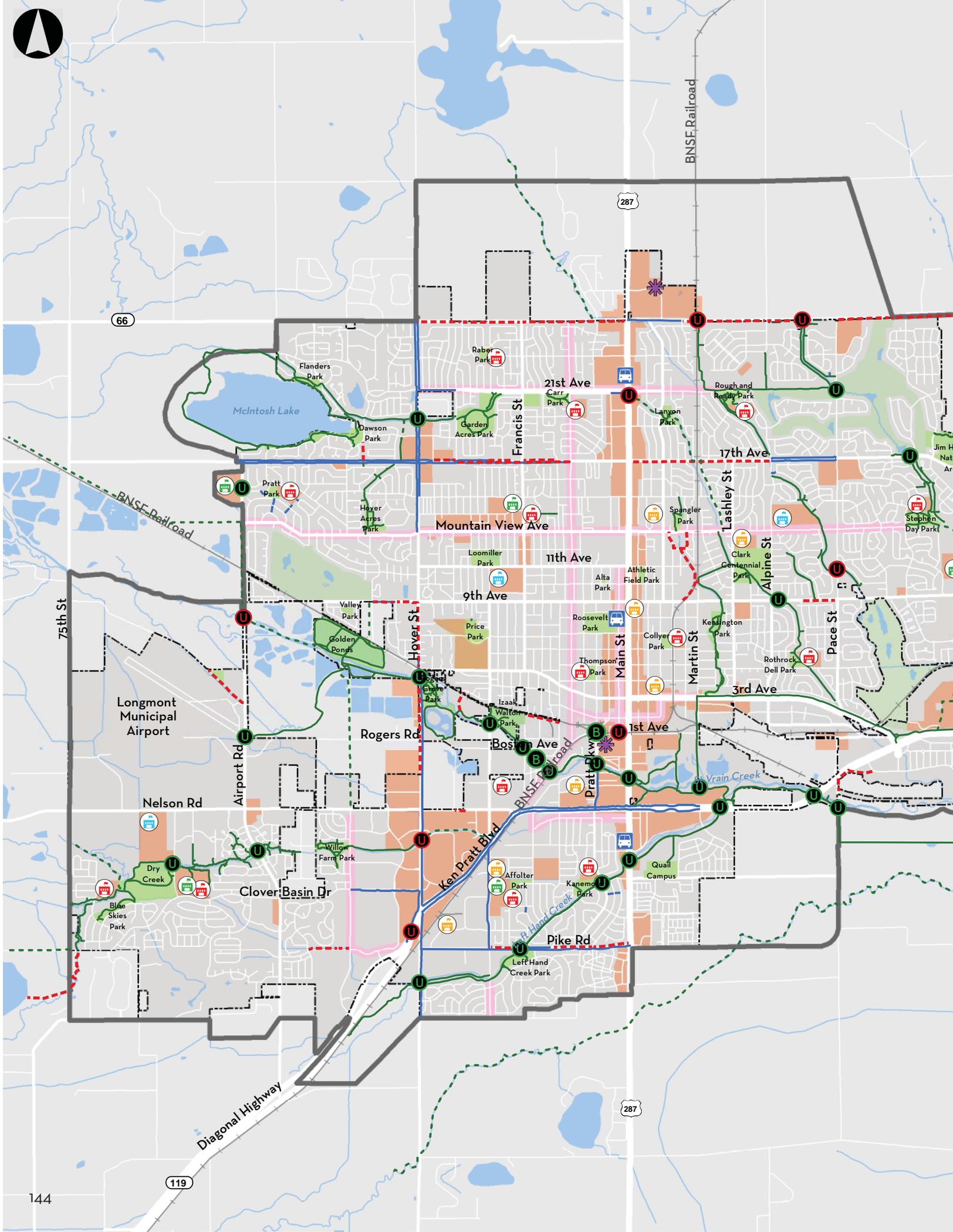
Appropriate sidewalks are incorporated in the City's street standards for all street types and sidewalks are currently provided on a large majority of streets throughout Longmont. However, there are missing sidewalk segments found throughout the City and a goal is to fill these gaps with sidewalks that best fit the street context as quickly as funding will allow or as development occurs. The Pedestrian Plan map shows key missing sidewalk links that have been identified on existing streets. Appropriate sidewalks will also be required as new development occurs within the City boundaries and the Longmont planning area.

Pedestrian Plan

The Pedestrian Plan also shows existing and future Pedestrian Activity Centers, including schools, transit stations, centers and mixed use corridors. Streets within and immediately adjacent to these activity centers should include the provision of high quality pedestrian facilities including sidewalks and crossing treatments at intersections. The City's requirements for private development as well as public funding allocations should reflect these priority areas.









CITY OF LONGMONT

Pedestrian Plan

Pedestrian Activity Centers

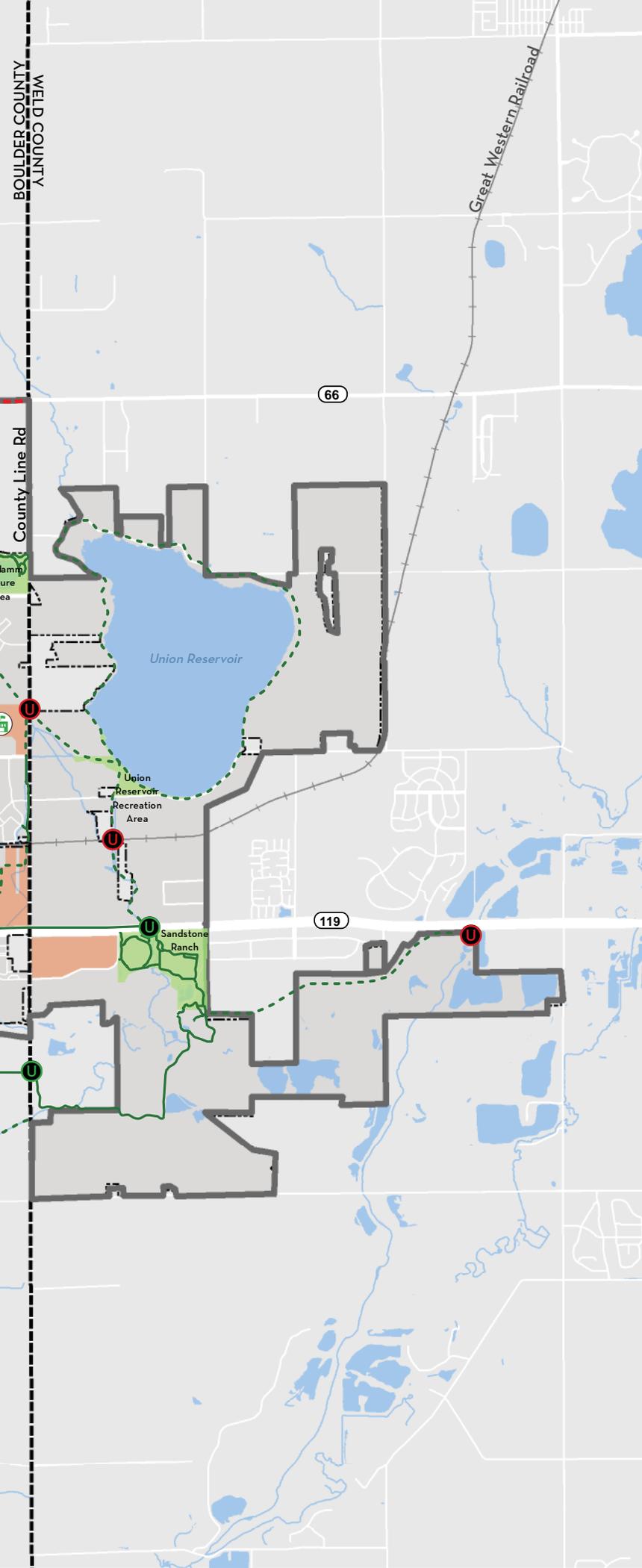
- Elementary School
- Middle School
- High School
- K-8, K-12, Charter, Special School
- Planned Transfer Station
- RTD Park-n-Ride
- Existing Parks
- Centers and Mixed Use Corridors

Pedestrian Facilities

- Existing Bridge/Overpass (for streets/RRs)
- Existing Underpass
- Future Underpass
- Roadways (Most with sidewalks)
- Existing Multi-Use Trail
- Existing Sidepath

Future Facilities

- Future Multi-Use Trail
- Future Enhanced Multi-use Corridor
- Other Missing Links





Focus Areas

Four Focus Areas were identified as part of the Envision Longmont process as areas offering the greatest opportunity to accommodate future development:

- Sugar Mill/Highway 119 Gateway
- St. Vrain Creek Corridor
- Hover Street Corridor
- Midtown/North Main

All of these areas align with the Areas of Change, identified as part of the growth framework. Generalized locations for these areas are reflected on the map on the following page. Goals and policies in this section reflect a preliminary direction for each area based on input received from the community. These goals and policies are intended to set the stage for more detailed planning efforts and future development in collaboration with property owners, area residents, and other community stakeholders.

