ENVISION LONGMONT

ENGAGING OUR COMMUNITY
PLANNING OUR FUTURE

APPENDIX B: COMMUNITY PROFILE

June 2016

CITY OF LONGMONT
COLORADO

CONTENTS

Photos: C. Nathan Pulley Photography.

ABOUT THIS REPORT

ABOUT ENVISION LONGMONT

Envision Longmont represents an exciting community wide planning effort by the City to update and integrate the Longmont Area Comprehensive Plan and the Longmont Multi-Modal Transportation Plan. The plans were last updated in 2003 and 2005, respectively. The updated plan will serve as a policy guide for the City over the next ten to twenty years. Key steps in the process include:

- Phase 1: Issue Identification (February-March 2015)
- Phase 2: Vision and Values (April-June 2015)
- Phase 3: Focus Area Opportunities and Key Choices (July-September 2015)
- Phase 4: Draft Plan and Implementation Strategies (September-December 2015)
- Phase 5: Review and Adoption (Spring 2016)

PURPOSE AND ORGANIZATION

The purpose of this report is to identify 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 to be considered as part of the Envision Longmont process. It reflects input received as part of initial community engagement activities and stakeholder outreach conducted between February and April 2015, which was supplemented with, and further informed by research and analysis conducted by the project team. This report is intended to help inform and serve as a foundation for discussion among Longmont's diverse stakeholders and the community at large during subsequent phases of the process and is organized into two parts:

Community Profile

This brief community profile includes a synthesis of major trends and key issues facing Longmont in three areas: our population, our economy, and our community. In addition, it identifies key questions for consideration as part of the Envision Longmont process as we look to the future.

Trends and Existing Conditions Report

The Trends and Existing Conditions Report contains a summary of trends and existing conditions relative to the following topic areas:

- Population
- Multimodal Transportation
- Community Health and Wellness
- Parks, Trails, and Recreation
- Economy
- Natural Hazards & Resiliency
- Growth and Development
- Housing
- Utilities and Infrastructure
- Public Safety
- Arts, Culture and Tourism

Detailed white papers on economic and housing trends, and multimodal transportation were prepared as a foundation for this report and are available on the project website.

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ENVISION LONGMONT

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COMMUNITY PROFILE

WHERE ARE WE TODAY?

This Community Profile provides a synthesis of major trends and key issues facing Longmont in three areas: our population, our economy, and our community. In addition, it identifies key questions for consideration as part of the Envision Longmont process as we look to the future.

OUR POPULATION IS…

- **Experiencing sustained growth.** In 2014, Longmont's population was 91,911, an increase of 18,567 since 2000. By 2035, the City is forecast to have a population of approximately 116,076 people, an increase of around 24,165 new residents. This growth will generate demand for approximately 9,336 households—an annual increase of 446 households per year.
- **Family-oriented.** Longmont has a higher proportion of residents between the age of 35 and 64 and under the age of 19 than Boulder County or Colorado.
- **Getting proportionately older.** By 2025, the percentage of Longmont residents above the age of 55 is expected to double (from 11 percent in 2013 to 22 percent in 2025). The number of residents in all of Boulder County above the age of 85 is expected to grow at an average annual rate of 10 percent for the next 25 years.

LOOKING TO THE FUTURE

Where and how should we grow?

Accommodating nearly 24,165 new residents by 2035 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 likely need to occur in the form of infill and redevelopment in established areas of Longmont. Key questions for consideration include:

- Where should infill and redevelopment be encouraged and in what form?
- Should steps be taken to protect established neighborhoods or historic resources in particular areas?
- How can we encourage the adaptive reuse of vacant storefronts or underutilized properties (e.g., large parking lots, aging buildings) in the City?
- Are there areas where a broader mix of uses (residential, commercial, and employment) should be encouraged?
- How can we effectively leverage planned investments in local and regional transit through strategic land use decisions?

LOOKING TO THE FUTURE

How can we proactively address the needs of our changing population?

Although it is comprised primarily of families today, Longmont's population is becoming older and 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. 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. Key questions for consideration include:

- How can the City's policies, programs, and regulations support a more diverse mix of housing options that meets the needs of residents of all ages, income levels, and abilities?
- What types of services will be required to meet the needs of our population over time?
- How can future investments in transportation and other infrastructure help improve connectivity and access for all segments of the population?

- **Increasingly diverse.** While the majority of the population is White, Longmont is also home to a large Hispanic and Latino population (29% percent in 2013), which has helped to shape the community's history and culture.
- **Relatively healthy.** Residents of Longmont and Boulder County tend to be in good health and lead healthy lifestyles. They are less likely to drink in excess or smoke, less likely to be overweight or obese and they are more likely to engage in physical activity during their leisure time when compared to the state or the nation as a whole. However, there is room for improvement, especially in promoting active lifestyles and discouraging risky behavior among youth.
- **Experiencing a growing demand for and difficulty in accessing health and human services.** Demand by residents for all types of health and human services in Longmont have been increasing. However, demand for these services greatly outpaces the ability of public and non-profit organization to reach those in need. In addition, low-income residents, seniors, and others who may not have access to a car or be physically able to drive face particular challenges accessing needed health and human services.

OUR ECONOMY IS...

- **Strong, but has experienced some setbacks.** Total employment in Longmont in 2013 (35,000) surpassed the previous high in employment set in 2008 (34,500), and has increased by nearly

2,000 jobs in the last 2 years. There have been some setbacks, however, such as the loss of some primary employers.

- **Being driven by gains in three primary industries.** Professional, scientific, and technical services; health care and social assistance; and educational services account for nearly half (48%) of all new jobs in the City since 2005. The creative arts and culinary industries are also an existing strength in Longmont, anchored by a growing concentration of craft breweries.
- **Grounded in innovation.** Longmont is home to many entrepreneurs and innovative companies, having one of the highest numbers of patents per capita in the country. Several organizations in Longmont help to support new startup companies and work with area youth, both of which have the potential to grow into important sources of jobs and income in the community. The City of Longmont is also innovative in that it operates its own municipal electricity utility, Longmont Power and Communications (LPC), and is able to provide electricity and broadband to residents and businesses at much lower rates. Longmont is also on track to become the first "Gigabyte City" in Colorado with its voter approved NextLight broadband project currently under construction.
- **Representative of a commuter workforce.** Longmont is centrally located between Denver, Fort Collins, and Boulder, which gives the City the potential to play an important role in the economy of the Front Range. Longmont attracts more in commuters (6,300 workers) from Larimer and Weld Counties than out commuters (2,900 workers) to these areas. The majority of Longmont's residents commute to the Denver metro area and elsewhere in Boulder County for jobs, and the proportion of residents leaving Longmont for work is growing each year.
- **Influenced by our ability to meet the needs of businesses today and in the future.** The Advance Longmont strategy found that Longmont lacks in modern employment workspaces that meet the needs of today's businesses in terms of size, location, and finish levels. In particular, a need for quality office spaces and shovel ready industrial sites exists. Compared to its peer cities in the region, Longmont has a smaller inventory of office space and rents for all classes of office space in Longmont are below the average for the cities of Boulder, Fort Collins, Greeley, and Loveland.

LOOKING TO THE FUTURE

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. 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. Moving forward, Longmont should consider the following questions:

- How well does the City's current supply of commercial, retail and industrial space align with the needs of existing employers looking to expand and new companies seeking to relocate to Longmont?
- Does Longmont's workforce meet the needs of the types of businesses the City is looking to attract?
- How can the City work with its economic development partners to leverage its many unique assets, such as NextLight, the City's proximity to CSU and CU, and low utility rates, among others?

LOOKING TO THE FUTURE

How can we become more resilient as a community?

The floods in 2013 damaged many of Longmont's parks, trails, roads and bridges, as well as portions of the City's water supply system. Recovery work is well underway; however, the City's infrastructure system has not been fully restored to pre-flood conditions. The City is exploring 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. Key questions for consideration include:

- Are there additional opportunities for Longmont to collaborate with others on efforts of regional significance—whether infrastructure, transportation, or employment related?
- What level of development is appropriate along portions of the river corridor that pass through the City?
- How can the City's infrastructure be built to more readily withstand potential disasters in the future?

OUR COMMUNITY IS...

- **Recognized for its quality of life.** Longmont is home to a robust network of parks, trails, greenways, open space, and recreational facilities. In addition, Longmont is home to dozens of community events and activities throughout the year that highlight the City's arts and cultural scene, historic resources, unique local businesses, and sense of place. These amenities and programs foster community and contribute to the quality of life so many residents value.
- **Becoming more urban.** Opportunities for outward expansion of the City are limited. An assessment of current growth capacity indicates that under current land use assumptions, we may fall short in our ability to accommodate the volume of residential growth forecast. 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 in established areas of Longmont.
- **In need of more diverse and affordable housing options.** Longmont's household growth has outpaced the county and the state during the past decade. However, since 2005, population and employment growth has outpaced housing unit production. Rapidly rising home prices and rental rates, inventory limitations, low vacancy rates, stagnating incomes, and a large gap in the number of units affordable to renters earning less than 30 percent of area median income (AMI) are all contributing to the City's housing challenges.

- **Bicycle and pedestrian-friendly, but is challenged by a number of manmade and natural barriers.** Barriers that limit bicycle and pedestrian mobility and connectivity between different areas of Longmont, include the St. Vrain and Left Hand Creeks, railroad tracks, and expressways and other busy streets.
- **Becoming more transit-focused as the community grows.** The Regional Transportation District (RTD), Transfort, and Via provide transit service in Longmont and to other parts of the region today. Numerous improvements are planned to help improve the frequency and coverage of transit service within Longmont, as well as to other destinations in the region.

LOOKING TO THE FUTURE

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. Continued investment in the City's parks, recreation, greenway and trails system 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 the ability to reasonably access employment, health care, services, and other daily needs. Key questions for consideration include:

- Where would future growth be desirable and/or beneficial to the community?
- How can we improve the ability of residents to travel within the City and to other parts of the region?
- How can the City help to address the service gaps identified in the 2014 Parks, Recreation & Trails Master Plan and Open Space and Trails Master Plan?
- How can we support active lifestyles and a healthy community through the design of our built environment?

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TRENDS & EXISTING CONDITIONS

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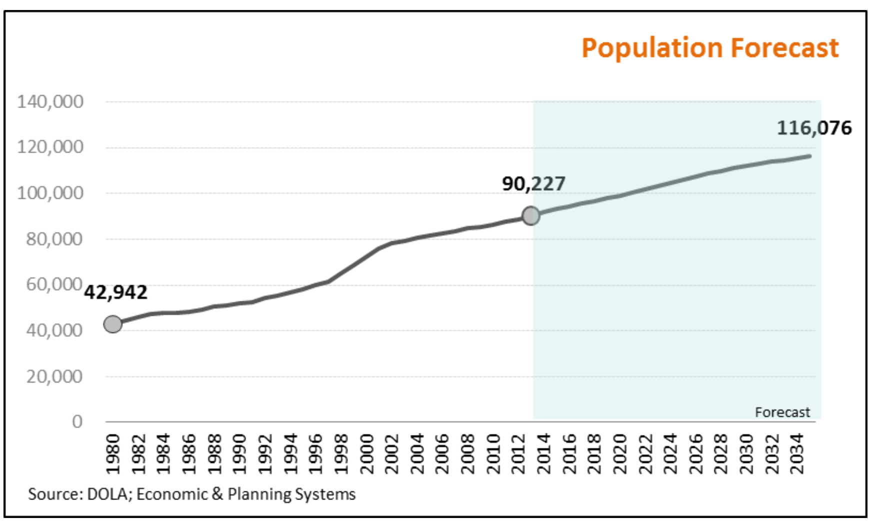
POPULATION

POPULATION GROWTH

- **Current Population:** As of 2014, Longmont's population was 91,911.
- **Growth Trends:** Between 2000 and 2013, Longmont grew at a rate of 1.6 percent per year. Since 2000, Longmont has captured more than 50 percent of the population growth in Boulder County. The rate of growth in Longmont is outpacing that of Boulder County and is forecast to increase over the next 10 years.
- **Population Forecasts:** By 2035, Longmont's population is forecast to reach approximately 116,076, an increase of around 24,165 residents.



TRENDS AND KEY ISSUES

Sustained Growth

Since 2000, Longmont's population has increased by 18,567. By 2035, Longmont's population is forecast to reach 116,076, an increase of 24,165 residents. This growth will generate demand for approximately 9,366 households, an increase of 446 households per year. Besides increasing demands for housing, a growing population will also require additional educational, recreational and other municipal services.

Millennial Population

There are fewer millennials (ages 20 to 34 years) in Longmont than elsewhere in the county and state. While the total number of millennials grew between 2000 and 2013, the relative size of this age group declined between 2000 and 2013 from 21 to 19 percent of the total population and represented a smaller portion of the population than in Boulder County (24%) and Colorado (22%). Other age groups, especially those over 55, grew at a faster rate than millennials during this same period.

Sources:

Colorado Division of Local Affairs (DOLA); US Census; Economic and Planning Systems; City of Longmont; Boulder County Agency on Aging

TRENDS AND KEY ISSUES

Aging Population

The percentage of Longmont residents above the age of 55 has increased since 2000, on par with Boulder County and Colorado. By 2025, the percentage of Longmont residents above the age of 55 is expected to double.

Hispanic/Latino Population

There is a large Hispanic and Latino population (29%). The proportion of residents of Hispanic or Latino origin is more than double the percent in Boulder County as a whole. Note: Since the Census Bureau does not include Hispanic or Latino as a racial category, residents may identify as White and Hispanic or Latino.

Attractive for Families

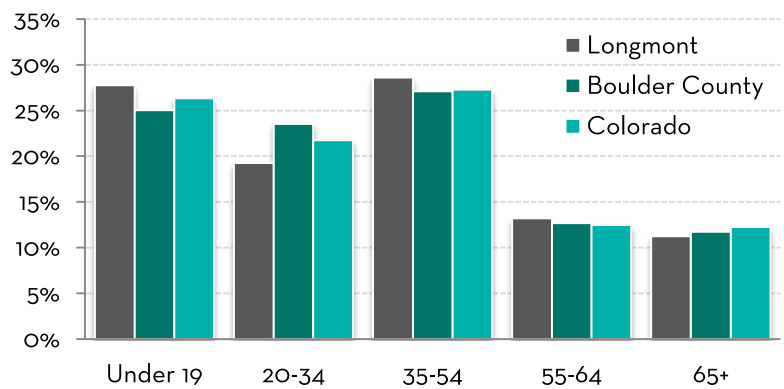
28 percent of Longmont's population is under the age of 19. Longmont has a higher proportion of residents between the age of 35 and 64 and under the age of 19 than Colorado and Boulder County.

POPULATION DIVERSITY

Age

- **Median age:** The median age in Longmont was 37.5 years in 2013, an increase from 2000, when the median age was 34 years.
- **Families:** In 2013, the two largest age groups in Longmont were people between the ages of 35 and 54 (29% of the total population) and people under the age of 19 (28% of the total population). These groups made up a larger portion of Longmont's population than they did in Boulder County or in Colorado.
- **Older Residents:** Residents above the age of 65 made up 11% of Longmont's population in 2013. The number of people in all of Boulder County above the age of 85 is expected to grow at an average annual rate of 10 percent for the next 25 years.

Population Distribution by Age In Comparison 2013



Source: U.S. Census Bureau; Economic & Planning Systems

Race and Ethnicity

- **White:** In 2013, residents identifying as White made up 89 percent of the population.
- **Hispanic and Latino:** 29 percent of the population said their ethnicity was Hispanic or Latino. This is a much larger percentage than in Boulder County or in Colorado, where 14% and 21%, respectively, of the population identifies as being either Hispanic or Latino.

RELATED PLANS AND STUDIES

- Age Well Boulder County (2015)
- 2013 Boulder County Latino Community Assessment
- Longmont Multicultural Plan (2002)

MULTI-MODAL TRANSPORTATION

BICYCLE AND PEDESTRIAN SYSTEM

Local System

Longmont has an extensive system of facilities to accommodate pedestrians and bicyclists, both on streets and on off-street trails. These facilities include:

- **Bike Lanes**: are striped lanes specifically designated for use by bicyclists.
- **Multi-Use Trails**: are off-street paths that are frequently along rivers and creeks, some with paved surfaces and others with a soft surface treatment.
- **Multi-Use Sidewalks:** are wider sidewalks (typically 8 feet or wider) designed to accommodate both bicyclists and pedestrians.
- **Bike Routes:** are located on streets but do not have physical space specifically dedicated to bicyclists but are designated as bike routes because their traffic levels lend themselves to bicycle use.
- **Shoulders:** are paved shoulders on road sections that are available for use by bicyclists who are comfortable on a highway shoulder environment.

In addition to the sidewalks and trails shown on the Bicycle and Pedestrian Facilities map, sidewalks of varying widths and types are available along most of the arterial and collector streets in the City. The paths and trails in the City are not only used for transportation—

TRENDS AND KEY ISSUES

Barriers to Mobility

There are a number of man-made and natural features in Longmont that can act as physical barriers to residents' mobility, especially for those on foot or on a bike. These barriers include the St. Vrain and Left Hand Creeks, railroad tracks, and expressways and other busy streets. In addition, perceived barriers, such as too much traffic or narrow bike lanes or sidewalks, can also discourage bikers and pedestrians. Many of these barriers could be made less of an obstacle with the addition of more traffic signals, cross-walks, signage, expanded bike and pedestrian paths and sidewalks, and grade-separated crossings (such as overpasses or underpasses).

Planned Transit Improvements

Numerous improvements are planned to help improve the frequency and coverage of transit service within Longmont, as well as to improve connections to other destinations in the region. Funded near-term improvements include the Longmont Bus Transfer Center at 1st and Main, increased route frequency, extension of the FLEX route to Boulder, and a study to explore the creation of a Bus Rapid Transit (BRT) corridor between Longmont and Boulder. Longer-term, the City and its partners within the region remain focused on the eventual construction of the FasTracks Northwest Rail Corridor. (See Planned Transit Improvements map.)

Sources:

City of Longmont; Felsburg Holt & Ullevig; RTD

TRENDS AND KEY ISSUES

Bicycle Facilities

Improvements to targeted areas of Longmont's existing bicycle facilities are needed to provide greater comfort, safety, and convenience for bicyclists. (See Planned Bicycle Facility Improvements map.)

Pedestrian Activity Centers

Future pedestrian facilities, including sidewalks and street crossing treatments, should be focused in locations with the greatest pedestrian activities, such schools, transit hubs, and major commercial activity centers. (See Pedestrian Activity Centers map.)