FOCUS AREAS

287

4

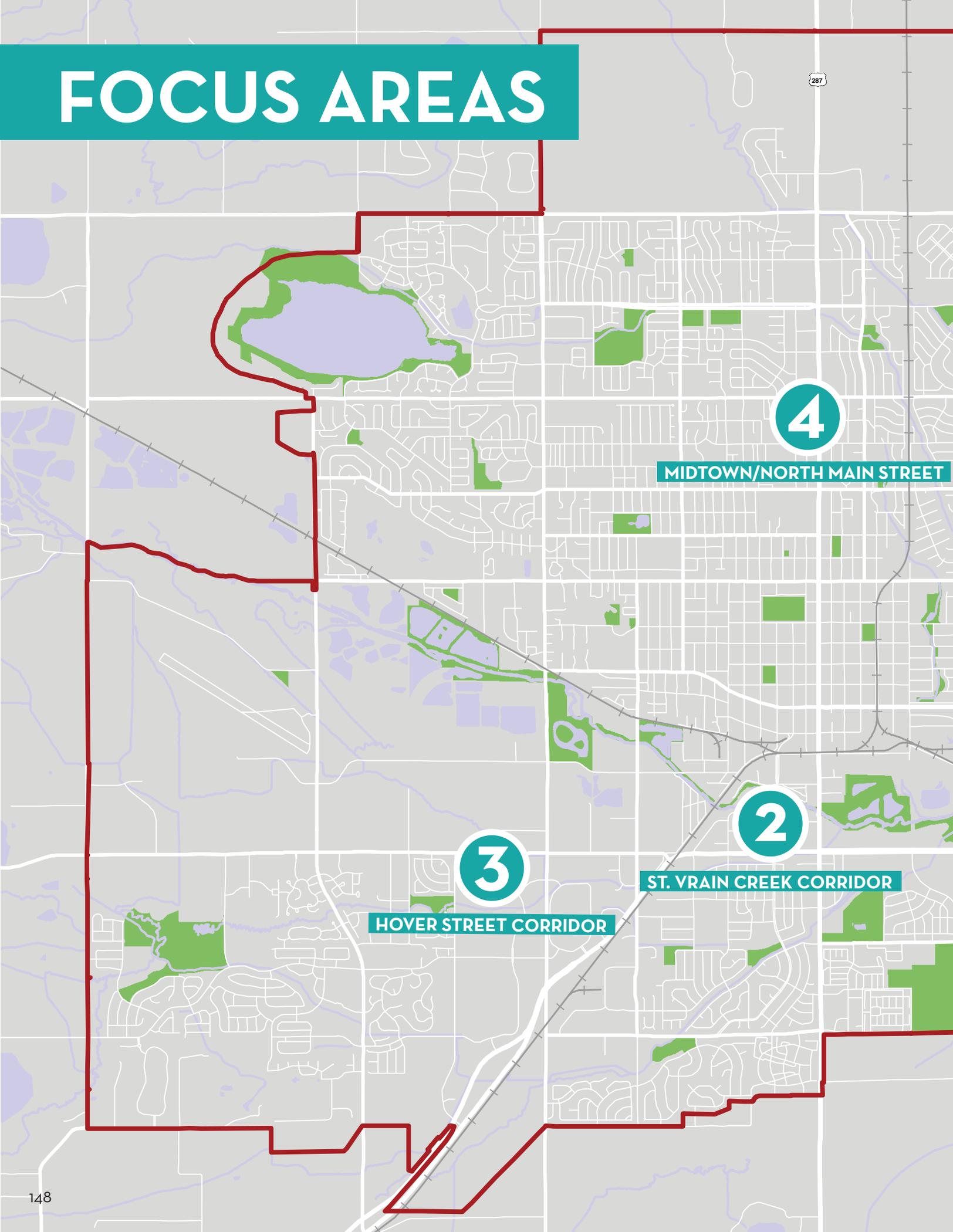
MIDTOWN/NORTH MAIN STREET

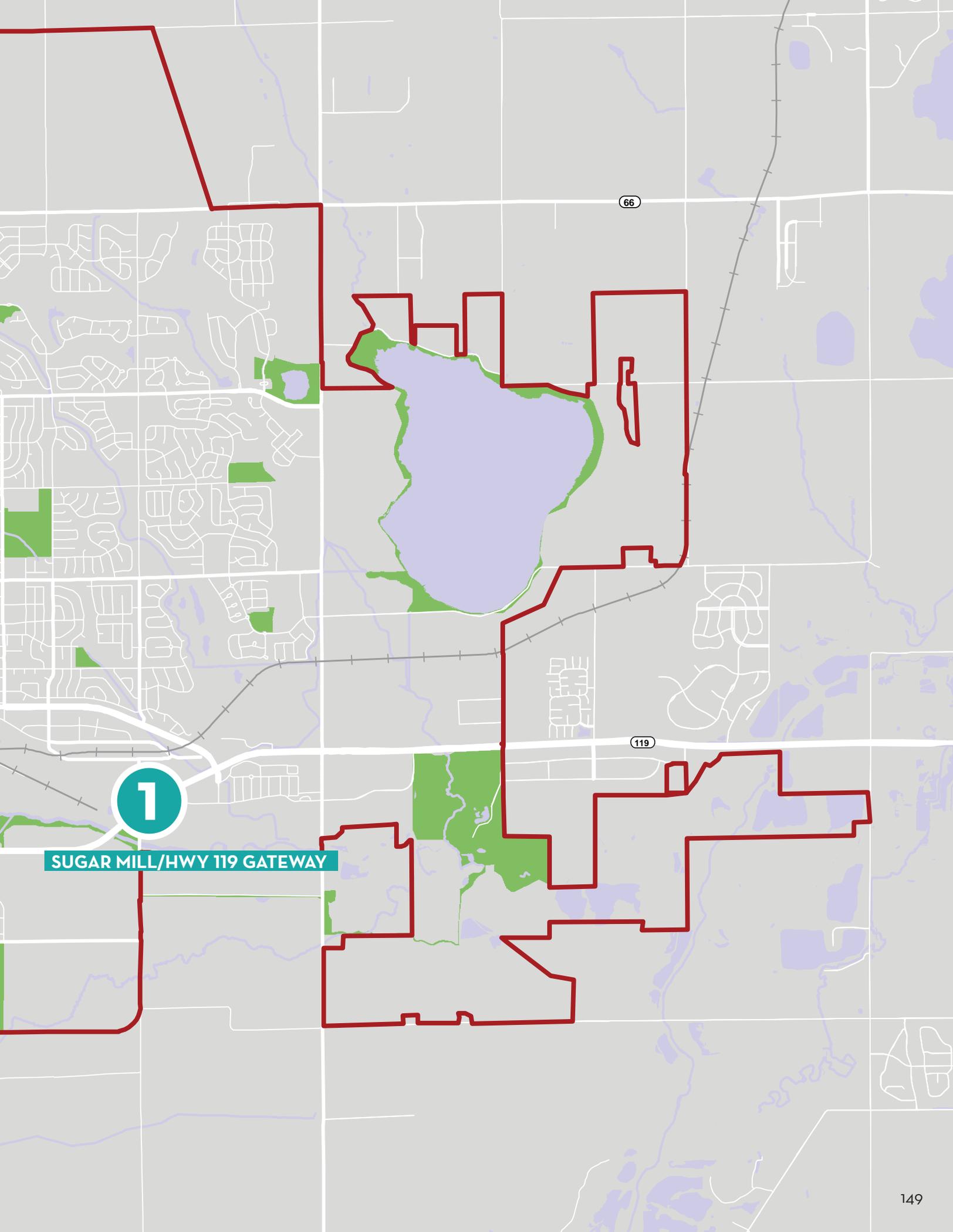
2

ST. VRAIN CREEK CORRIDOR

3

HOVER STREET CORRIDOR





1

SUGAR MILL/HWY 119 GATEWAY

SUGAR MILL/HIGHWAY 119 GATEWAY



ISSUES AND OPPORTUNITIES

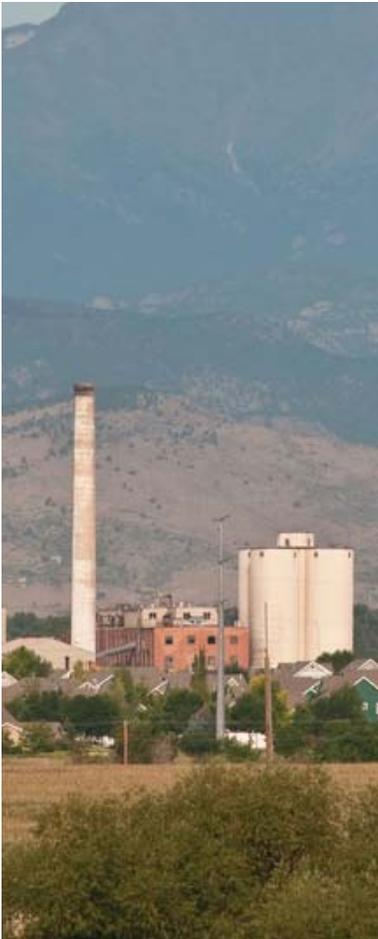
The historic Sugar Mill building is a recognizable landmark for the City of Longmont, anchoring the City’s eastern gateway along the Highway 119 Corridor. The mill building has been vacant since the Sugar Mill ceased operations and the site and surrounding properties are currently being used for outdoor storage and other light industrial uses. Significant reinvestment has been made along the western edge of the Focus Area as part of the Butterball Redevelopment and as part of the City’s Wastewater Treatment Facility. Although strong support from the community exists for the adaptive reuse/ redevelopment of the site and for the mill building, significant infrastructure and access constraints will need to be addressed. Plans for future transit and roadway linkages are in place that would significantly enhance the viability of the site.

RELATED PLANS AND STUDIES

A large portion of this Focus Area falls under the jurisdiction of the Southeast Longmont Urban Renewal Plan, which addresses site constraints and opportunities. The western portion of this Focus Area also falls within the 1st and Main Station Transit & Revitalization Plan.

FUTURE LAND USE AND MULTIMODAL PLAN

- 1 This Focus Area is contemplated as a vibrant Mixed Employment area that includes both high-density residential and supporting services.
- 2 Adaptive reuse of the mill building is envisioned as an anchor for a new Neighborhood Center accessible via a future Pace Street extension and ultimately, via the North I-25 Commuter Rail.
- 3 A future Pace Street extension would improve vehicular, pedestrian, and bicycle circulation and access within the Focus Area.
- 4 Pedestrian and bicycle linkages to the Mill Village neighborhood and to the St. Vrain Greenway will be essential to link the site to other parts of the City.



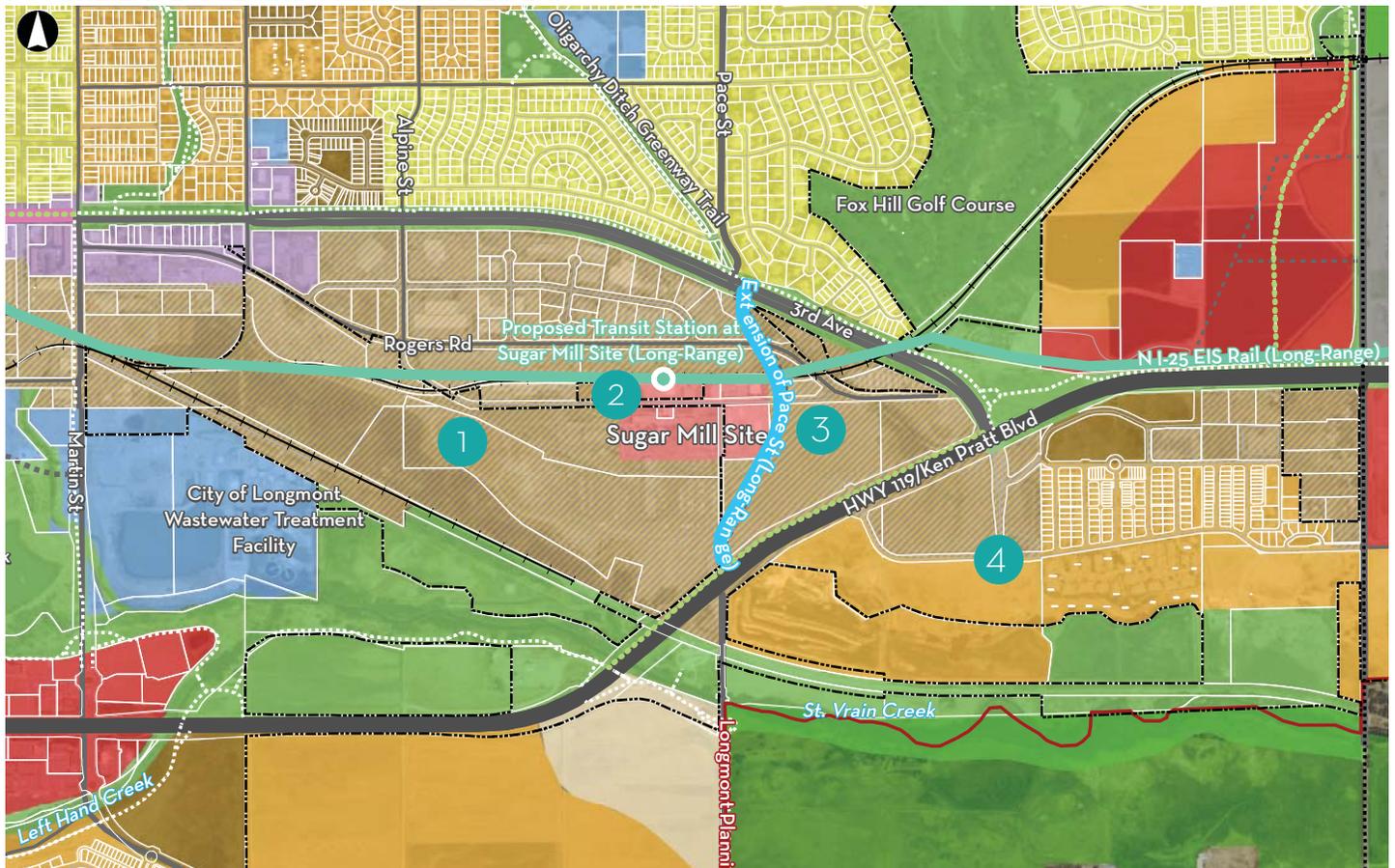
LEGEND

Rural Neighborhood	Regional Center
Single-Family Neighborhood	Public/Quasi-Public
Mixed Neighborhood	Mixed-Use Corridor
Multi-Family Neighborhood	Primary Employment
Neighborhood Center	Mixed-Use Employment
Existing Trails/Pedestrian Paths	Long-Range Improvements
Future Trails/Pedestrian Paths	Short-Range Improvements

CURRENT CONDITIONS AND INFLUENCING FACTORS



FUTURE LAND USE AND MULTIMODAL PLAN



ST. VRAIN CREEK CORRIDOR

2

ISSUES AND OPPORTUNITIES

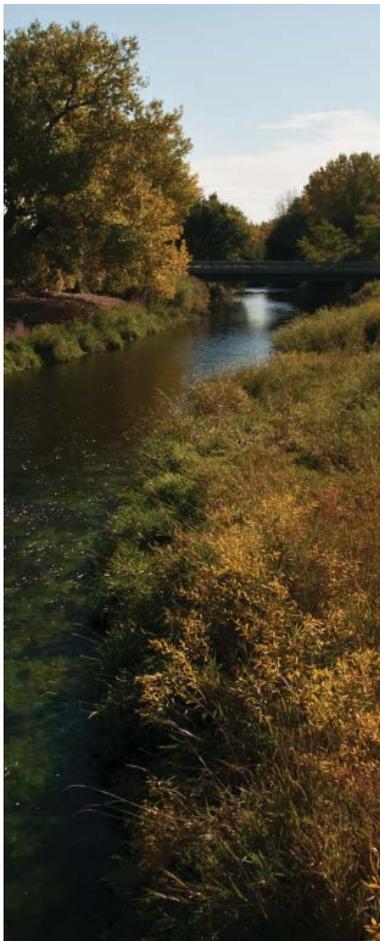
Multiple projects are underway to address repairs to infrastructure and to reconstruct and improve the St. Vrain Creek channel, which was heavily damaged during the flood events of 2013. St. Vrain Creek is bounded on the north and south by older industrial uses, some of which are vacant or underutilized. The area is centrally-located between Downtown and the Village at the Peaks (Twin Peaks Mall Urban Renewal Area) and features excellent access to Highway 119/Ken Pratt Boulevard, which is planned as a future BRT connection to Boulder. St. Vrain Creek is also a key urban corridor in light of its potential for providing access to parks, greenway and antural areas. Opportunities exist to promote the revitalization of uses along the creek corridor as improvements to the floodway are implemented and future risks are mitigated. Interest in the revitalization and adaptation of older industrial uses along Highway 119/Ken Pratt Boulevard to meet the needs of new businesses has also been growing. Ensuring future uses do not negatively impact the function and character of the greenway is a key issue.

RELATED PLANS AND STUDIES

A large portion of this Focus Area (generally north of Ken Pratt Boulevard and west of Main Street) falls within the boundary of the Blueprint St. Vrain study and the Resilient St. Vrain initiative. The eastern portion of this Focus Area also falls within the 1st and Main Station Transit & Revitalization Plan. In addition, Highway 119/Ken Pratt Boulevard is addressed by the State Highway 119 Bus Rapid Transit Longmont Alignment Analysis (currently underway). The St. Vrain Greenway Master Plan also provides information for the greenway and trails that traverse this area.