Traffic Congestion

Locations on Ken Pratt Boulevard/SH 119, Main Street and Hover Street have the highest traffic levels with more than 32,000 vehicles per day. Forecasts for future traffic volumes indicate that, unless capacity is increased on major roadways or volumes are reduced, congestion will become a much larger issue. Congestion will be most apparent along significant portions of Main Street, SH 119/Ken Pratt Boulevard, SH 66 and Hover Street. (See Existing and Future Traffic Congestion maps.)

Roadway Improvements

Funded and unfunded roadway improvements are illustrated on the Programmed Roadway Improvements map.)

many serve an important role as recreation connections, linking various parks, recreation facilities and open spaces throughout Longmont.

Regional System

In addition to a local system of bike and pedestrian trails, regional trails connect Longmont with nearby communities. Longmont is a participant in the Boulder County Regional Trails Program and the Weld County Trails Coordination Committee, which seek to coordinate and support efforts to create trail connections between communities in each county. Larger regional trail projects propose linking existing trails in Longmont to others in the region. Such projects include:

- **Colorado Front Range Trail**: A project of Colorado Parks & Wildlife, the Colorado Front Range Trail (CFRT) seeks to connect communities along the Front Range between Wyoming and New Mexico using existing multi-use trails, where possible. The CFRT will use the St. Vrain Greenway as a part of its route through Boulder County.
- **Rocky Mountain Arsenal to Rocky Mountain National Park**: The U.S. Department of Interior has proposed creating a trail connecting the Rocky Mountain Arsenal with Rocky Mountain National Park. While the alignment of the trail is still under development, it is likely a good portion will travel through Boulder County. However, planning efforts were put on hold following the flooding in 2013.

TRANSIT

Service Providers

- **Regional Transportation District (RTD):** RTD operates 10 fixed-routes in the City of Longmont, including Routes 323, 324, 326, 327, BOLT, J, L, LSX, LX, and LNX, and three Park-n-Rides. RTD also provides Access-a-Ride, complimentary ADA paratransit service, within 1 mile of all fixed-routes and a Call-n-Ride service, a demand response transit service that operates within a fixed boundary in the City of Longmont.
- **Transfort:** FLEX is a fixed-route service operated by TransFort, which provides service between Fort Collins and Longmont.
- **Via:** Via, a private non-profit organization, offers on-demand paratransit services to older adults and people with disabilities in Longmont and Boulder County.

Transit Ridership

Average monthly ridership per weekday for 2014 is listed in the table below. Longmont transit became fare free in July 2014, thus higher than historical ridership averages from July through November 2014 may have been due to the free fare program.

Longmont Transit Ridership		
Route	To/From	2014 Average Monthly Ridership (Weekday)*
RTD		
323	Local Service – Skyline Crosstown	3,747
324	Local Service – Main Street Crosstown	8,390
326	Local Service – Westside Crosstown	3,327
327	Local Service – Eastside Crosstown	2,059
BOLT	Regional Service – Longmont/Boulder	35,752
J	Regional Service –Longmont/East Boulder/CU	5,350
L	Regional Service – Longmont/Denver	25,645
Call-n-Ride	Local Demand Response Service	3,903
TransFort		
FLEX	Regional Service – Longmont/Fort Collins	*892*
Via		
Via Longmont	Paratransit Service	*3,359*

**Average based on RTD ridership data from January through November 2014 as December data was unavailable; FLEX data from August 2014 through April 2015; Via data for January through December 2014.*

ROADS AND STREETS

Functional Classifications

Longmont's roadway system consists of a network of streets providing different roles ranging from longer distance regional connections to local access and circulation.

- **Expressways:** Expressways provide the highest travel speeds and traffic-carrying capacity and are characterized by longer distance travel and limited points of access. Much of State Highway (SH) 119/Ken Pratt Boulevard and a section of 3rd Avenue are classified as expressways.
- **Arterials:** Arterials are also designed to carry high levels of traffic and to provide connections between different communities and neighborhoods. Longmont has a system of north-south and east-

west arterials typically spaced approximately one mile apart in developed parts of the City. In addition to the network of Longmont's own streets, SH 119, US 287, and SH 66 are Colorado Department of Transportation (CDOT) facilities.

- **Collectors:** Collectors provide for a combination of mobility and local access, connecting local streets and land uses to the major Arterial and Expressway system. Longmont's classification includes Primary and Neighborhood Collector streets.
- **Local Streets:** Local streets provide access to homes, businesses, and other land uses.

Traffic Volumes

Locations on Ken Pratt Boulevard/SH 119, Main Street and Hover Street have the highest traffic levels with more than 36,000 vehicles per day. (See Existing and Future Traffic Volumes maps.)

Road Safety

Crash data from 2011-2013 was reviewed based on "composite crash index" to identify intersections with the highest crash rates. Most high crash locations are along arterials such as Pratt Boulevard/SH119, Main Street/US 287, and Hover Street.

RELATED PLANS AND STUDIES

- RTD Fare Study (2015)
- DRCOG 2016-2021 Transportation Improvement Plan-Public Hearing Draft (2015)
- DRCOG 2040 Fiscally Constrained Regional Transportation Plan-Public Hearing Draft (2014)
- Longmont Roadway Plan (2014)
- Longmont Parks, Recreation & Trails Master Plan (2014)
- Longmont 2015-2019 Capital Improvement Program (2014)
- Northwest Area Mobility Study
- First and Main Station Transit Revitalization Plan (2012)
- Vance Brand Municipal Airport Master Plan (2012)
- Longmont School Safety Program (2009)
- Longmont Design Standards & Construction Specifications (2007)
- Longmont Multi-Modal Transportation Plan (2005)

COMMUNITY HEALTH AND WELLNESS

PRIMARY AND EMERGENCY MEDICAL SERVICES

Longmont United Hospital provides residents with a number of primary and emergency medical services. There are also a number of smaller health clinics and centers located in Longmont. Construction of a second hospital, to be located on the east side of Longmont along Highway 119, is currently in the planning stages.

HEALTH AND HUMAN SERVICES

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.

Collective Challenges

Plans and funding priorities for the numerous health and human service agencies in Boulder County and the City of Longmont reveal there are a number of broad issues facing the community. Many of these issues (listed below) are inherently interrelated, demonstrating the need for a comprehensive and robust system of human services and community facilities.

TRENDS AND KEY ISSUES

Growing Demand, Shrinking Budgets

Demand by residents for all types of health and human services in Longmont have been increasing. However, due to budget cuts at the federal and state level, as well as the lingering effects of the Great Recession, demand for these services greatly outpaces the ability of public and non-profit organization to reach those in need.

Access to Services

Low-income residents, seniors, and others who may not have access to a car or be physically able to drive face particular challenges accessing needed health and human services. The number of residents in all of Boulder County above the age of 85 is expected to grow at an average annual rate of 10 percent for the next 25 years. This rapidly growing subset of the senior population will require public assisted living housing at a level affordable to those with low and fixed incomes.

HEALTH AND HUMAN SERVICES PROVIDERS IN LONGMONT & BOULDER COUNTY

Longmont and Boulder County are served by a number of public, private, and non-profit organizations offering a wide range of health and human services. These organizations include:

- Longmont YMCA
- Alternatives for Youth
- OUR Center
- Tiny Tim Center/TLC
- The Inn Between
- Salud Family Health Center
- Dental Aid
- Wild Plum Center
- Meals on Wheels
- St. Vrain Family Center
- El Comite
- Veterans Helping Veterans Now
- Longmont Senior Services
- Via
- HOPE
- Boulder County AIDS Project
- IMPACT
- El Centro AMISTAD
- Healthy Youth Alliance

Sources:

City of Longmont; Boulder County

Health and Human Services Issues Facing Longmont[1]
Homelessness
Unaffordable housing and high costs of living
Poor mental health and suicide
Substance abuse and addiction
Obesity and unhealthy lifestyles
Domestic violence and abuse
Lack of affordable opportunities for early childhood development and education
Poverty and unemployment
Lack of opportunities for adult training, education, and skill development
Lack of affordable services and housing for seniors and an ageing population

1. Issues listed in no particular order

Source: Boulder County 10-Year Plan to Address Homelessness; Public Health Improvement in Boulder County, 2008-2013; Boulder County's Temporary Human Services Safety Net (2014); Building Caring and Livable Communities for All; City of Longmont Human Services Agency Funding Recommendations

Access to Services

Some Longmont residents face challenges accessing needed health and human services. Potential issues range from a lack of knowledge among residents about the programs and services that are available to them, to difficulty getting where they need to go. These challenges are especially prounounced for low-income residents, seniors, and others who may not have access to a car or be physically able to drive. Key access considerations include:

- **Transit:** Most providers in Longmont are located along major transportation corridors, like Main Street/Highway 287, Highway 119, Hover Street, and Ken Pratt Boulevard, which are serviced by RTD buses and can be accessed through other transit services provided by RTD and Via.
- **Low Frequency of Trips:** The low frequency of existing bus service throughout the day can contribute to much longer travel times for residents using transit.
- **Regional Transit:** Regional bus trips to services and providers elsewhere in Boulder County and the Front Range are even less frequent, and are not always well timed for riders needing to make transfers.

While facilities and service providers are located in many areas of the City, many are clustered in core areas, such as along Main Street. (See Community Services map.)

HEALTH INDICATORS

Health data are most often collected and reported at the county level, rather than at the local or municipal level. Health indicators for Boulder County compared to the rest of the state and the national averages are provided in the table below.

Health Indicator	Boulder County	Colorado	National Average
Adult Smoking (2006-2012)	11.4%	16.8%	18.1%
Adult Obesity (2012)	13.1%	19.9%	27.1%
Physical Inactivity (2012)	9.5%	14.8%	22.6%
Poor General Health (2006-2012)	9.1%	12.8%	15.7%
Excessive Drinking (more than 2 drinks per day on average) (2006-2012)	13.8%	17.6%	16.9%
Teen Birth Rate (per 1,000) (2006-2012)	15.3	35.6	36.6
Lack of a Consistent Source of Primary Care (2011-2012)	21.2%	23.6%	22.1%
Population Living in Census Tracts with No Food Outlets or No Healthy Food Outlets (2011)	13.23%	18.8%	19.6%
Primary care physicians (providers per 100,000 people) (2012)	123.8	79.2	74.5
Suicide Mortality, Age Adjusted (per 100,000) (2007-2011)	17.6	17.2	11.8

Source: CDC National Center for Chronic Disease Prevention and Health Promotion; CDC Behavioral Risk Factor Surveillance System; CDC National Vital Statistics System; US Department of Health and Human Services; CDC Division of Nutrition, Physical Activity, and Obesity

Healthy and Active Living

When compared to the nation and state, residents of Boulder County are much healthier and lead more active lifestyles. As a result, the county has lower rates of obesity than the state or the nation, and fewer residents report being in a state of poor general health. However, there seems to be room for improvement in Longmont, especially when it comes to active mobility—a greater number of Boulder County residents reported walking or biking to work than did residents of Longmont.

TRENDS AND KEY ISSUES

Healthy Population

Residents of Longmont and Boulder County tend to be in good health and lead healthy lifestyles. They are less likely to drink in excess or smoke, less likely to be overweight or obese, and they are more likely to engage in physical activity during their leisure time. However, there is room for improvements, especially in promoting active mobility and active lifestyles among youth.

Active Community

Thanks to the number of trails and recreational opportunities in the City, Longmont, along with the rest of Boulder County, is an active community. According to the CDC, in 2012 only 9.5% of the Boulder County's population age 20 and over had no leisure time physical activities compared to 14.83% of adults in the state and 22.64% of adults in the country.

Youth Addiction

According to the 2011 Youth Risk Behavior Survey, high schools in the St. Vrain Valley School District had lower rates of students reporting they had ever drank alcohol, had ever used prescription drugs without a prescription, had ever or currently smoked cigarettes, or had ever used inhalants compared to high schools nationwide. However, rates of students reporting they had ever or currently used cocaine, had ever used ecstasy, or had ever used other illegal drugs were higher when compared to high schools nationwide.

TRENDS AND KEY ISSUES

Ozone Levels

Overall, air and water quality in Longmont are very high, although the region suffers from high levels of ozone, which at ground level, is a health hazard for people—especially the young, elderly, and people with pre-existing respiratory conditions such as asthma and Chronic Obstructive Pulmonary Disease. Those who are active and exercising outdoors may also experience breathing difficulties and eye irritation; prolonged exposure may result in reduced resistance to lung infections and colds. While the exact source of these high levels of pollutants are not easily discernable, the most typical causes of ground level ozone concentrations are from car exhaust.

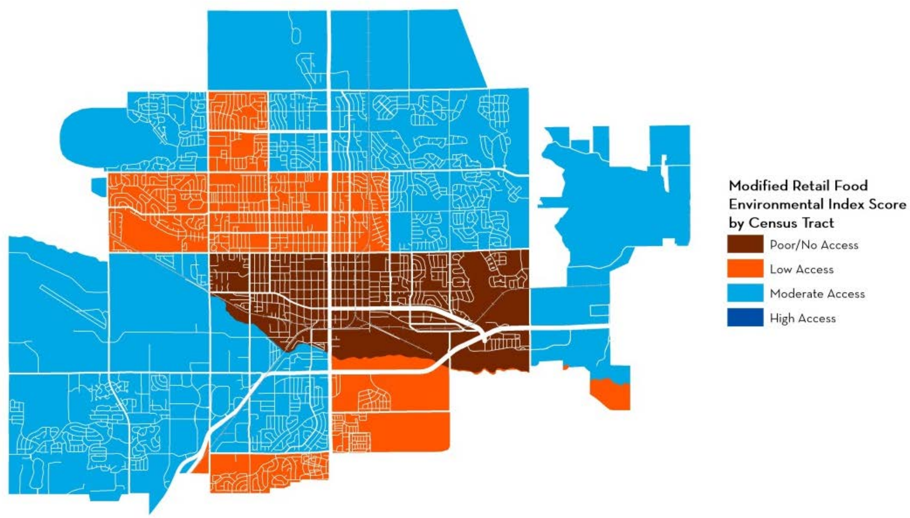
Commuting Patterns

While residents of Boulder County are active in their free time, fewer are active as they travel to and from work. In 2013, only 2% of workers in Longmont age 16 and over walked to work, compared to 4.8% in Boulder County and 3.1% for Colorado. Likewise, fewer workers in Longmont biked to work (0.9%) in 2013 than in Boulder County (4.3%) or Colorado (1.3%).

HEALTHY FOOD ACCESS

The U.S. Centers for Disease Control and Prevention measures access to healthy food across the county based on the proportion of healthy retailers (such as grocery stores) to unhealthy retailers (such as convenience stores or fast food restaurants) located in a Census tract. As the map indicates, there are large portions of Longmont that had poor access to healthy foods in 2011. This does not mean people living in these tracts did not have any access to food retailers, just that the number of unhealthy retailers easily accessible outnumbered healthy retailers.

City of Longmont Retail Food Access, 2011



Source: Centers for Disease Control and Prevention, Division of Nutrition, Physical Activity, and Obesity

- **Grocery Stores:** Boulder County had more grocery stores per capita in 2011, with 19.01 stores per 100,000 residents, than did the State of Colorado, with 15.79 stores per 100,000 people. Both Boulder County and Colorado had fewer grocery stores per capita than the United States during the same year.
- **Fast Food:** Boulder County also had more fast food stores per capita than the state, with 87.59 stores per 100,000 people compared to 76.29 stores per 100,000 people in Colorado. Again, the nation as a whole had fewer stores, at 71.97 per 100,000 people, than both Boulder County and Colorado.
- **Farmers Markets:** An additional source of healthy foods in the community is the Longmont Farmers Market, which takes place every Saturday at the Boulder County Fairgrounds between early

April and late November and every Wednesday in Downtown Longmont between early June and late September. Both farmers markets accept SNAP/EBT, making the food sold there more accessible to lower income residents.

RELATED PLANS AND STUDIES

- Age Well Boulder County (2015)
- Boulder County's Temporary Human Services Safety Net (2014)
- Boulder County 10-Year Plan to Address Homelessness
- Public Health Improvements in Boulder County, 2008-2013
- City of Longmont Human Services Agency Funding Recommendations (2013)
- Building Caring and Livable Communities for All: 2008-2013 Boulder County Human Services Strategic Plan
- Longmont Workforce Housing Task Force Report to City Council (2013)
- St. Vrain Valley School District Youth Risk Behavior Survey (2011 and 2013)

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PARKS, TRAILS, RECREATION, AND OPEN SPACE

PARKS[1]

Park Classification System

Longmont is home to more than 1,660 acres of developed parks that serve a variety of functions.

- **Neighborhood Parks:** Neighborhood parks are the basic building block of the system and provide space for close-to-home recreation activities. They range in size form 2-16 acres and should be easily accessible from a neighborhood
- **Community Parks:** Community parks are larger than neighborhood parks and support more active recreational uses. They range in size from 20 to 100 acres, and provide major concentrations for sports facilities, both indoor and outdoor.
- **District Parks:** District parks protect and provide access to and enjoyment of important natural, historic and cultural resources. These parks allow for passive recreational uses that fit their unique natural characteristics.

TRENDS AND KEY ISSUES

Historic Context

Parks have long played an important role in the City of Longmont, with three parks dating back to the original Chicago-Colorado Colony plan of the city from 1871.

Flood Recovery

The floods in 2013 damaged many of the parks and trails in the community. While recovery work is underway, as of 2015, the system has not been fully restored to its pre-flood conditions.

Open Space

Since 2000, the City of Longmont has used a voter-approved sales tax to fund the purchase of open space in and around the planning area. One of the goals of the program is to establish an open space buffer surrounding the City, especially along its eastern boundary. The open space program was also a driving force behind preservation efforts along the St. Vrain Creek corridor from Weld County Road 1 to St. Vrain State Park. In 2007, voters agreed to extend the sales tax for open space into 2034.

Sources:

City of Longmont; MIG: National Recreation and Parks Association

1. The data in this section does not reflect private parks and recreation facilities but does reflect city-owned and maintained acreage.

TRENDS AND KEY ISSUES

Expanded Connections to Parks and Recreation Assets

The 2014 Parks, Recreation & Trails Master Plan for the City identified a number of areas without adequate access to trails, parks or other recreational facilities. One of the main goals of this plan is to improve access while also creating a network of recreation connections throughout the city, linking its many parks and recreational assets.