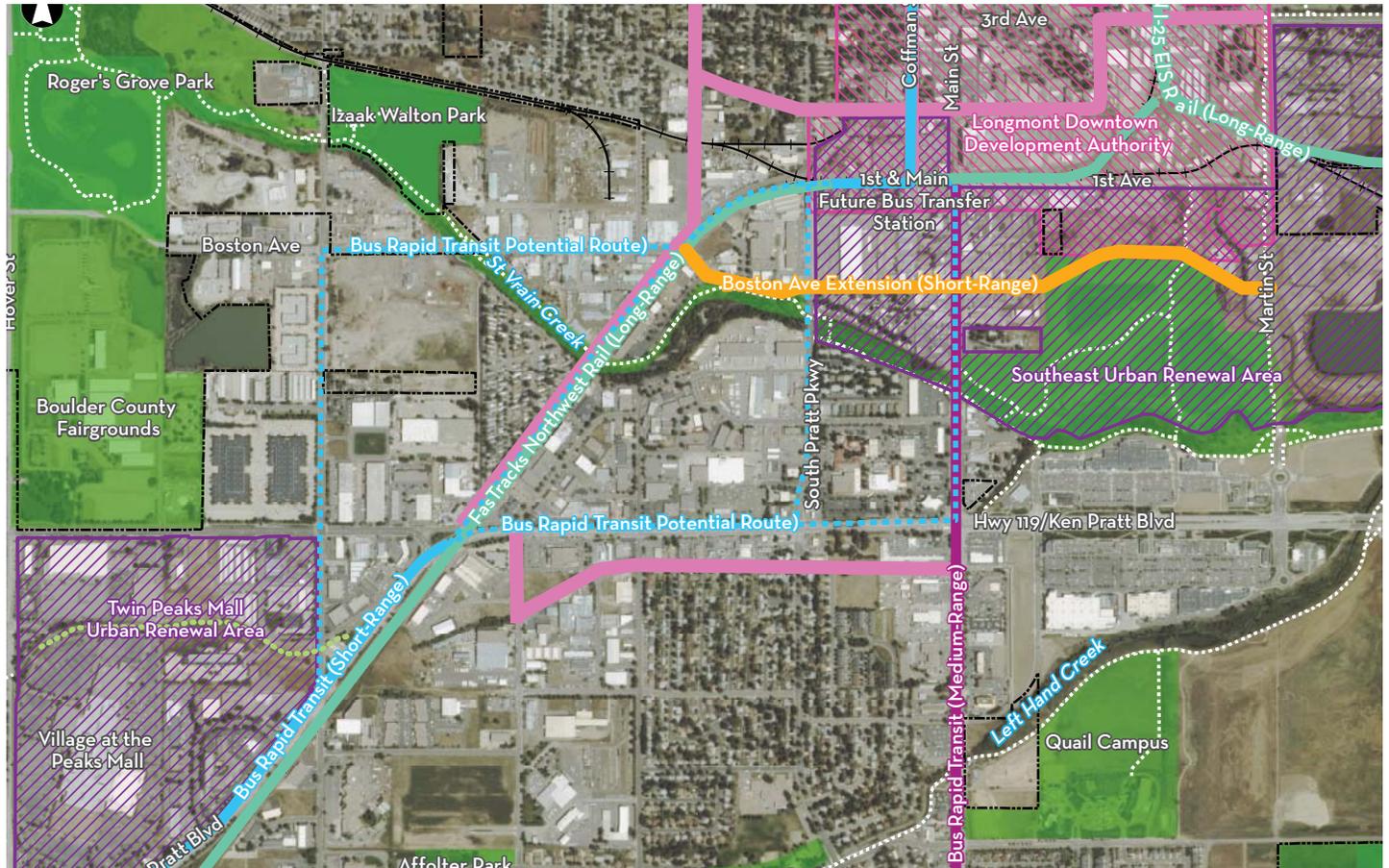
FUTURE LAND USE AND MULTIMODAL PLAN

- 1 Revitalization of uses along the St. Vrain Greenway is encouraged as improvements to the floodway are implemented and future risks are mitigated.
- 2 Continued revitalization of older industrial uses along Highway 119/Ken Pratt Boulevard is also encouraged.
- 3 The integration of high-density residential uses and support services are encouraged in the above areas as part of the Mixed Employment designation to increase live-work opportunities, expand housing options within the City, and leverage planned transit enhancements.
- 4 Larger employment sites east of the Fairgrounds will be preserved for Primary Employment uses.

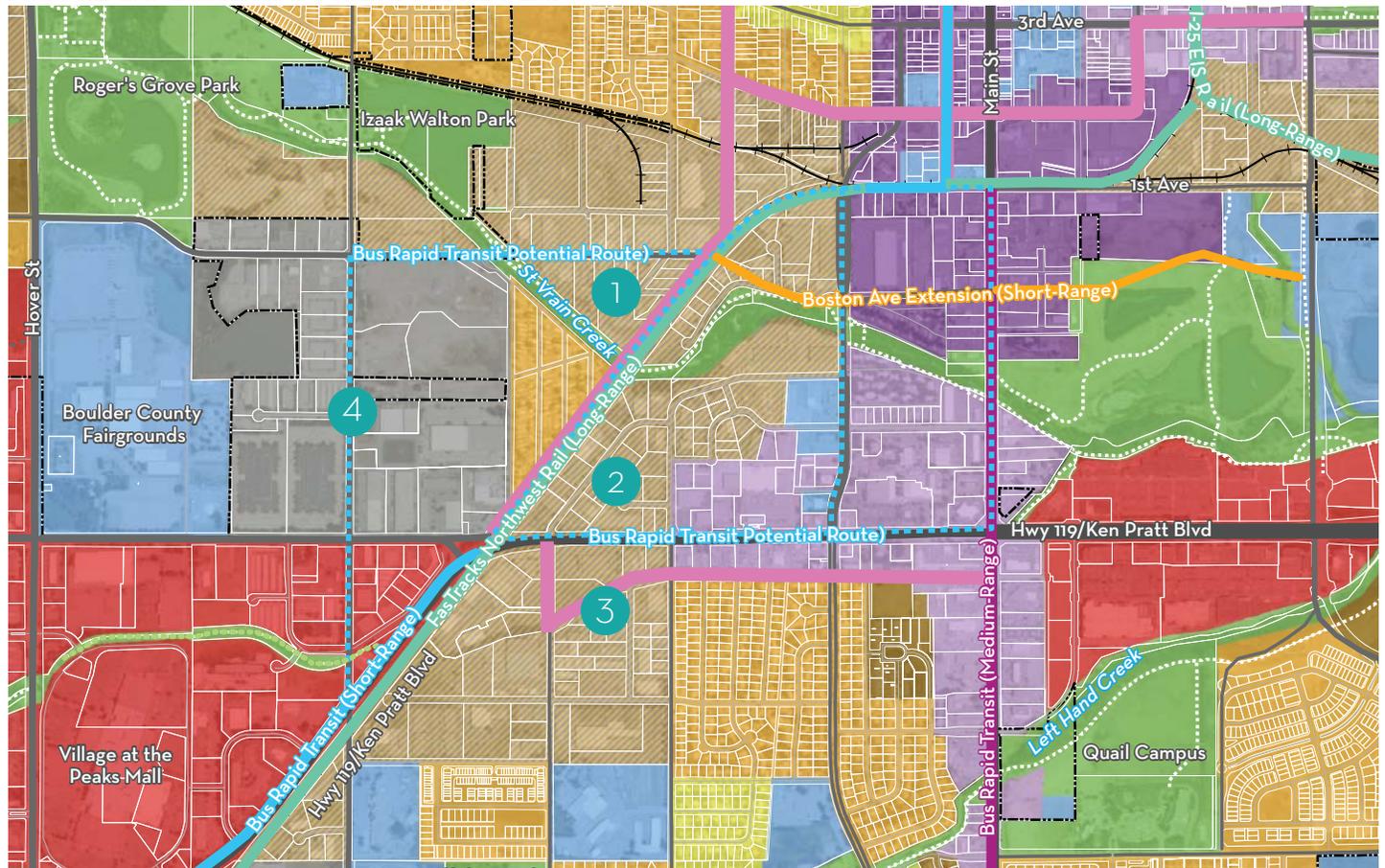


LEGEND	
■ Single-Family Neighborhood	■ Downtown/CBD
■ Mixed Neighborhood	■ Public/Quasi-Public
■ Multi-Family Neighborhood	■ Mixed-Use Corridor
■ Neighborhood Center	■ Primary Employment
■ Regional Center	■ Mixed-Use Employment
Existing Trails/Pedestrian Paths	— Short-Range Transit Improvements
●●● Future Trails/Pedestrian Paths	— Medium-Range Improvements
— Future Enhanced Multi-Use Corridor	— Long-Range Improvements
	— Short-Range Road Improvements

CURRENT CONDITIONS AND INFLUENCING FACTORS



FUTURE LAND USE AND MULTIMODAL PLAN



HOVER STREET CORRIDOR

3

ISSUES AND OPPORTUNITIES

The Hover Street Corridor serves as a primary gateway into Longmont from Boulder and major north-south travel corridor through Longmont. The corridor functions as one of the City’s major retail destinations and these uses are being expanded in the form of a major lifestyle retail center as part of the former Twin Peaks Mall redevelopment. Other notable uses include the Digital Globe Campus, Front Range Community College, the Boulder County Fairgrounds, and Roger’s Grove Park. Although much of the corridor is built out, opportunities for infill development on remaining sites and targeted redevelopment or adaptive reuse of underutilized buildings and sites exist.

RELATED PLANS AND STUDIES

Portions of this Focus Area are addressed by the Twin Peaks Mall Area Urban Renewal Plan, as well as by the State Highway 119 Bus Rapid Transit Longmont Alignment Analysis (currently underway).

FUTURE LAND USE AND MULTIMODAL PLAN

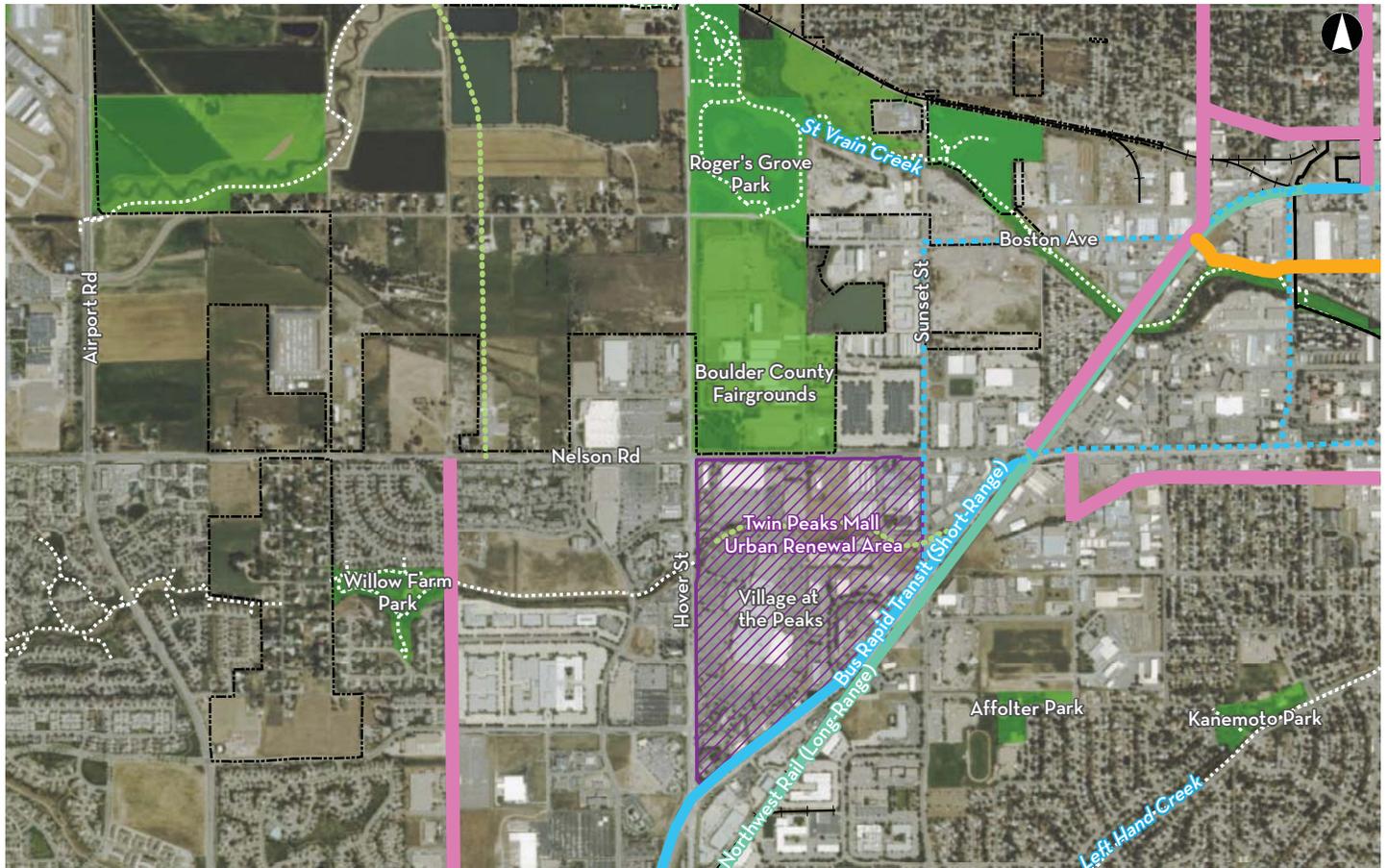
- 1 A Regional Center will anchor the Hover Corridor to serve adjacent neighborhoods and employment uses and other locations within the City.
- 2 The integration of high-density residential uses will be encouraged as part of the Regional Center designation to increase live-work opportunities, expand housing options within the City, and leverage planned transit enhancements along Highway 119/Ken Pratt Boulevard.
- 3 Larger employment sites along Clover Basin Drive and Pike Road will be preserved for Primary Employment uses.
- 4 Support services will be encouraged as part of the Mixed Employment area north of Nelson Road, but future residential may be precluded due to the area’s proximity to the Airport.
- 5 A Neighborhood Center will be encouraged across from Roger’s Grove Park, to help activate this portion of the corridor and better connect it to the St. Vrain Greenway in this location.