Neighborhood Access

While Longmont does have a large number of acres of park lands per resident, some areas of the city are not able to easily access a park. For instance, the current Longmont Area Comprehensive Plan recommends that each resident live within 1/2 mile of any neighborhood park, yet there are some residents who have to travel farther then 1/2 mile to reach the closest neighborhood park (see Park Gap Areas map).

In addition to parks owned and managed by the City, the St. Vrain Valley School District and private homeowners associations own and manage a number of parks and open spaces.

TRAILS

- **Trails:** Longmont's trail system contains over 93 miles of off-street trails including Greenway trails and trails found in parks.
- **Greenways:** Greenways are an important part of the trail system in Longmont, accounting for 32 miles of trails. In addition to serving as recreation corridors, greenways in Longmont are also used for stormwater management, City utilities, watchable wildlife, and wildlife movement corridors.
- **Bike Lanes:** A number of City streets are marked with bike lanes. For the most part, these lanes travel along the major transportation corridors in Longmont. While not officially considered part of the trail system in Longmont, bike lanes serve an important function in providing bicycle linkages between trails.
- **Recreation Connections:** In addition to trails and greenways, the Parks, Recreation & Trails Master Plan calls for the creation of a network of recreation connections linking various parks and recreational facilities throughout Longmont. While many of these connections will need to be located along streets, the master plan envisions them providing residents with a greenway trail experience rather than the on-street bike lane or sidewalk experience found along other right-of-ways in the City.

RECREATION

- **City Facilities:** The City of Longmont operates three indoor recreational facilities, in addition to the outdoor facilities that can be found in a number of City parks. These facilities include the Longmont Recreation Center, St. Vrain Memorial Building and Centennial Pool. These are all very popular community amenities, with the Longmont Recreation Center annually seeing 450,000 to 470,000 users each year.
- **Other Recreational Facilities:** In addition to recreational facilities owned and operated by the City of Longmont, a variety of other private facilities in Longmont offer residents the opportunity to exercise and recreate. These facilities range from gyms to indoor soccer facilities. There is also a YMCA located in Longmont which offers programs for residents of all ages.

OPEN SPACE

- **Funding:** Since 2000, when residents approved a 0.2-cent Open Space sales tax, the City of Longmont has acquired, improved, and maintained a number of open space properties in and around the planning area. In 2007, voters approved an extension of the sales tax until 2034.
- **Open Space and Trails Master Plan:** In 2002, the City adopted an Open Space and Trails Master Plan, which set forth a number of goals and criteria for the purchase and acquisition of open space. These include preserving natural and cultural resources; providing connections between the City, other parcels of open space, parks, and existing trails; providing low-impact recreation compatible with resource protection goals; acknowledging the goals and objectives of previous planning efforts; and providing urban shaping buffers and buffer zones along Longmont's municipal boundaries.
- **Achievements:** As of July 2014, the City has protected nearly 2,500 acres of open space, and holds conservation easements on an additional 788 acres of open space in Boulder County.
- **Wildlife management:** To further the goals set forth in the Open Space and Trails Master Plan, the City adopted a Wildlife Management Plan in 2006, which developed policies for managing federally protected species, species with special legal status, species that add to the biodiversity in Longmont, and species that had a history of conflict with humans and human development. The plan applies only to species living on lands owned and managed by the City of Longmont.

RELATED PLANS AND STUDIES

- Longmont Parks, Recreation & Trail Master Plan (2014)
- Longmont Open Space and Trails Master Plan (2002)
- Longmont Wildlife Management Plan (2005)
- St. Vrain Blueprint (Draft)
- Longmont Area Comprehensive Plan (2003)

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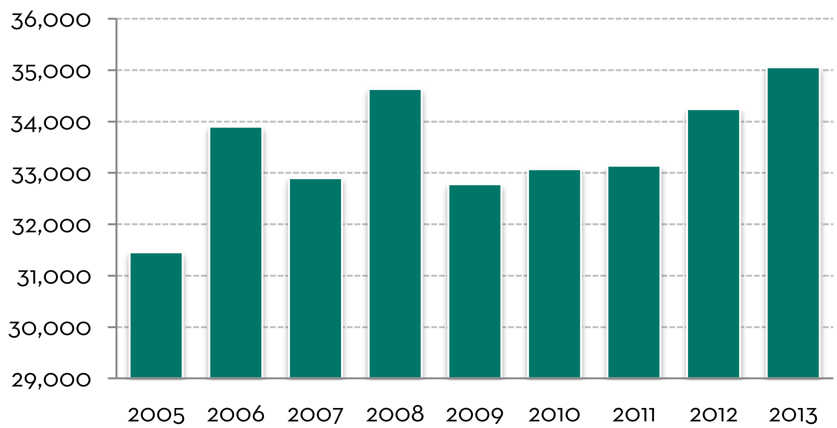
ECONOMY

JOBS & EMPLOYMENT

Jobs and Industries

Total Employment, 2005-2013



Source: QCEW Quarter 2 2005-2013; Economic & Planning Systems

- **Total Jobs:** There were approximately 35,000 employees working in Longmont in 2013. Between 2005 and 2013, the workforce grew by 3,607 employees, an annual rate of 1.4 percent. Employment has recovered steadily since the recession, and is larger than pre-recession levels.
- **Industries:** The largest industries by employment in Longmont during 2013 were professional, scientific and technical services, health care, education, and retail trade. Combined these four industries made up 54 percent of employment in Longmont.

TRENDS AND KEY ISSUES

Economic Recovery

Total employment in Longmont has surpassed the previous high in employment set during 2008, prior to the recent economic recession. Employment has increased by nearly 2,000 jobs during the last 2 years. However, there have been some setbacks. After announcing initial cutbacks of 200 jobs in January 2014, one of the City's largest employers (Amgen) announced it would be closing its Boulder and Longmont locations altogether. This will result in a loss of an additional 430 jobs.

Growing Industries

Growth in employment in Longmont has been driven by gains in the primary industries in Longmont, which are professional, scientific, and technical services, health care and social assistance, and educational services. These three industries account for nearly half (48 percent) of all jobs in Longmont and accounted for 57 percent of all new jobs in the City since 2005. These industries have a wide range of wages, which has implications on the workforce attraction and affordability of Longmont. Professional services jobs pay an average annual wage of $107,000 while education and health care have an average annual wage of $34,000 and $46,000 respectively. The average for the City is $51,000.

Sources:

US Bureau of Labor Statistics; Economic and Planning Systems; Longmont Area Economic Council; Avalanche Consulting; CoStar.

TRENDS AND KEY ISSUES

Meeting the Needs of Today's Businesses

The analysis completed to develop the Advance Longmont strategy found that the Longmont lacks in modern employment workspaces that meet the needs of today's businesses in terms of size, location, and finish levels. In particular, a need for quality office spaces and shovel ready industrial sites exists. Compared to its peer cities in the region, Longmont has a smaller inventory of office space and below average rents for all classes of office space in Longmont when compared to Boulder, Fort Collins, Greeley, and Loveland.

Innovation/Entrepreneurial Spirit

Longmont is home to many entrepreneurs and innovative companies, having one of the highest numbers of patents per capita in the country. Several organizations in Longmont help to support new startup companies and work with area youth, both of which have the potential to grow into important sources of jobs and income in the community. However, a lack of suitable light industrial space may limit future growth opportunities for startups, or lead them to relocate to other communities.

- **Wages:** In 2013, the average wage in Longmont across all industries was approximately $51,000 per year.
- **Wages by Industry:** The professional, scientific and technical services industry was Longmont's largest industry in 2013 and had an average annual wage of $107,104, the second highest average wage for all industries. However, the next three largest industries (educational services, health care, and retail trade) all had an average annual wage that was less than the citywide average.
- **Major Employers:** in 2013, the top 10 largest employers in the City employed 21.1 percent of Longmont's workforce. The St. Vrain Valley School District had approximately 3,500 employees in Longmont. Many of the remaining top employers were in technology related industries. The City of Longmont and Federal Aviation Administration were also among the top 10 employers.

Regional Competitiveness and Target Industries

- **Target Industries**: The Advance Longmont Economic Development Strategy identified Advanced Technology, Bioscience, Creative Arts & Culinary, and Professional Services and Information Technology as industries the City should focus on supporting, as they were judged to have the greatest effect on overall economic growth.
- **Strengths:** The professional services industry is a major strength for Longmont, which already has a larger share of employment in this industry than does the region as a whole. The creative arts and culinary industries are also an existing strength in Longmont, anchored by a growing concentration of craft breweries including Oskar Blues and Left Hand Brewery, which are two of the largest craft breweries in the country.
- **Opportunities for Growth:** Some of the other target industries, such as IT, do not have a strong employer presence in Longmont but there is opportunity in these industries due to the proximity of major employers, institutions of higher education and the strength of these industries in the region.
- **Constraints:** One major constraint to future growth is the lack of quality and attractive spaces for potential businesses to locate in Longmont. Longmont also lacks quality office space to attract new employers.

Commuting Patterns

- **In-Commuting:** In 2011, 64 percent of Longmont's 32,507 workers commuted to the City from other communities. Approximately 2,500 workers commuted in from Loveland and Boulder, the two largest sources of workers for Longmont's businesses in 2011.
- **Where Residents Work:** Of the 36,836 employed residents of Longmont, 25,174 commuted to destinations outside of Longmont for work, 24 percent commuted to Boulder and 9 percent made the trip to Denver. In 2013, 36 percent of Longmont residents also worked in Longmont, a decrease from 2000 when 46 percent of residents also worked in Longmont.

Economic Development Partners and Resources

Several organizations and programs exist to promote economic growth in Longmont by developing local businesses and bringing in larger companies. The most active of these organizations include:

- **Longmont Area Economic Council (LAEC):** LAEC provides information to site selectors and individuals to promote a strong business environment in Longmont and to encourage economic development in Longmont through business recruitment and retention. The Economic Council created a Target Industry Group that focuses on the key industries identified in Advance Longmont. The LAEC also offers targeted resources and assistance for local business.
- **Longmont Area Chamber of Commerce:** The Longmont Area Chamber is the first stop for entities and individuals seeking reliable information on Longmont's prevailing business climate. Diverse groups look to the Chamber as a source for best business practices, including leadership training, small business development, professional outreach, and workforce development.
- **Longmont Downtown Development Authority (LDDA):** The LDDA's mission is to develop, support and promote a vital and valuable Downtown Longmont. Through strategic development and programs, the LDDA makes downtown appealing to businesses, residents and visitors. LDDA offers business and property owners several incentives to support the maintenance and improvement of the historic buildings in our Downtown Longmont District Additionally, the LDDA manages the General Improvement District (GID), a special tax district, on behalf of the Longmont City Council. To date, more than $45 million in public and private funds

TRENDS AND KEY ISSUES

Commuter Workforce

Analysis of Commuting data from the US Census and surveys by the LAEC, found that the number of Longmont residents also working in Longmont has remained the same over the past decade but the percent of residents living and working Longmont has decreased significantly (down over 15% since 2004 according to the LAEC). This is an indication that new residents are more often working outside of Longmont. The data also showed a growing trend of in-commuters to Longmont coming from neighboring communities in Boulder County, the City/County of Broomfield and southwestern Weld County. These data sets seem to indicate that the new residents being attracted to Longmont are not the same as the new workers employed in Longmont.

Occupied Space

The total space occupied by primary employers in the greater Longmont area as of 2014 was 7,405,459 square feet. Currently, 14 percent of space for primary employers in the Longmont Area is vacant. This indicates that the workplaces that had housed Longmont's primary employers may now be less attractive to prospective tenants. In some cases these spaces may not be in line with the current needs of companies that otherwise would be attracted to Longmont. Together, Industrial and flex-industrial represent the majority of employment space in the City.

TRENDS AND KEY ISSUES

Less Educated Workforce

Companies are more and more making location decisions based on the quality of the workforce in the area. Compared to the rest of Boulder County, Longmont had lower levels of educational attainment in 2013. 85.6 percent of the population over 25 years old had attained at least a high school diploma or equivalent, and 37.3 percent have attained a bachelor's degree or higher. While these are on par with the rest of the state, in 2013, 93 percent of Boulder County had attained at least a high school diploma or equivalent, and 58.5 percent attained a bachelor's degree or higher. While the region may have a highly educated workforce, there is a smaller proportion of this workforce living in Longmont.

High Child Care Costs

Child care is necessary for many families, especially those with two working parents or a single, working parent. However, the costs associated with child care are great. A 2014 report by the YWCA of Boulder County, Status of Children in Boulder County, estimated that the cost of full-time childcare for one child in 2013 was $334 per week, or $17,368 per year.

have been invested in new and renovated buildings in Longmont's downtown.

- **Latino Chamber of Commerce of Boulder County:** The Latino Chamber of Commerce supports Latino businesses in the county and seeks to increase relationships and business partnerships between private sector and Latino companies; provide technical advice to entrepreneurs and Latino businesses; promote international trade among local Latino companies in the U.S. and Latino America, among many others.

EDUCATION & WORKFORCE TRAINING

- **St. Vrain Valley School District:** The St. Vrain Valley School District (SVVSD) educates more than 30,000 of Colorado's students. The eighth largest school district in the state, St. Vrain Valley operates 53 schools spread over 411 square miles and 13 different communities, including Longmont. The makeup of the schools include: 1 Stand Alone Preschool, 26 elementary schools, 2 K-8 schools, 7 middle schools, 1 middle/senior school, 8 high school, 1 alternative school, and 6 charter schools.
- **Front Range Community College**: The Front Range Community College (FRCC) is a two-year institution of higher learning with campuses in Longmont, Westminster, Fort Collins, and Brighton. It is the largest community college in Colorado and the top transfer institution for the University of Colorado at Boulder, Colorado State University, and Metropolitan State University of Denver. The Boulder County Campus in Longmont serves over 4,900 students seeking career/technical training or general education courses to transfer.
- **Institute of Business and Medical Careers:** The Institute of Business and Medical Careers (IBMC) College is an accelerated career training institution with approximately 1,100 students across branch campuses in Longmont, Fort Collins, and Greeley, as well as in Cheyenne, Wyoming. Each campus provides adult learners with a college education, career preparation and job placement support in the fields of business, computers, cosmetology, dental, healthcare, legal and massage therapy professions.

RELATED PLANS AND STUDIES

- Status of Children in Boulder County (2014)
- Advance Longmont (2013)
- Retail Opportunities Study, Longmont, Colorado (2006)
- City of Longmont Retail Snapshot

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NATURAL HAZARDS & RESILIENCY

FLOOD IMPACTS

- **Flood Extent:** 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. (See Flood Extent map.)
- **Large Costs:** In all, damages caused by the 2013 flooding in Longmont was calculated to be more than $53 million; more than any other community in Boulder County except for combined damages in unincorporated areas. In all of Boulder County, flood damages covered under FEMA's Public Assistance Program totaled close to $260 million.
- **Unmet Needs:** While federal and state funding contributes to many of the flood recovery and resiliency projects identified in the wake of the 2013 floods, the City will need nearly $119 million to fund all of the recovery and resiliency projects it has identified. Total costs of these projects are close to $170 million.

TRENDS AND KEY ISSUES

2013 Floods

In September 2013, more than 17 inches of rain fell along the Front Range, resulting in devastating floods for Longmont and many other communities. In Longmont, the volume of water flowing down the St. Vrain Creek was 10 times its normal amount on the evening of September 11.

Recovery Efforts

Recovery efforts from the floods are still ongoing, with an estimated unmet need in Boulder County of over $928 million for projects addressing housing, infrastructure and economic revitalization. In Longmont, multiple projects are currently underway to address repairs to infrastructure and to reconstruct and improve the channel of the St. Vrain Creek.

Resiliency

While hazard mitigation has been a recent focus for Longmont in response to the 2013 floods, the City wishes 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—as part of the plan update. This issue includes factors the City can affect within its boundaries as well as external forces in the region and beyond.

Sources:

Boulder County; City of Longmont

TRENDS AND KEY ISSUES

Boulder County Hazard Mitigation Plan

The City of Longmont, in cooperation with Boulder County, first developed a Hazard Mitigation Plan in 2008. That plan was recently updated, and a draft is currently under review by the Federal Emergency Management Agency (FEMA). Besides flooding, Longmont is at risk from a variety of other hazards. Dam and levee failures, drought, and severe winter storms were all identified as significant risks to Longmont.

Watershed Master Plans

Following the floods of 2013, Boulder County, Longmont and other special districts with an interest in the waterways that flow through the City of Longmont, drafted or are in the process of drafting master plans for the St. Vrain Creek, Left Hand Creek, and Boulder Creek and each creek's major tributaries. The plans identify current conditions of the watersheds' drainage ways and future flood risks, and identifies and prioritizes projects that will reduce flood risk and increase the long-term resiliency of the watersheds.

STATUS OF RECOVERY EFFORTS/PROJECTS

- **Greenway Projects:** Greenways along the St. Vrain Creek, Left Hand Creek and Lykins Gulch were damaged during the floods. Restoration efforts in the St. Vrain Greenway are still underway, focusing on repairing and restoring the greenway trail running along the St. Vrain Creek, as well as damage done to roads and streets adjacent to the creek. Recovery projects along the other two greenways were completed in late 2014, although some minor aesthetic repairs to landscaping will continue into the spring of 2015.
- **Parks and Open Space Projects:** Many of the parks and recreational facilities along Left Hand Creek and the St. Vrain Creek were damaged during the floods. Recovery and restoration work continues. While some projects have been completed, many will not be finished until the fall of 2015, with some scheduled for completion as late as the fall of 2016.
- **Road and Bridge Projects:** Within the City, four bridges were damaged during the floods, three of which have been reopened. The final bridge, on Sunset Street, is still closed, and is scheduled to be completed in late 2016. The Main Street Bridge and the South Pratt Parkway Bridge are both open; however neither bridge is high enough for water from a 100-year flood to pass underneath. Projects to raise the clearance under these bridges are underway, and should be completed by late 2016.
- **Sewer and Wastewater Projects:** A number of sewer lines were damaged during the floods, along with the City's wastewater treatment facility. Repairs to the wastewater treatment plant are complete; however, repairs to the sewer lines have not yet been completed. Temporary bypasses are in place to prevent an interruption in service to residents and businesses.
- **Creek Channel Rehabilitation:** A number of recovery projects focus on the flow of the St. Vrain Creek and Left Hand Creek, and seek to restore or modify the channel of each. Of these, the St. Vrain Creek Improvement Project is the largest, funded by a $20 million bond approved by City residents in 2014. The project hopes to not only restore the channel of the St Vrain Creek through natural channel design, but to modify the channel and the riparian corridor to provide greater flood protections in the City reach and diversity throughout.