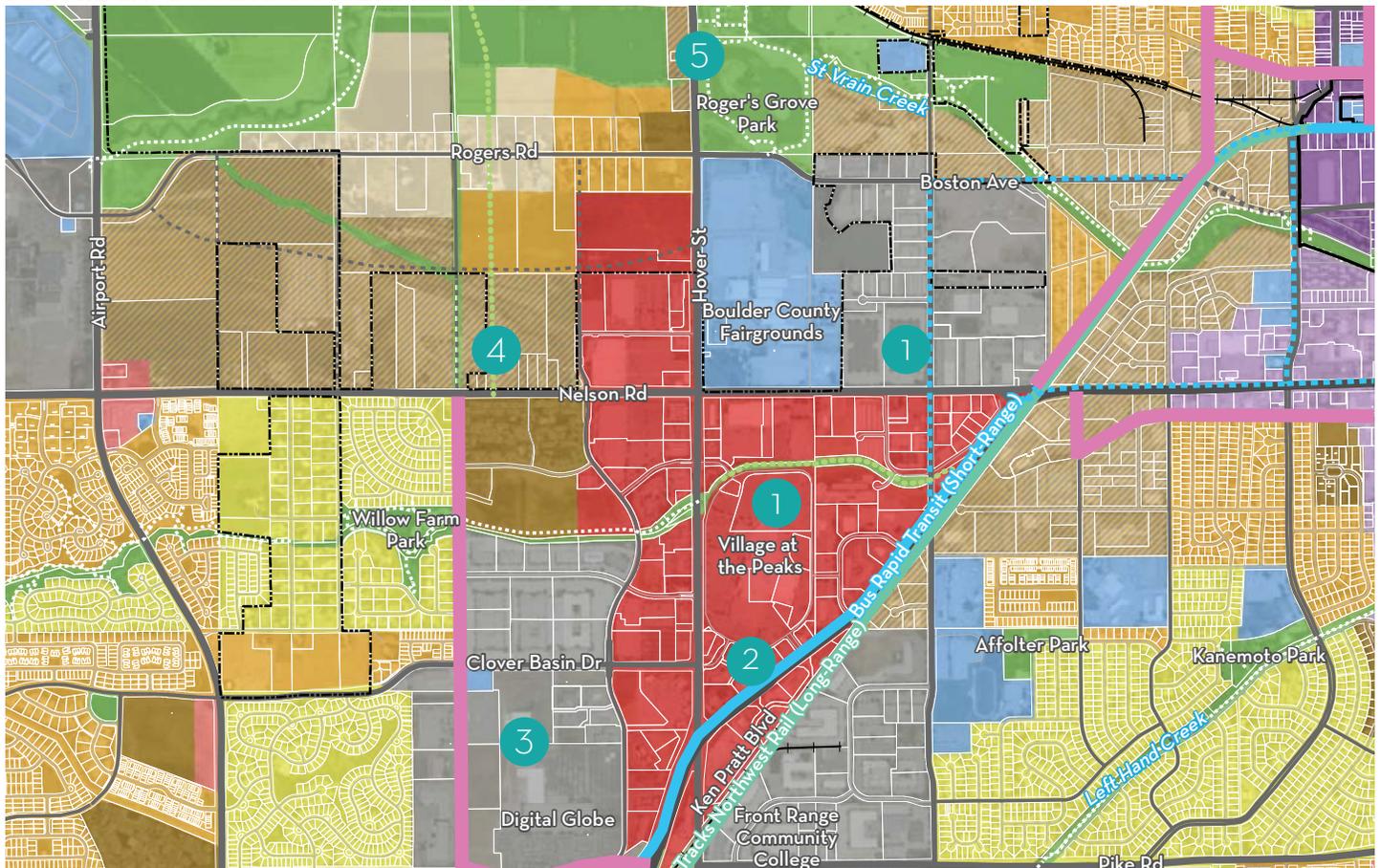
LEGEND

	Rural Neighborhood		Public/Quasi-Public
	Single-Family Neighborhood		Mixed-Use Corridor
	Mixed Neighborhood		Primary Employment
	Multi-Family Neighborhood		Mixed-Use Employment
	Neighborhood Center		Short-Range Improvements
	Regional Center		Long-Range Improvements
	Existing Trails/Pedestrian Paths		Future Enhanced Multi-use Corridor
	Future Trails/Pedestrian Paths		

CURRENT CONDITIONS AND INFLUENCING FACTORS



FUTURE LAND USE AND MULTIMODAL PLAN



MIDTOWN/ NORTH MAIN STREET

4

ISSUES AND OPPORTUNITIES

Main Street functions as Longmont’s central “spine,” providing both local and regional linkages. Midtown/North Main includes the area north of 9th Avenue which serves as the upper boundary of the Downtown/CBD and extends to Highway 66 on the north. While some reinvestment along the corridor has occurred over the past decade, many vacant buildings and underutilized strip commercial developments exist and the area was identified as a high priority for reinvestment as part of the Envision Longmont process. The corridor is accessible from neighborhoods to the east and west and is planned for enhanced transit service that will improve connections within the City and to other parts of the region.

RELATED PLANS AND STUDIES

Portions of this Focus Area are addressed by the Midtown Redevelopment Plan. The southern limit of this corridor is also addressed by the State Highway 119 Bus Rapid Transit Longmont Alignment Analysis (currently underway).

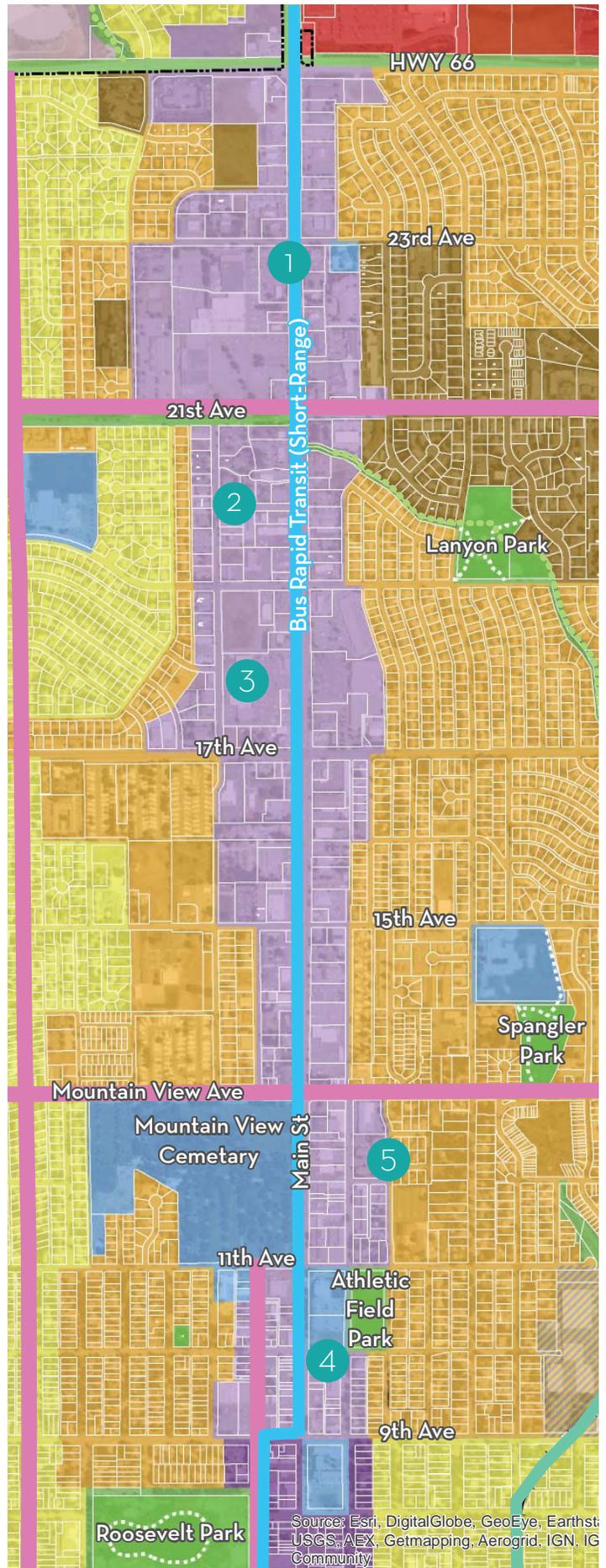
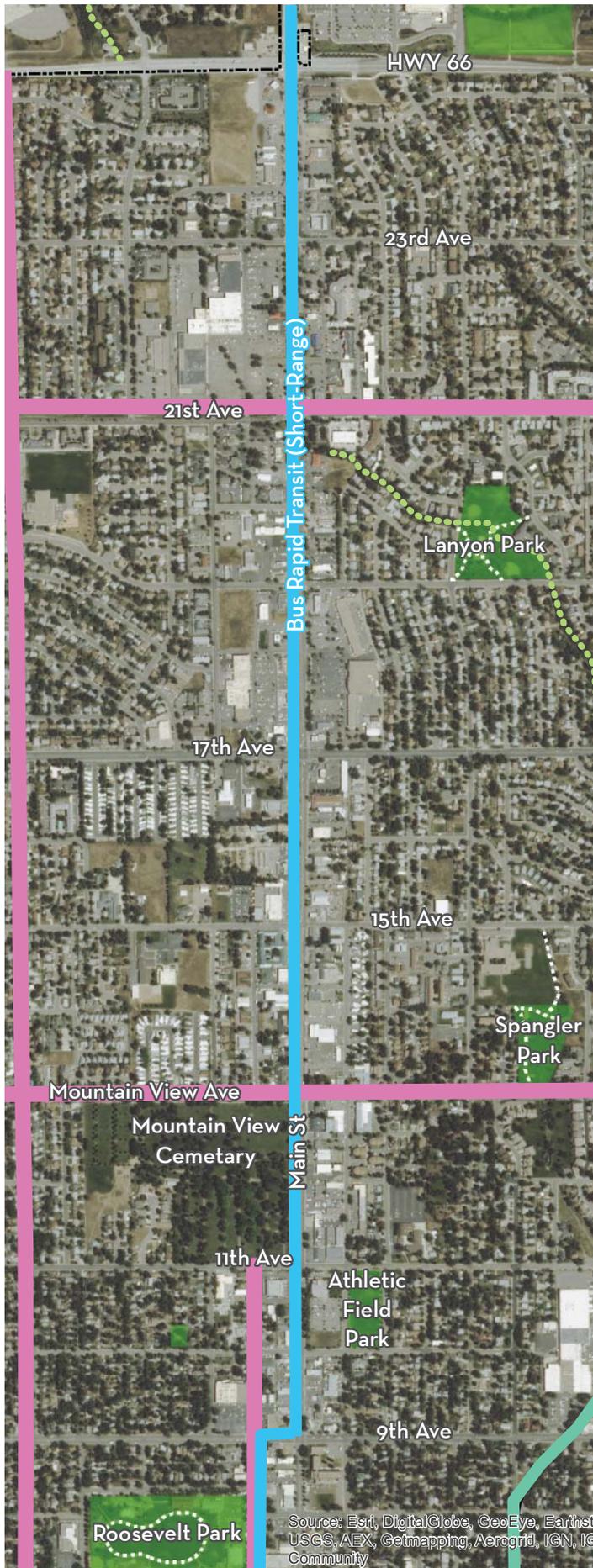
FUTURE LAND USE AND MULTIMODAL PLAN

- 1 Revitalization of the corridor should be encouraged over time, both through the adaptive reuse of existing structures and through infill and redevelopment of larger sites.
- 2 The incorporation of a broader mix of uses and higher density development is desired to expand housing options within the City and to leverage the corridor’s proximity to existing and planned transit and adjacent neighborhoods.
- 3 Both vertical and horizontally mixed-use development is encouraged along the corridor, as suited to individual sites.
- 4 Opportunities to include public facilities and services as part of future development should also be considered to improve access to services for existing and future residents.
- 5 Where higher density development occurs, transitions in building height and massing (and potentially uses) should be provided along the lot line or street frontage that is shared with the adjacent neighborhood.



LEGEND	
 Single-Family Neighborhood	 Downtown/CBD
 Mixed Neighborhood	 Public/Quasi-Public
 Multi-Family Neighborhood	 Mixed-Use Corridor
 Regional Center	 Short-Range Improvements
 Existing Trails/Pedestrian Paths	 Long-Range Improvements
 Future Trails/Pedestrian Paths	 Future Enhanced Multi-use Corridors

CURRENT CONDITIONS AND INFLUENCING FACTORS FUTURE LAND USE AND MULTIMODAL PLAN





IV.