- **Water Supply Projects:** Floodwaters deposited large amounts of sediments and debris into the reservoirs along the St. Vrain Creek that feed much of Longmont's water supply system. Longmont Reservoir has been repaired and re-filled, however debris in the Ralph Price Reservoir is still being cleared. In addition, pipelines carrying water from the St. Vrain Creek were also damaged; and repairs to these have been completed or are underway.

RELATED PLANS AND STUDIES

- St. Vrain Blueprint (Draft-March 2015)
- St. Vrain Creek Watershed Master Plan (2014)
- Boulder County Hazard Mitigation Plan, 2014-2019
- Boulder County CDBG-DR Unmet Needs Assessment (Draft)
- City of Longmont, Colorado Urban Tree Canopy & CITYgreen Analysis Project Report (2008)

TRENDS AND KEY ISSUES

St. Vrain Blueprint

The City of Longmont is in the process of creating a more detailed plan for sections of the St. Vrain Creek that pass through the City. Key goals of this effort are to reduce risks from flooding to property and infrastructure located in the 100-year floodplain, to restore and enhance the St. Vrain Greenway in terms of its ecological and recreational functions, and to plan for improvements and future development along the St. Vrain Creek. Defining the appropriate level of development along the river channel has been a key point of discussion with the community. This work is ongoing and will be closely coordinated with the Envision Longmont process.

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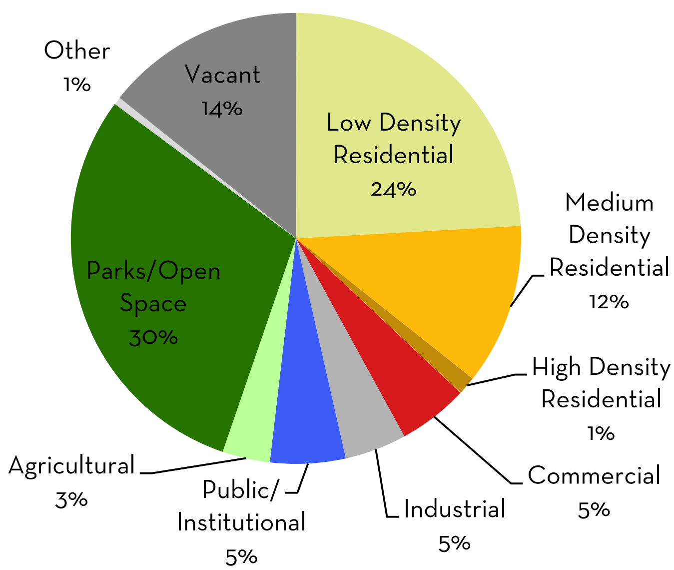
GROWTH AND DEVELOPMENT

DEVELOPMENT CONTEXT

Existing Land Use

Existing Land Use (Longmont Planning Area)



- **Planning Area:** The Longmont Planning Area (LPA) encompasses approximately 36 square miles. Incorporated areas of the City occupy 17,646 acres of the LPA's 22,737 acres.
- **Residential Uses:** Together, low- and medium density residential uses, occupy 36 percent or approximately 8,108 acres within the planning area.

TRENDS AND KEY ISSUES

Household Demand vs. Capacity

Longmont's forecasted growth by 2035 will generate demand for approximately 9,366 households. Capacity assumptions using designations from the 2003 LACP suggest the City only has capacity for approximately 7,684 additional units, leaving a deficit of 1,682 units. Since outward expansion opportunities are relatively constrained, the City will need to explore a range of strategies, such as increasing average densities in some locations, converting land currently designated for non-residential uses to accommodate future growth, and/or placing an expanded focus on infill and redevelopment.

Coordination at the Edges

Opportunities for outward expansion of the City are limited to the west, north, and south by Boulder County Open Space and to the east by a variety of municipal boundaries that now abut Longmont. In addition, the City has been exploring opportunities to purchase properties for open space along its eastern boundary in order to create an open space buffer. Ongoing coordination with Boulder and Weld Counties and adjoining municipalities will be essential to ensure predictability regarding future land uses and transportation needs.

Sources:

Boulder County GIS; Boulder County Assessor; City of Longmont; Longmont Historic Preservation Commission

NEIGHBORHOOD PLANNING AREAS

Longmont's neighborhoods are organized according to two categories: "Established Neighborhoods" and "Planned Neighborhoods."

Established Neighborhoods

- McIntosh
- Longmont Estates
- Garden Acres
- Loomiller
- Sunset
- Southmoor
- Lanyon
- Clark Centennial
- Kensington
- Central Business District
- South Commercial
- North Commercial
- Central Industrial
- South Industrial
- East Industrial

Planned Neighborhoods

- East Side
- Lower Clover Basin
- Schlagel
- West St. Vrain
- Airport
- Upper Clover Basin
- Pike
- Quail
- Longmont Tech Center
- Terry Lake
- McLane
- Westview

- **Parks and Open Space:** Parks and open space lands occupy 30 percent or approximately 6,790 acres within the planning area, reflecting strong open space and conservation easement programs in both the City of Longmont, Boulder County, and Weld County.
- **Vacant Lands:** Approximately 3,300 acres of vacant land remain in the Longmont Planning Area.

Historic Landmarks and Districts

- **Local Preservation:** Historic landmarks in Longmont are designated by the Longmont Historic Preservation Commission, with the aim of protecting, enhancing, and preserving properties of historic, geographic, or architectural significance that reflect elements of the City's heritage. In all, there are more than 120 designated and protected landmarks in Longmont, most of which are located on either side of Main Street near the downtown. In addition, there are two historic districts in Longmont, the East Side, West Side. In addition a Downtown Historic District is under consideration.
- **National Landmarks and Historic Districts:** Nine of the historic landmarks are included in the National Register of Historic Places. Likewise, both the West Side and East Side Historic Districts are included in the National Register of Historic Districts.

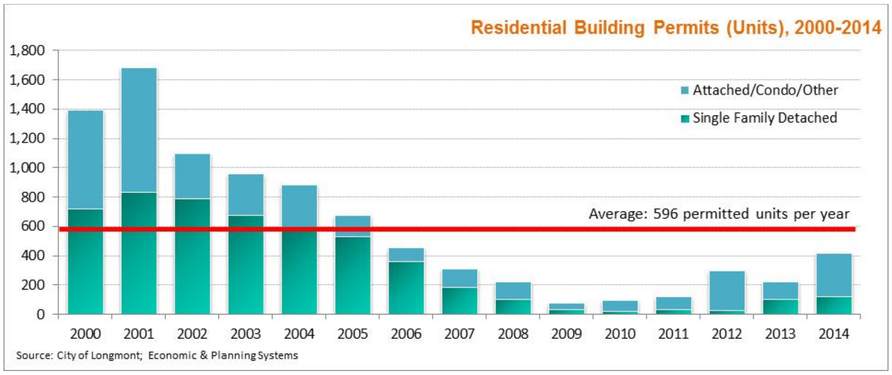
Neighborhood Planning Areas

- **Neighborhood Planning Areas:** Neighborhood planning areas are the basic planning unit in Longmont and are serve as the basic social and service unit.
- **Complete Neighborhoods:** Current City policy states that each neighborhood, even those that are predominantly industrial or commercial, should include a mix of land uses that "serves its residents and workforce."

DEVELOPMENT TRENDS

Residential

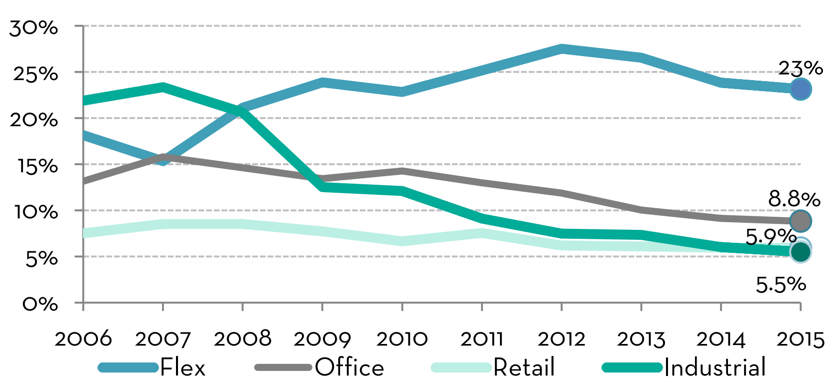
- **Residential Permits:** Residential development slowed considerably since the early part of the 2000's, but has recovered since the recession. In 2001, 1,641 units were permitted in Longmont compared to only 441 units in 2014.



Commercial and Industrial Development

- **New Development:** Commercial and industrial real estate development has been limited in Longmont during the past five years despite recent increases in employment. The majority of commercial real estate development has been in retail, increasing Longmont's inventory by 332,000 square feet since 2006, a 7 percent increase. Between 2006 and 2015, the office space inventory increased by only 31,000 square feet, while industrial inventory increased by 87,000 square feet and flex industrial inventory increased by 11,300 square feet.
- **Current Vacancies:** The LAEC estimates that all employment space in the City had a vacancy rate of 14%. The average vacancy rate across all retail properties is 5.8 percent, lower than the average vacancy rate for all office space, which is approximately 8.8 percent.