**IMPLEMENTATION
STRATEGY**



INTRODUCTION

This chapter outlines a series of actions that will support the implementation of Longmont’s vision for the future, which is embodied in the six guiding principles below:

- Guiding Principle 1: Livable centers, corridors, and neighborhoods
- Guiding Principle 2: A complete, balanced, and connected transportation system
- Guiding Principle 3: Housing, services, amenities, and opportunities for all
- Guiding Principle 4: A safe, healthy, and adaptable community
- Guiding Principle 5: Responsible stewards of our resources
- Guiding Principle 6: Job growth and economic vitality through innovation and collaboration

As described in the Plan Foundations section, these six guiding principles are firmly grounded in the desire to create a more sustainable and resilient community. As such, the Plan is based on the premise that the goals and policies that support each guiding principles should not be developed and implemented in isolation from one another. This foundation encourages systems thinking to recognize and emphasize the interrelationships among all aspects of City departments, daily operations, and activities. A systems thinking perspective recognizes the interdependent economic, social, and environmental implications of policies, decisions, and outcomes, and recognizes the benefits and tradeoffs across these topic areas. In this Plan, application of a systems thinking perspective also reinforces the understanding that sustainability and resiliency are interrelated concepts that work hand in hand.

ACTION PLAN

The Action Plan provides a comprehensive list of strategies and recommended actions to support the implementation of Envision Longmont. For quick reference, strategies and recommended actions are organized in tables that correspond with the six guiding principles that serve as a foundation for the Plan. A number of strategies in this section are “cross-cutting” in nature—meaning that they help implement—either directly or indirectly—goals and policies related to more than one of the Plan’s six guiding principles. Cross-cutting strategies are not necessarily of greater importance or considered a higher priority than any of the individual strategies listed. Rather, they highlight opportunities to leverage available resources and staffing, and to reinforce the need for ongoing collaboration and coordination among City departments and with other local and regional partners on the implementation of Envision Longmont.

ACTION PLAN

HOW TO USE THE ACTION PLAN

Individual components of the Action Plan are described below. The Action Plan should be reviewed and updated on an annual basis or as needed to ensure it remains current and reflects the City's progress over time.

ACTION TIMING

- **Near-term actions** - following Plan adoption, over the next one to five years.
- **Longer-term actions** - More than five years following Plan adoption.
- **Ongoing actions** - following plan adoption, ongoing over the life of the Plan.

STRATEGIES/RELATED GOALS

Strategies and recommended actions to support the implementation of each guiding principle, accompanied by a list of goals that each strategy supports. Goals and strategies do not necessarily have a one-to-one relationship. In some cases, a single strategy supports multiple goals—in others cases, multiple goals are supported by a single strategy.

RESPONSIBILITY

- **Lead:** For each of the items listed in the Action Plan, a lead department or organization is identified to initiate the action. Where particularly close coordination or shared resources are needed, more than one department or organization is listed as the lead with the intent that they work as equal partners.
- **Involve:** A supporting list of other departments, organizations, and groups to involve in the process of implementation is also provided. City boards and commissions and the community at large will also be consulted as appropriate based on the nature and scope of individual strategies and recommended actions.

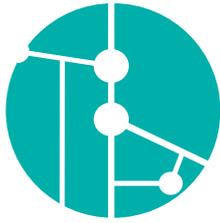
TYPES OF STRATEGIES

- **Policies and programs.** The Plan identifies many goals and policies that will be achieved through day-to-day decision-making made by City of Longmont staff, the Planning & Zoning Commission, and the City Council or through new or enhanced programs. For example, incentives to reduce barriers to affordable housing and increase the stock of permanently affordable housing units will be achieved in part by modifying the City's current affordable housing program.
- **Regulatory revisions.** In order for the Plan to be effective, the City's development regulations will need to be consistent with the goals and policies of the Plan. For example, updates to the City's Land Development Code will need to be made in order to achieve higher densities and a broader mix of uses in some Areas of Change.
- **Public improvements.** Some goals and policies may be best implemented through a specific public improvement project or series of projects. For example, construction of missing links to connect bicycle and pedestrian facilities and completion of improvements along St. Vrain Creek will help advance goals and policies in several Guiding Principle areas.
- **Partnerships.** Some goals and policies involve planning efforts with other jurisdictions and inviting other agencies and jurisdictions in the region to participate in City of Longmont planning efforts. For example, ongoing collaboration with neighboring counties, RTD, CDOT, FEMA, and others will be imperative to support the implementation of the Plan.

- **Advocacy and engagement.** Some goals and policies relate to initiatives and programs led by non-profits, outside agencies and other organizations that play a significant role in helping the City achieve its goals and policies. In these instances, the strategies place the City in the role of advocating for community priorities and encouraging others to take actions toward implementing our goals. For example, the City's Community Services department actively engages with numerous providers in Boulder County that provide health and human services to Longmont residents.

FUNDING REQUIREMENTS

Some strategies or actions identified will require new City investment to achieve, beyond current staffing levels. This may include increased departmental funding or consulting support, the identification of new funding sources, by seeking outside funding support or partnerships with other organizations, or through some combination of these mechanisms. Appropriate funding mechanisms to implement each strategy or action will be identified by the lead department(s) through the City's Priority Based Budgeting and CIP process.



1. Strategies to Support Livable Centers, Corridors, and Neighborhoods.

HOW WILL THESE STRATEGIES SUPPORT THE COMMUNITY’S VISION?

Strategies in this section promote a sustainable and resilient pattern of growth by emphasizing infill and redevelopment, expanding opportunities for mixed-use development, and encouraging higher density development in targeted locations. These actions will also help increase housing and transportation options and reinforce the character of the City’s residential neighborhoods, gateways, and historic resources.

STRATEGY/RELATED GOALS	RESPONSIBILITY	TYPE
NEAR-TERM ACTIONS Following plan adoption over the next one to five years.		
<p>Strategy-1.1: Align zoning with the Future Land Use Plan to ensure desired development patterns and densities can be readily achieved; update zoning districts (or develop new zoning districts) and design standards for centers and corridors and other land use categories as necessary to address desired mix of uses; height, massing, and scale; housing types; transitions to existing neighborhoods; and pedestrian, bicycle, and transit accessibility, and other considerations outlined in the goals and policies contained in this Plan. <i>(Directly supports Goals 1.2, 1.4, 2.1, and 4.1)</i></p>	<p>Lead: Planning and Development Services</p> <p>Involve: All departments</p>	Regulatory revisions
<p>Strategy-1.2: Update development review processes to make it possible for certain types of development (i.e., increased heights and/or densities in centers and corridors, and expanded support for mixed-use development and affordable housing options) to be approved administratively by staff. <i>(Directly supports Goals 1.2, 1.4, 2.1, and 3.1)</i></p>	<p>Lead: Planning and Development Services</p> <p>Involve: Housing and Community Investment, Redevelopment Division</p>	Policies and programs/ Regulatory revisions
<p>Strategy-1.3: Develop parameters for the adaptive reuse of older buildings and create resources that explain the challenges and opportunities for adaptive reuse of structure with the update of the International Building Code. <i>(Directly supports Goals 1.4, 1.5, and 5.3)</i></p>	<p>Lead: Planning and Development Services</p> <p>Involve: Redevelopment Division, Public Works and Natural Resources</p>	Policies and programs

STRATEGY/RELATED GOALS	RESPONSIBILITY	TYPE
<p>Strategy-1.4: Work with residents and property owners in the City’s historic neighborhoods to identify locations where additional protective measures are needed to protect the established character and develop appropriate tools, such as new historic or conservation districts and design guidelines. <i>(Directly supports Goals 1.3 and 5.3)</i></p>	<p>Lead: Planning and Development Services</p> <p>Involve: All departments</p>	Policies and programs/ Regulatory updates
<p>Strategy-1.5: Continue to explore potential changes to the Southeast Longmont urban renewal plan and public/private partnership opportunities based on development interest within the area. <i>(Directly supports Goals 1.4, 6.3, and 6.5)</i></p>	<p>Lead: Redevelopment Division</p> <p>Involve: Planning and Development Services</p>	Policies and programs
<p>Strategy-1.6: Evaluate Longmont as a “Redevelopment Ready Community” based on development policies and procedures, community-supported vision, predictable review process, inventory of compelling sites, etc. and, if necessary, provide recommendations for development of potential redevelopment guidelines and incentives. <i>(Directly supports Goals 1.4 and 6.3)</i></p>	<p>Lead: Redevelopment Division</p> <p>Involve: Planning and Development Services</p>	Policies and programs
<p>Strategy-1.7: Develop a plan for revitalization and redevelopment of the North Main Street Corridor, including the identification of specific catalyst sites that help advance the center and corridor concepts established by this Plan. <i>(Directly supports Goals 1.2, 1.4, 2.1, 2.2, 3.1, and 6.5)</i></p>	<p>Lead: Planning and Development Services</p> <p>Involve: Redevelopment Division, Public Works and Natural Resources</p>	Policies and programs
<p>Strategy-1.8: Conduct more detailed planning for the Sugar Mill Focus Area to advance preliminary land use recommendations and address specific issues, such as potential transit enhancements and updates to the current urban renewal boundary. <i>(Directly supports Goals 1.4, 6.3, and 6.5)</i></p>	<p>Lead: Planning and Development Services, Redevelopment Division</p> <p>Involve: Public Works and Natural Resources, property owners</p>	Policies and programs
<p>Strategy-1.9: Evaluate the feasibility of adding an architectural/design review committee to address the issues of scale and compatibility with neighborhoods and adopted design guidelines.</p>	<p>Lead: Planning and Development Services</p> <p>Involve: Redevelopment Division</p>	Policies and programs

STRATEGY/RELATED GOALS	RESPONSIBILITY	TYPE
<p>Strategy-1.10: Review the City’s Building Codes with an eye toward potential barriers to infill and redevelopment and/or higher density development. Consider adopting local amendments, where feasible, to provide additional flexibility while still meeting health and safety requirements. <i>(Directly supports Goals 1.2, 1.4, 2.1, and 4.1)</i></p>	<p>Lead: Planning and Development Services</p> <p>Involve: Redevelopment Division</p>	<p>Regulatory revisions</p>
<p>Strategy-1.11: Consider appropriate amendments to riparian setbacks and residential protection setbacks along primary greenways. <i>(Directly supports Goals 1.4, 1.8, 4.5, and 5.5)</i></p>	<p>Lead: Public Works and Natural Resources</p> <p>Involve: Redevelopment Division, Planning and Development Services</p>	<p>Policies and programs</p>
<p>LONGER-TERM ACTIONS More than five years following plan adoption.</p>		
<p>Strategy-1.12: Seek opportunities to expand high density housing options and implement multimodal transportation enhancements along the Hover Street Corridor, with a particular emphasis on opportunities as part of the Regional Center. <i>(Directly supports Goals 1.2, 1.4, 2.1, and 3.1)</i></p>	<p>Lead: Planning and Development Services</p> <p>Involve: Redevelopment Division, Public Works and Natural Resources.</p>	<p>Policies and programs</p>
<p>Strategy-1.13: Construct a transit station and partner to develop a Transit Oriented Development (TOD) at 1st and Main. <i>(Directly supports Goals 1.2, 1.4, 2.1, 2.2, 3.1, and 6.5)</i></p>	<p>Lead: Redevelopment Division, Planning and Development Services</p> <p>Involve: Longmont Downtown Development Authority</p>	<p>Policies and programs</p>
<p>Strategy-1.14: Consider developing a citywide Historic Preservation Plan as a tool to define community priorities and more detailed goals and strategies to support preservation efforts. <i>(Directly supports Goals 1.3 and 5.3)</i></p>	<p>Lead: Planning and Development Services</p> <p>Involve: All departments</p>	<p>Policies and programs</p>

STRATEGY/RELATED GOALS	RESPONSIBILITY	TYPE
ONGOING ACTIONS Ongoing over the life of the Plan.		
Strategy-1.15: Continue to support strategic investments in open space needed to retain Longmont’s free-standing character. <i>(Directly supports Goal 1.1)</i>	Lead: Public Works and Natural Resources Involve: Adjoining counties and jurisdictions	Policies and programs
Strategy-1.16: Continue to advance ongoing efforts for improvements to the the St.Vrain Creek Corridor as part of the Resilient St. Vrain effort. <i>(Directly supports Goals 1.4, 1.8, 4.5, and 5.5)</i>	Lead: Public Works and Natural Resources Involve: Redevelopment Division, Planning and Development Services	Policies and programs
Strategy-1.17: Align the City’s Capital Improvement Plan with the goals and policies of the plan to ensure that the proper level of service for infrastructure is in place before new infill or redevelopment projects are approved. <i>(Directly supports Goals 1.4, 1.6, 2.3, and 6.3)</i>	Lead: Finance Involve: All departments	Policies and programs
Strategy-1.18: Bury electric main feeder lines consistent with established City priorities. <i>(Directly supports Goal 1.7)</i>	Lead: Longmont Power and Communications Involve: Public Works and Natural Resources, Planning and Development Services	Policies and programs
Strategy-1.19: Encourage the elimination of private sewage disposal systems within the City. <i>(Directly supports Goal 1.6)</i>	Lead: Public Works and Natural Resources Involve: Planning and Development Services	Policies and programs
Strategy-1.20: Work with property owners and developers within the identified Focus Areas to implement redevelopment and infill projects, including exploring public/private partnership opportunities where feasible, that meet the vision and goals of this plan. <i>(Directly supports Goals 1.2, 1.4, 2.1, and 4.1)</i>	Lead: Redevelopment Services Involve: Planning and Development Services, Public Works and Natural Resources, property owners	Policies and programs



2. Strategies to Support a Complete and Balanced Transportation System.

HOW WILL THESE STRATEGIES SUPPORT THE COMMUNITY’S VISION?