Vacancy Rates



Source: CoStar; Economic & Planning

TRENDS AND KEY ISSUES

Non-Residential Development Trends

There has been only 98,000 square feet of industrial and flex space built in Longmont since 2006. Traditional industrial space has low vacancy rate of 5.4 percent but the flex space in Longmont has a vacancy rate of 23.4 percent. There has been no additional inventory for the past 5 years.

Non-Residential Demand vs. Capacity

High vacancy rates in some non-residential property types suggest that Longmont's current employment space may be less attractive or desirable to prospective tenants. The current supply of land designated for future non-residential development as part of the LACP could accommodate nearly 17 million square feet of space—far more than will likely be needed to satisfy future market demand. Looking to the future, a key consideration will be whether the City currently has too much non-residential space allocated and whether some of this land should be converted to other uses.

Brownfields

As of 2015, there has only been one site in Longmont evaluated and designated as a brownfield site by the EPA (an old gas station located at 705 Main Street). However, it is likely that additional brownfield sites within the City, yet to be identified, will need to be addressed if certain areas are to be redeveloped and used for other purposes.

FUTURE GROWTH POTENTIAL

Residential Capacity

- **Potential Residential Development:** Based on the 2003 Longmont Area Comprehensive Plan (LACP), capacity exists for approximately 7,684 additional dwelling units within the Longmont Planning Area (LPA). Capacity for approximately 6,230 of these units exists within the City of Longmont, with capacity for an additional 1,454 units in the rest of the planning area.
- **Influencing Factors/Supply:** The density, location, and type of future residential development will affect the City's capacity for future growth. Based on current assumptions in the LACP, and Longmont's average household size of 2.58 the Longmont Area could accommodate roughly 19,824 additional people.
- **Future Residential Demand:** Forecasted population growth in Longmont will generate demand for approximately 9,366 additional households by 2035. Demand for housing by 2035 will exceed the current capacity in the Longmont Planning Area by around 1,682 units.

Residential Capacity – 2003 LACP		
Future Land Use Category	Developable Acres Remaining	Potential Additional Dwelling Units
Ultra Low Density Residential (ULDR)	4.7	4
Very Low Density Residential (VLDR)	157	153
Low Density Residential (LDR)	1,087	3,427
Medium Density Residential (MDR)	285	1,808
High Density Residential (HDR)	261	889
Total:	**890**	**7,684**

Source: Boulder County GIS; Boulder County Assessor; City of Longmont, Clarion Associates.

Commercial and Industrial Development Capacity

- **Potential Commercial and Industrial Development:** Based on the future land use category assumptions in the 2003 LACP, there is the potential to build 1.8 million square feet of commercial space and 6.9 million square feet of industrial space in Longmont. In the planning area, there is the potential to build 1.6 million square feet of commercial space and 2.8 million square feet of industrial space.

- **Influencing Factors/Supply:** The amount of non-residential space will depend on the type, location and intensity of future development. The amount of land designated for future non-residential development is more than sufficient to satisfy future market demand.

Non-Residential Capacity – 2003 LACP		
Future Land Use Category	Developable Acres Remaining	Potential Additional SF
Central Business District (CBD)	8.6	74,672
Multi-Neighborhood Commercial (MNC)	52	440,370
Neighborhood Commercial (NC)	20	176,721
Regional Commercial (RC)	186	1,622,610
Strip Commercial (SC)	20	1,145,998
Mixed Use Corridor (MUC)	327	2,539,918
Industrial/Economic Development (IED)	1074	10,755,311
Total:	1,688	16,755,599

Source: Boulder County GIS; Boulder County Assessor; City of Longmont, Clarion Associates.

RELATED PLANS AND STUDIES

- St. Vrain Blueprint (Draft-March 2015)
- First and Main Station Transit Revitalization Plan (2012)
- Vance Brand Municipal Airport Master Plan (2012)
- Longmont Area Comprehensive Plan (2003)

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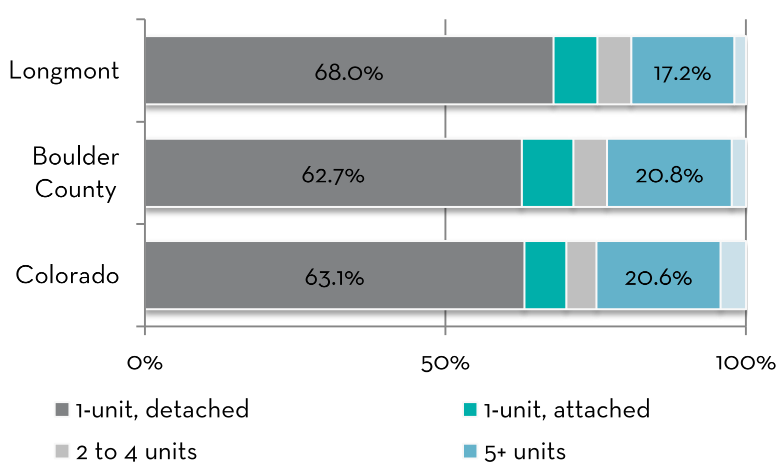
HOUSING

HOUSING SUPPLY

- **Housing Units:** There were 34,593 housing units in Longmont in 2013, up from 27,394 in 2000.
- **Tenure:** Of the occupied housing units, 21,795 units, or 65 percent, were owner-occupied in 2013. This percentage has remained stable over the past decade.
- **Mix of Housing Types:** Of the total occupied and unoccupied units in the city, 68 percent were single-family detached units and 7.3 percent were single-family attached. 17.2 percent were multifamily structures with 5 or more units.

Percent of Housing Units by Structure, 2013



Source: U.S. Census Bureau; Economic & Planning Systems

TRENDS AND KEY ISSUES

Lagging Production

Since 2005 population and employment growth has outpaced housing unit production in Longmont.

Shifting Demand

Prior to the economic recession, single-family detached homes represented the majority of units built in Longmont. Demand has shifted towards multifamily with the household development pipeline split 60 percent multifamily units and 40 percent single-family units.

Stagnating Incomes

Longmont's median household income was less than the average for surrounding communities and grew by only 15 percent between 2000 and 2013, the lowest among nearby communities. When adjusted for inflation, the median household income actually decreased by 1.1 percent. This suggests that prices for goods and services rose at a quicker pace than incomes during this period, eroding the purchasing power of Longmont's households.

Sources:

U.S.Census Bureau; Economic & Planning Systems; DOLA; City of Longmont; Community Strategies Institute; Metro Denver Homeless Initiative.

TRENDS AND KEY ISSUES

Housing Prices

Longmont's average home price was higher than all but three of the surrounding communities. The average price for homes in Longmont has increased since 2000 but at a slower rate than in all but one community in the region. There is little diversity in price points and product type for both rental and ownership units in Longmont's housing market.

Low Wage Employers

Most employment growth has occurred in industries that pay less than an average annual wage. Wage levels for these industries are often too low for households to afford owning a home.

Rents

Rental rates are at record highs in Longmont, as they are in the rest of the region. The vacancy rate has been less than 5 percent for apartments since 2010, which typically means there are almost no vacancies in the rental market.

Affordable Housing

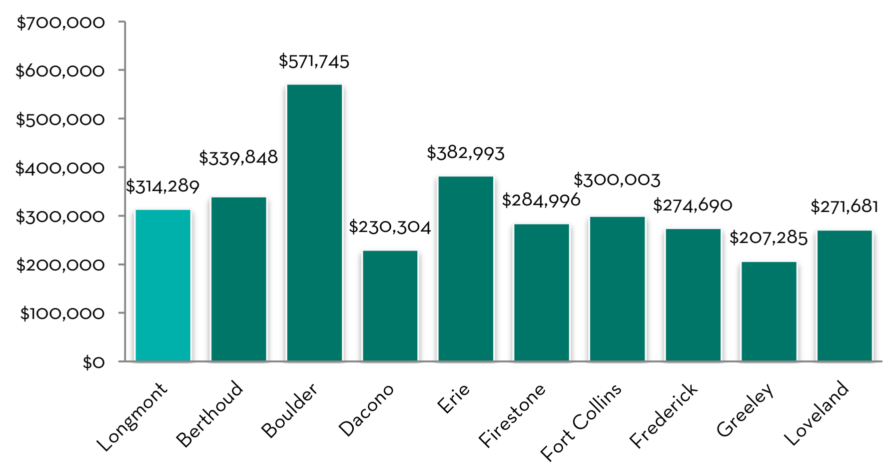
Homes are affordable for households with area median income (AMI) levels traditionally able to be homebuyers, but rising prices are starting to change this. There is a large gap in the number of units affordable to renters earning less than 30 percent of AMI. Rapidly rising rents, rental demand from households that have traditionally been buyers, and a lack of diversity in housing stock is pricing out households earning 30 to 80 percent of AMI.

HOUSEHOLDS & INCOMES

- **Household Growth:** There were 33,661 households in Longmont in 2014. The average annual rate of household growth was 1.7 percent between 2000 and 2014.
- **Household Income:** The median household income in Longmont was $58,698 in 2013, lower than the median household income in neighboring communities. The median household income in Longmont increased by 15 percent between 2000 and 2013, which was the lowest percent increase among communities in the region.

HOUSING COSTS AND AFFORDABILITY

Average Home