Strategies in this section will help remove barriers and address gaps in the transportation system, enhance the functionality of the citywide bicycle and pedestrian network, enhance transit service within Longmont and to other parts of the region, improve safety for all modes of travel, and mitigate the impacts of traffic and congestion as the City continues to grow.

STRATEGY/RELATED GOALS	RESPONSIBILITY	TYPE
NEAR-TERM ACTIONS Following plan adoption over the next one to five years.		
<p>Strategy-2.1: Review and revise the Land Development Code (LDC) to support Longmont’s transportation planning goals—seeking opportunities to improve connectivity for all modes, and support existing and future transit by encouraging transit supportive development where appropriate. <i>(Directly supports Goals 1.4, 1.5, 2.1, 2.2, 3.3, 4.1, 4.4, and 6.3)</i></p>	<p>Lead: Planning and Development Services</p> <p>Involve: Public Works and Natural Resources</p>	Regulatory updates
<p>Strategy-2.2: Create a hierarchy of bus stops to help prioritize amenities and improvements. Enhance bus stop amenities beginning with highest priority stops. Amenities may include shelters, benches, lighting, and ADA measures. Improve access facilities such as sidewalk ramps. <i>(Directly supports Goals 1.4, 2.1, 2.2, 2.3, 3.2, 3.3, 4.4, and 6.3)</i></p>	<p>Lead: Planning and Development Services</p> <p>Involve: Public Works and Natural Resources</p>	Regulatory updates
<p>Strategy-2.3: Implement specific actions at each “high level” transit area to fill the gap of First/Last Mile connections allowing people to reliably connect to/ from transit and their ultimate trip end locations. <i>(Directly supports Goals 1.4, 2.1, 2.2, 2.3, 3.2, 3.3, 4.4, and 6.3)</i></p>	<p>Lead: Planning and Development Services</p> <p>Involve: Public Works and Natural Resources, Community Services, RTD, and others.</p>	Policies and programs
<p>Strategy-2.4: Prioritize and implement the construction of missing links to connect bicycle and pedestrian facilities citywide. <i>(Directly supports Goals 1.4, 1.8, 2.1, 2.2, 2.3, 3.2, 3.3, 4.1, and 6.3)</i></p>	<p>Lead: Public Works and Natural Resources</p> <p>Involve: Planning and Development Services, Community Services</p>	Policies and programs

STRATEGY/RELATED GOALS	RESPONSIBILITY	TYPE
<p>Strategy-2.5: Review and revise the Public Improvement Design Standards and Public Improvements typical street cross sections integrating complete street design principals with the Enhanced Recreation Corridors recommended in the Parks, Recreation and Trails Master Plan and supporting TOD and transit supportive growth. <i>(Directly supports Goals 1.8, 2.1, 2.2, and 3.3)</i></p>	<p>Lead: Public Works and Natural Resources</p> <p>Involve: Planning and Development Services Public Safety, Community Services</p>	Policies and programs
<p>Strategy-2.6: Reduce visual clutter in and near the right-of-way that can create difficulties for drivers. This may include: minimizing the number of signs in a given location, requiring letters on signage, and/or maintaining clear sight triangles at intersections. <i>(Directly supports Goal 2.2)</i></p>	<p>Lead: Public Works and Natural Resources</p> <p>Involve: Planning and Development Services, Public Safety, Community Services</p>	Policies and programs
<p>Strategy-2.7: Continue to evaluate the cost and funding opportunities of railroad quiet zones and other methods to decrease the train noise at railroad crossings. <i>(Directly supports Goals 1.3, 1.7, 5.1, and 6.5)</i></p>	<p>Lead: Public Works and Natural Resources</p> <p>Involve: Planning and Development Services, Railroad representatives</p>	Infrastructure improvements
<p>Strategy-2.8: Actively participate in the upcoming Bus Rapid Transit Studies to define the BRT concept and feeder bus system that best supports BRT in Longmont. <i>(Directly supports Goals 1.4, 1.5, 2.1, 2.2, 3.3, 4.1, 4.4, and 6.3)</i></p>	<p>Lead: Planning and Development Services</p> <p>Involve: Public Works and Natural Resources, RTD</p>	Policies and programs
<p>Strategy 2.9: Actively participate in the CDOT-led SH 66 Planning and Environmental Linkage Study to develop a multimodal improvement plan for the SH 66 corridor in Longmont. <i>(Directly supports Goals 2.1, 2.2, and 2.3)</i></p>	<p>Lead: Planning and Development Services</p> <p>Involve: Public Works and Natural Resources, CDOT, RTD, others.</p>	Policies and programs
<p>Strategy-2.10: Prioritize and implement projects contained in the City's Roadway Implementation Plan to maintain the backbone of the transportation system. <i>(Directly supports Goals 2.1, 2.2, and 2.3)</i></p>	<p>Lead: Public Works and Natural Resources</p> <p>Involve: Planning and Development Services</p>	Infrastructure Improvements

STRATEGY/RELATED GOALS	RESPONSIBILITY	TYPE
LONGER-TERM ACTIONS More than five years following plan adoption.		
Strategy-2.11: Use pilot projects to test new and innovative improvements to roadway/intersection, pedestrian, bicycle and transit facilities where appropriate. <i>(Directly supports Goals 1.8, 2.1, 2.2, and 3.3)</i>	Lead: Public Works and Natural Resources Involve: Planning and Development Services	Policies and programs
Strategy-2.12: Implement a pilot project to explore the feasibility of utilizing City rights of way to complete gaps in the trails system. <i>(Directly supports Goals 1.8, 2.1, 2.2, and 3.3)</i>	Lead: Public Works and Natural Resources Involve: Planning and Development Services	Public improvements
Strategy 2.13: Study the feasibility of additional grade-separated railroad crossings to improve access for emergency vehicles around the community and across the railroad tracks. <i>(Directly supports Goals 1.6, 2.1, 2.2, 2.3, and 4.5)</i>	Lead: Public Works and Natural Resources Involve: Planning and Development Services, Public Safety, Community Services	Infrastructure improvements
ONGOING ACTIONS Ongoing over the life of the Plan.		
Strategy-2.14: Continue to work with regional transit providers and neighboring jurisdictions for improved regional transit connections including finishing the RTD FasTracks system. <i>(Directly supports Goals 1.4, 1.5, 2.1, 2.2, 3.3, 4.1, 4.4, and 6.3)</i>	Lead: Planning and Development Services Involve: RTD, Transfort, neighboring jurisdictions	Policies and programs/ Partnerships
Strategy-2.15: Work with transit providers to expand local transit service within Longmont. <i>(Directly supports Goals 1.4, 1.5, 2.1, 2.2, 3.1, 3.3, 4.1, 4.4, and 6.3)</i>	Lead: Planning and Development Services Involve: Public Works and Natural Resources, Community Services, RTD, Via	Policies and programs/ Partnerships
Strategy-2.16: Continually invest in infrastructure improvements such as roadways, sidewalks, curb and gutters, parks and other public spaces or facilities to help maintain and preserve the quality of life in all neighborhoods. <i>(Directly supports Goals 1.3, 1.4, 1.5, 2.1, 2.2, 3.3, 4.1, 4.4, and 6.3)</i>	Lead: Public Works and Natural Resources Involve: All departments	Public improvements

STRATEGY/RELATED GOALS	RESPONSIBILITY	TYPE
<p>Strategy-2.17: Ensure the transportation system is well maintained for the safety of all users by providing surface maintenance, snow removal, sweeping and signal/sign maintenance of streets, trails, sidewalks and transit stops. <i>(Directly supports Goals 2.2, 3.3 and 4.1)</i></p>	<p>Lead: Public Works and Natural Resources</p> <p>Involve: Planning and Development Services</p>	Policies and programs
<p>Strategy-2.18: Continue education campaigns in regular meetings of the Senior and Youth Advisory Boards, RTD, Via, and other groups as appropriate to increase awareness of traffic changes, such as flashing yellow turn lane indicators, new transit options, biking/ walking groups, and other topics that influence the ability of older adults, young people, and non-English speakers to safely and comfortably travel through the City. <i>(Directly supports Goals 2.2, 3.3, and 4.1)</i></p>	<p>Lead: Public Works and Natural Resources</p> <p>Involve: Community Services, City Manager's office</p>	Policies and programs
<p>Strategy-2.19: Continue to work with CDOT to maintain and enhance the critical regional transportation connections within the Longmont area. <i>(Directly supports Goals 2.1, 2.2, and 2.3)</i></p>	<p>Lead: Public Works and Natural Resources</p> <p>Involve: Planning and Development Services</p>	Policies and programs
<p>Strategy-2.20: Continue to educate and provide funding for the overall safety of the transportation system and those using it resulting in fewer injury accidents per capita to the traveling public for all modes. <i>(Directly supports Goals 2.1, 2.2, and 2.3)</i></p>	<p>Lead: Public Works and Natural Resources</p> <p>Involve: Planning and Development Services</p>	Policies and programs
<p>Strategy-2.21: Support the reduction or maintenance of current vehicle congestion on streets through the encouragement of non-SOV modes of travel and Transportation Demand Management (TDM) programs, with roadway widening used as a last resort. <i>(Directly supports Goals 2.1, 2.2, and 2.3)</i></p>	<p>Lead: Planning and Development Services</p> <p>Involve: Public Works and Natural Resources</p>	
<p>Strategy-2.22: Continue to support regular updates of the Multimodal Transportation Implementation Plan (MTIP).</p>	<p>Lead: Planning and Development Services</p> <p>Involve: Public Works and Natural Resources</p>	Policies and programs



3. Strategies to Support Housing, Services, Amenities, and Opportunities for All.

HOW WILL THESE STRATEGIES SUPPORT THE COMMUNITY’S VISION?

Strategies in this section address affordable housing by diversifying the City’s housing stock, expanding incentives and partnerships, and setting specific targets. In addition, strategies address the need to provide housing, services, and amenities that are available and accessible to all ages, income levels, and abilities. These efforts are intended to support both older and younger residents, those with special needs, promote equality and diversity, and ensure the City’s existing facilities adapt and change as needed to meet the needs of Longmont’s growing and changing population.

STRATEGY/RELATED GOALS	RESPONSIBILITY	TYPE
<p>NEAR-TERM ACTIONS Following plan adoption over the next one to five years.</p>		
<p>Strategy-3.1: Seek opportunities to partner with the School District and other partners to leverage the usage of existing recreational facilities and to construct shared facilities to meet the community’s needs. <i>(Directly supports Goals 3.2, 4.1, 5.6, and 6.5)</i></p>	<p>Lead: Community Services Involve: Planning and Development Services, Public Works and Natural Resources School District</p>	<p>Partnerships/ Advocacy and engagement</p>
<p>Strategy-3.2: Prioritize investments in parks and recreational facilities in gap areas identified as part of the Parks, Recreation, and Trails Master Plan. <i>(Directly supports Goals 3.2, 4.1, 5.6, and 6.5)</i></p>	<p>Lead: Public Works and Natural Resources, Community Services Involve: Planning and Development Services</p>	<p>Public improvements</p>
<p>Strategy-3.3: Revise the affordable housing development incentive program to provide density bonus and/or height bonus incentives dependent on land use designations and waive development fees, use tax, and potentially property tax for inclusion of affordable housing units. <i>(Directly supports Goals 3.1, 5.6, and 6.5)</i></p>	<p>Lead: Community Services, Planning and Development Services Involve: Finance</p>	<p>Policies and programs/ Regulatory updates</p>
<p>Strategy 3.4: Identify a permanent, dedicated funding source for the Affordable Housing Fund. <i>(Directly supports Goals 3.1 and 5.6)</i></p>	<p>Lead: Community Services Involve: Finance, Planning and Development Services</p>	<p>Policies and programs</p>

STRATEGY/RELATED GOALS	RESPONSIBILITY	TYPE
<p>Strategy-3.5: Work with area partners to routinely monitor housing trends to identify gaps in types of housing, affordable housing and housing for target demographic groups (i.e. seniors, disabled, students) and modify incentive programs as needed to address gaps. <i>(Directly supports Goals 3.1, 5.6, and 6.5)</i></p>	<p>Lead: Planning and Development Services</p> <p>Involve: Community Services, Boulder County Area Agency on Aging, Longmont Housing Authority/ other non-profit housing developers, development community, Longmont Association of Realtors</p>	Policies and programs/ Partnerships
<p>Strategy-3.6: Review and modify as appropriate, City regulations, policies, and processes that hinder the creation or development of affordable housing or limit housing options. See also, Strategy-1.1. <i>(Directly supports Goals 3.1, 5.6, and 6.5)</i></p>	<p>Lead: Planning and Development Services</p> <p>Involve: Public Works and Natural Resources, Public Safety, Community Services, development community, Longmont Association of Realtors</p>	Regulatory updates
<p>Strategy-3.7: Establish requirements or incentives for universal design/ visitability to help build housing stock for the future. Key considerations would include:</p> <ul style="list-style-type: none"> • Applicability—new development vs. redevelopment • Threshold—size of project under in which requirements would kick in • Percentage requirement—should there be one and, if so, where it would apply. <p><i>(Directly supports Goals 3.1 and 3.3.)</i></p>	<p>Lead: Planning and Development Services</p> <p>Involve: Community Services, development community, Longmont Association of Realtors</p>	Policies and programs/ Advocacy and engagement
<p>Strategy-3.8: Research the viability of personal care boarding homes as an option to address both the City’s growing need for housing options for older adults and support services. <i>(Directly supports Goals 3.1 and 3.3.)</i></p>	<p>Lead: Community Services</p> <p>Involve: Planning and Development Services</p>	Policies and programs
<p>Strategy-3.9: Increase awareness of organizations that currently hire older adults for part-time positions and work with other employers to expand opportunities and place workers. <i>(Directly supports Goals 2.2, 3.3, and 4.1.)</i></p>	<p>Lead: Community Services</p> <p>Involve: All departments, Longmont EDP, Boulder County Area on Aging, and others</p>	Advocacy and engagement/ Partnerships
<p>Strategy-3.10: Work with the St. Vrain Community Hub and other organizations to help connect residents/clients with the appropriate individuals/opportunities and expand job opportunities for older adults and/or persons with disabilities. <i>(Directly supports Goals 3.3, 3.4, and 6.4)</i></p>	<p>Lead: Community Services</p> <p>Involve: St. Vrain Community Hub, Boulder County, and others</p>	Advocacy and engagement/ Partnerships

STRATEGY/RELATED GOALS	RESPONSIBILITY	TYPE
ONGOING ACTIONS Ongoing over the life of the Plan.		
Strategy-3.11: Use park and trail service area “gaps” identified as part of the Parks, Recreation, and Trails Master Plan as a tool to guide future investment in the system. <i>(Directly supports Goals 3.2, 4.1, 5.6, and 6.5)</i>	Lead: Public Works and Natural Resources Involve: Planning and Development Services, Community Services	Policies and programs
Strategy-3.12: Continue to seek partnerships with public and private entities and organizations to make most efficient use of existing parks and recreational facilities. <i>(Directly supports Goals 3.2, 4.1, 5.6, and 6.5)</i>	Lead: Public Works and Natural Resources, Community Services Involve: St. Vrain Valley School District, YMCA, HOAs	Policies and programs
Strategy-3.13: Continue work on 10-Year Plan to Address Homelessness and work to provide permanent supportive housing opportunities in Longmont. <i>(Directly supports Goals 3.1 and 3.3)</i>	Lead: Community Services Involve: Boulder County, Partner Agencies	
Strategy-3.14: Expand the current network of coordinated service providers to meet the changing needs of the community’s older adult population, building on current programs and resources and using a combination of approaches as identified as part of the City’s Envision Longmont Aging Well effort. <i>(Directly supports Goal 3.3)</i>	Lead: Community Services Involve: Boulder County Area Agency on Aging	Policies and programs/ Partnerships/ Advocacy and engagement
Strategy-3.15: Target available City funding for health and human services programs based on demonstrated needs. <i>(Directly supports Goals 2.2, 3.3, and 4.1)</i>	Lead: Community Services Involve: Finance, all departments	Policies and programs
Strategy-3.16: Encourage support for and seek public/private partnerships for projects that include affordable housing and/or non-traditional housing options for older adults or those with special housing needs, through new construction and adaptive reuse. <i>(Directly supports Goals 3.1 and 3.3)</i>	Lead: Planning and Development Services Involve: Community Services, Redevelopment Division, Boulder County Area Agency on Aging	Policies and programs/ Advocacy and engagement
Strategy-3.17: Actively collaborate with local and regional providers about health and human services needs and resources to determine the most efficient and effective methods for delivering and improving access to these services. <i>(Directly supports Goals 3.3, 4.1, and 4.4)</i>	Lead: Community Services Involve: Other governmental agencies, private sector and non-profit organizations	Policies and programs/ Advocacy and engagement/ Partnerships

STRATEGY/RELATED GOALS	RESPONSIBILITY	TYPE
<p>Strategy-3.18: Continue to engage and train community volunteers as a means to leverage available resources for social, health, and human services programs and engage residents. <i>(Directly supports Goals 3.3, 4.1, and 4.4)</i></p>	<p>Lead: Community Services Involve: All departments</p>	<p>Policies and programs</p>
<p>Strategy-3.19: Continue to focus as an organization on programming opportunities for all Longmont residents. <i>(Directly supports Goals 3.3 and 3.4)</i></p>	<p>Lead: Community Services Involve: All departments</p>	<p>Policies and programs</p>
<p>Strategy-3.20: Continue to complete infrastructure investments as opportunities arise to meet the City's ADA Transition Plan obligations. <i>(Directly supports Goals 3.2, 4.1, and 4.4)</i></p>	<p>Lead: Public Works and Natural Resources Involve: Community Services, Planning and Development Services</p>	<p>Policies and programs/Public improvements</p>



4. Strategies to Support a Safe, Healthy, and Adaptable Community.

HOW WILL THESE STRATEGIES SUPPORT THE COMMUNITY'S VISION?

Strategies in this section support a healthy and active community through improvements to the City's built environment, educational efforts, improved access to recreation opportunities and health and human service providers, and by supporting local agriculture and expanding local food access. In addition, strategies will enhance public safety and help the community reduce its exposure to risks and hazards and its ability to bounce back in the event of major disasters like the 2013 floods or other shocks.

STRATEGY/RELATED GOALS	RESPONSIBILITY	TYPE
NEAR-TERM ACTIONS Following plan adoption over the next one to five years.		
Strategy-4.1: Ensure the City has an updated Emergency Operations Plan consistent with state and federal requirements that outlines the roles and responsibilities of City departments and partner entities during large scale disasters and emergencies. <i>(Directly supports Goals 4.3 and 4.5)</i>	Lead: Public Safety Involve: All departments	Policies and programs
Strategy-4.2: Continue to partner with Boulder County and other stakeholders on initiatives to make/keep our community and neighborhoods resilient. <i>(Directly supports Goals 2.2, 3.3, and 4.1)</i>	Lead: Community Services Involve: Public Works and Natural Resources, Public Safety, Planning and Development Services	Partnerships
Strategy-4.3: Partner with the Boulder County Healthy Eating and Active Living Coalition (HEAL), LiveWell Longmont, and other organizations to improve the health of the community. <i>(Directly supports Goals 2.2, 3.3, and 4.1)</i>	Lead: Community Services Involve: Public Works and Natural Resources, Public Safety, Planning and Development Services	Partnerships
Strategy-4.4: Proactively reach out to assisted living facilities, long-term care facilities, and other buildings housing older or disabled adults to schedule a review of their evacuation plans, if necessary. <i>(Directly supports Goals 4.3 and 4.5)</i>	Lead: Public Safety, Community Services Involve: Public/private housing providers	Program
Strategy-4.5: Adopt updated floodplain boundaries and integrate into short and long-range planning citywide. <i>(Directly supports Goal 4.5)</i>	Lead: Public Works and Natural Resources Involve: All departments	Policies and programs

STRATEGY/RELATED GOALS	RESPONSIBILITY	TYPE
LONGER-TERM ACTIONS More than five years following plan adoption.		
Strategy-4.6: Continue to pursue supplemental funding necessary to implement the recommended improvements to the St. Vrain Creek floodway and floodplain as recommended in the Resilient St Vrain Project and guided by the St. Vrain Creek Watershed Master Plan and all other pertinent guiding documents. <i>(Directly supports Goal 4.5)</i>	Lead: Public Safety, Public Works and Natural Resources Involve: Finance	Public Improvement Project
Strategy-4.7: Improve and rebuild bridges to handle updated flood flows consistent with best available data. <i>(Directly supports Goal 4.5)</i>	Lead: Public Works and Natural Resources Involve: Planning and Development Services	Public Improvement Project
Strategy-4.8: Update Public Improvement Design Standards and Construction Specifications to implement Resilient Design Performance Standards to ensure existing and new infrastructure is able to withstand a greater degree of stress or damage from natural disasters. <i>(Directly supports Goal 4.5)</i>	Lead: Public Works and Natural Resources Involve: Planning and Development Services	Policies and programs
Strategy-4.9: Assemble and update inventory/documentation of older adult/ adults at risk liaisons (formal or informal) within the City who can offer training and other support to other departments, as appropriate. Institutionalize training tools that exist and update as new information becomes available. <i>(Directly supports Goals 2.2, 3.3, and 4.1)</i>	Lead: Public Safety, Community Services Involve: City Manager’s Office	Policies and programs
ONGOING ACTIONS Ongoing over the life of the Plan.		
Strategy-4.10: Engage the community in disaster response and preparedness planning. <i>(Directly supports Goals 4.3 and 4.5)</i>	Lead: Public Safety Involve: Public Works and Natural Resources, Community Services	Policies and programs

STRATEGY/RELATED GOALS	RESPONSIBILITY	TYPE
<p>Strategy-4.11: Support ongoing coordination and partnerships with outside agencies that provide safety services. <i>(Directly supports Goals 2.2, 3.3, and 4.1)</i></p>	<p>Lead: Public Safety</p> <p>Involve: All departments, Boulder County Office of Emergency Management, Boulder County Public Health, and other community partners</p>	Regional coordination
<p>Strategy-4.12: Monitor the State’s hazardous truck routing plans, and participate in local review of hazardous materials legislations, routing standards, and proposed routes. <i>(Directly supports Goals 2.2, 3.3, and 4.1)</i></p>	<p>Lead: Public Safety</p> <p>Involve: Public Works and Natural Resources</p>	Partnerships
<p>Strategy-4.13: Increase awareness of issues of elder abuse, financial exploitation, and safety, and workforce training/job opportunities for older adults and other adults at risk or with disabilities by regularly posting information on the City’s website and social network sites, and through related channels. <i>(Directly supports Goals 2.2, 3.3, and 4.1)</i></p>	<p>Lead: Public Safety, Community Services</p> <p>Involve: City Manager’s Office</p>	Policies and programs
<p>Strategy-4.14: Pursue grants and partnerships with local, state, and national organizations to leverage staff time and available resources. <i>(Directly supports Goal 4.3)</i></p>	<p>Lead: All departments</p> <p>Involve: City Manager’s Office</p>	Policies and programs

5. Strategies to Support Responsible Stewardship of our Resources.



HOW WILL THESE STRATEGIES SUPPORT THE COMMUNITY’S VISION?

Strategies in this section protect and conserve our natural and developed, agricultural, and historic resources. In addition, strategies seek to reinforce the role of citywide sustainability initiatives and resilient design in the implementation of Envision Longmont. Strategies in this section also seek to improve the efficiency and responsiveness of the City organization through improved service delivery, a focus on customer service, and increased transparency and public input.

STRATEGY/RELATED GOALS	RESPONSIBILITY	TYPE
NEAR-TERM ACTIONS Following plan adoption over the next one to five years.		
Strategy-5.1: Incorporate sustainability considerations into established practices and day-to-day decision-making across City departments. <i>(Directly supports Goals 5.1, 5.2, 5.5, and 5.6)</i>	Lead: Public Works and Natural Resources Involve: All departments	Policies and programs
Strategy-5.2: Develop and adopt an updated Sustainability Plan. <i>(Directly supports Goals 5.1, 5.2, 5.5, and 5.6)</i>	Lead: Public Works and Natural Resources Involve: All departments	Policies and programs
Strategy-5.3: Update regulations to encourage the use of sustainable and resilient site design and development practices in new development and redevelopment. <i>(Directly supports Goals 5.1, 5.2, 5.5, and 5.6)</i>	Lead: Planning and Development Services Involve: All departments	Policies and programs
Strategy-5.4: Consider financial and other incentives to encourage the preservation, maintenance, and rehabilitation of Longmont’s historic districts and landmarks. <i>(Directly supports Goals 1.3, 1.7, and 5.3)</i>	Lead: Planning and Development Services Involve: Public Works and Natural Resources	Policies and programs
Strategy-5.5: Review and update existing Land Development Code provisions relative to local food production and urban agriculture and update as needed to support the goals and policies outlined in this Plan. <i>(Directly supports Goals 4.2 and 5.4)</i>	Lead: Planning and Development Services Involve: Public Works and Natural Resources	Policies and programs
Strategy-5.6: Align Citywide budget priorities with the six guiding principles that serve as a foundation for this Plan. <i>(Directly supports Goal 5.6)</i>	Lead: Finance Involve: All departments	Policies and programs

STRATEGY/RELATED GOALS	RESPONSIBILITY	TYPE
<p>Strategy-5.7: Align the City’s Capital Improvement Plan with the goals and policies of this Plan. <i>(Directly supports Goals 1.6, 2.3, and 5.6)</i></p>	<p>Lead: Finance</p> <p>Involve: All departments</p>	Policies and programs
<p>Strategy-5.8: Work with area residents and property owners to identify locations where additional protective measures (i.e., historic district, conservation district, design guidelines) are needed to protect the established character of the City’s historic neighborhoods and other areas others. <i>(Directly supports Goals 1.3 and 5.3)</i></p>	<p>Lead: Planning and Development Services</p> <p>Involve: All departments</p>	Policies and programs
<p>LONGER-TERM ACTIONS More than five years following plan adoption.</p>		
<p>Strategy-5.9: Review and update the Wildlife Management Plan to consider appropriate amendments to riparian setbacks and residential protection setbacks along primary greenways. See also Strategy 1.9. <i>(Directly supports Goals 1.4, 1.8, 4.5, and 5.5)</i></p>	<p>Lead: Public Works and Natural Resources</p> <p>Involve: Redevelopment Division, Planning and Development Services</p>	Policies and programs
<p>Strategy-5.10: Update the City’s Open Space and Trails Master Plan as necessary to define updated management practices and priorities for land preservation. <i>(Directly supports Goals 1.1, 5.1, and 5.5)</i></p>	<p>Lead: Public Works and Natural Resources</p> <p>Involve: Planning and Development Services</p>	Policies and programs
<p>ONGOING ACTIONS Ongoing over the life of the Plan.</p>		
<p>Strategy-5.11: Continue to support strategic investments in greenways and open space, consistent with the City’s land preservation and management objectives. <i>(Directly supports Goals 1.1, 5.1, and 5.5)</i></p>	<p>Lead: Public Works and Natural Resources</p> <p>Involve: Planning and Development Services</p>	Policies and programs
<p>Strategy-5.12: Identify and incorporate best management practices for integrated weed and pest management when using pesticides, herbicides and synthetic fertilizers. Manage for the least toxic and most effective methodology. <i>(Directly supports Goals 4.2, 5.1, 5.2, 5.4, and 5.5)</i></p>	<p>Lead: Public Works and Natural Resources</p> <p>Involve: Planning and Development Services</p>	Policies and programs

STRATEGY/RELATED GOALS	RESPONSIBILITY	TYPE
<p>Strategy-5.13: Coordinate with neighboring jurisdictions on opportunities to protect open space areas within the St. Vrain Valley Planning Area with unique natural features, such as, but not limited to: wildlife habitat, wetlands, rare plant communities, wetlands, lakes, ponds, and streams. <i>(Directly supports Goals 1.1, 5.1, and 5.5)</i></p>	<p>Lead: Public Works and Natural Resources</p> <p>Involve: Planning and Development Services</p>	<p>Policies and programs</p>
<p>Strategy-5.14: Implement sustainable and resilient site design and development practices as part of park renewal, new park development, trail and greenway projects. <i>(Directly supports Goals 5.1, 5.2, 5.5, and 5.6)</i></p>	<p>Lead: Public Works and Natural Resources</p> <p>Involve: Planning and Development Services</p>	<p>Policies and programs</p>
<p>Strategy-5.15: Continue to engage and train community volunteers to assist with special projects and maintenance of parks, trails, greenways, and open space. <i>(Directly supports Goals 4.1, 5.5, and 5.6)</i></p>	<p>Lead: Public Works and Natural Resources</p> <p>Involve: Planning and Development Services</p>	<p>Policies and programs</p>



6. Strategies to Support Job Growth and Economic Vitality Through Innovation and Collaboration.

HOW WILL THESE STRATEGIES SUPPORT THE COMMUNITY'S VISION?

Strategies in this section support the work of economic development entities at work in Longmont, such as the Longmont Economic Development Partnership (formerly LAEC). In addition, these strategies address the needs of existing businesses and start-ups and new businesses through updates and improvements to employment areas and expanded mixed-use development opportunities. Strategies also address the needs of workers by encouraging opportunities for live/work housing, supporting workforce development, and facilitating community.

STRATEGY/RELATED GOALS	RESPONSIBILITY	TYPE
NEAR-TERM ACTIONS Following plan adoption over the next one to five years.		
Strategy-6.1: Align the City's Capital Improvement Plan with the goals and policies of the plan to ensure that the proper level of service for infrastructure is in place before new infill or redevelopment projects are approved. See also, Strategy 1.15. (<i>Directly supports Goals 1.4, 1.6, 2.3, and 6.3</i>)	Lead: Finance Involve: All departments	Policies and programs
Strategy-6.2: Align the range of permitted uses allowed in zone districts that correspond with Primary Employment and Mixed-Use Employment areas with the policies of this plan (e.g., expand the mix of compatible uses allowed by-right in Mixed-Use Employment areas). See also Strategy 1.1. (<i>Directly supports Goals 1.4, 1.6, 2.3, and 6.3</i>)	Lead: Planning and Development Services Involve: Redevelopment Division	Regulatory updates
LONGER-TERM ACTIONS More than five years following plan adoption.		
Strategy-6.3: Explore the concept of establishing "senior-friendly business practices" in Downtown Longmont or other activity centers, working with the LDDA and other economic development and business organizations. (<i>Directly supports Goals 3.3, 4.1, 6.1, 6.2, and 6.4</i>)	Lead: Community Services Involve: Planning and Development Services, Longmont Downtown Development Authority, Longmont EDP, Chamber	Policies and programs/ Partnerships

STRATEGY/RELATED GOALS	RESPONSIBILITY	TYPE
<p>Strategy-6.4: Explore opportunities to offer training for young people entering the workforce, older adults and/or persons with disabilities through existing economic development organizations (or other groups) in Longmont. <i>(Directly supports Goal 6.4)</i></p>	<p>Lead: Longmont Downtown Development Authority, Longmont EDP, Chamber</p> <p>Involve: Community Services</p>	<p>Policies and programs/ Partnerships</p>
<p>Strategy-6.5: Develop and modify existing incentives to target the creation of modern office space within the Downtown/CBD and the City’s Regional Centers and Primary Employment areas. <i>(Directly supports Goal 6.3)</i></p>	<p>Lead: Planning & Development Services</p> <p>Involve: Longmont EDP, Longmont Downtown Development Authority, Planning and Development Services; City Council</p>	<p>Policies and programs</p>
<p>Strategy-6.6: Explore opportunities to attract additional higher educational programs and classes within Longmont through partnership with Colorado colleges and universities. <i>(Directly supports Goals 3.4 and 6.4)</i></p>	<p>Lead: Longmont EDP</p> <p>Involve: Planning and Development Services, Redevelopment Division, Longmont Downtown Development Authority, and others</p>	<p>Policies and programs</p>
<p>ONGOING ACTIONS Ongoing over the life of the Plan.</p>		
<p>Strategy-6.7: Evaluate and revise, as appropriate, the City’s fee and tax structure, economic development incentive programs, and public/private partnership opportunities based on the economic climate, market conditions and project opportunities. <i>(Directly supports Goal 6.1)</i></p>	<p>Lead: Redevelopment Division</p> <p>Involve: Planning and Development Services, Community Services, Longmont EDP, Longmont Downtown Development Authority</p>	<p>Policies and programs</p>
<p>Strategy-6.8: Cooperate with the private sector and local and regional economic development entities to establish a nurturing environment for small and start-up businesses through:</p> <ul style="list-style-type: none"> • Special financing programs; • Incubator office space; • Research and development referral systems; • Training and support; and • Targeted investments in the built environment that increase the quality of the City’s employment areas and increase the diversity of building types and locations available to new and small businesses. <i>(Directly supports Goals 6.1, 6.2, 6.3, and 6.5)</i> 	<p>Lead: Longmont EDP</p> <p>Involve: Planning and Development Services, Redevelopment Division, Longmont Downtown Development Authority, and others</p>	<p>Policies and programs/ Infrastructure improvements</p>

STRATEGY/RELATED GOALS	RESPONSIBILITY	TYPE
<p>Strategy-6.9: Collaborate with partners to promote the development of a permanent Front Range Community College campus in Longmont. <i>(Directly supports Goals 3.4 and 6.4)</i></p>	<p>Lead: Longmont EDP</p> <p>Involve: Planning and Development Services, Redevelopment Division, Longmont Downtown Development Authority, and others</p>	Policies and programs
<p>Strategy-6.10: Continue to use techniques such as aviation easements, plat notes, disclosure notices, or other appropriate methods to manage land uses around the airport. <i>(Directly supports Goal 6.6)</i></p>	<p>Lead: Planning and Development Services</p> <p>Involve: Airport</p>	Policies and programs
<p>Strategy-6.11: Develop a plan to identify potential ways to expand higher education opportunities in Longmont and increase connections to other education institutes in the region through partnerships, increased classes, and university activities within Longmont. <i>(Directly supports Goals 3.4 and 6.4)</i></p>	<p>Lead: Economic Development Partners</p> <p>Involve: Front Range Community College, St. Vrain Valley School District, and other higher education institutions.</p>	Policies and programs/ Partnerships
<p>Strategy-6.12: Continue to support implementation and maintenance of the City's NextLight high-speed broadband network. <i>(Directly supports Goals 1.6, 6.3, and 6.5)</i></p>	<p>Lead: Longmont Power and Communications</p> <p>Involve: All departments</p>	Infrastructure improvements/ Program

Glossary of Terms

Adaptive reuse is the process of repurposing buildings—old buildings that have outlived their original purposes—for different uses or functions—while retaining their historic features (if applicable).

Affordable transportation is defined for the purposes of this plan as costing no more than 15% of a household's income.

Bus Rapid Transit (BRT) is a bus-based transit system that delivers fast, comfortable, and cost-effective services through the provision of dedicated lanes, with busways and iconic stations typically aligned to the center of the road, off-board fare collection, and fast and frequent operations.

Combined housing and transportation cost guidelines for affordable living recommend that no more than 30% of a household's income be spent on housing and 15% of a household's income be spent on transportation.

Community Identity Clusters are areas identified in the Parks, Recreation, and Trails Master Plan as contributing to community identity in a specific way. Clusters identified include: Union Reservoir; Sandstone Ranch; St.Vrain Greenway; Historic Downtown; McIntosh Lake; and Quail.

Complete Streets are streets that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Ecological functions of the City's parks, open space, greenways, and urban forest encompass regulating functions, such as the maintenance of essential ecological processes and life support systems (i.e., stormwater management, groundwater infiltration, urban heat island mitigation).

First and Last Mile Connections are strategic bicycle and pedestrian facility improvements designed to connect transit services and stations to nearby neighborhoods, employment, schools, shopping areas, parks, and other major destinations.

Greenfield development refers to development on formerly undeveloped land.

Infill development refers to development on a vacant or substantially vacant tract of land that is surrounded by existing development.

Integrated Resilient Design supports innovative approaches to the design, construction and operation of buildings and infrastructures that are resilient to natural and man-made disasters. Adopting an integrated approach incorporates resilience as one of the primary goals during building design.

Livability is the sum of the factors that add up to Longmont's quality of life—including the built and natural environments, economic prosperity, social stability and equity, educational opportunity, and cultural, entertainment and recreation possibilities.

Low Impact Development (LID) refers to systems and practices that use or mimic natural processes that result in the infiltration, evapotranspiration or use of stormwater in order to protect water quality and associated aquatic habitat.

Recreation facilities are built features within parks that create opportunities to engage in specific games and activities. These can range from single courts or small play areas up to the Longmont Recreation Center, which supports a wide variety of self-directed and programmed recreation.

Redevelopment refers to development on a tract of land with existing structures where all or most of the existing structures would be razed and a new structure or structures built.

Resilience for Longmont means increasing the capability of the City and its partners to anticipate risk, limit impact and bounce forward rapidly by adapting and learning in the face of disruptive shocks and stresses.

Secondary Greenways provide short links between residential areas, bikeways, parks, schools, and primary Greenways. These Greenways alleviate the need to use streets and enhance alternative modes of transportation.

STEAM is a movement championed by Rhode Island School of Design (RISD) and widely adopted by institutions, corporations and individuals. The objectives of the STEAM movement are to: 1) transform research policy to place Art + Design at the center of STEM (Science, Technology, Engineering, and Math); 2) encourage integration of Art + Design in K-20 education; and 3) influence employers to hire artists and designers to drive innovation.

Sustainability for Longmont means meeting the needs of the present generations without compromising the ability to meet the needs of future generations.

Transit-Supportive Development emphasizes pedestrian and bicycle connectivity, a mix of uses, and a higher densities than may exist today with the intent of supporting new or more frequent transit over time and creating more livable places generally. It may occur along the entire length of a fixed transit route.

Transit-Oriented Development (TOD) is typically encouraged within 1/4 mile of an existing or future transit stop (light rail or Bus Rapid Transit) and is intended to accommodate concentrations of households and jobs at significantly higher densities than typically exist in Longmont. The 1st and Main redevelopment is an example of a Transit-Oriented Development being built in Longmont today.

Transportation Demand Management (TDM) is defined a set of strategies aimed at maximizing traveler choices with the intent of improving travel reliability. TDM involves strategies to provide people with travel choices, such as work location, route, time of travel and mode, regardless of whether they drive alone.

Universal Design refers to broad-spectrum ideas meant to produce buildings, products and environments that are inherently accessible to older people, people without disabilities, and people with disabilities. Precycling is the practice of reducing waste by attempting to avoid bringing items which will generate waste into home or business.

Primary Greenways encompass water resources and corridors that carry urban storm drainage. They may contain utilities and often contain trails. These primary Greenways can provide continuous and direct connections across the city. There are currently 10 primary Greenways which vary in size and scale.

Visitability is a movement that seeks to increase the supply of accessible housing through the inclusion of three basic structural features at the time of home construction: a zero-step entrance, wide doorways, and at least a half bath on the main floor of the home.

Walkability is a measure of how friendly an area is to walking. Walkability has health, environmental, and economic benefits. Factors influencing walkability include the presence or absence and quality of sidewalks, trails or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety, among others.

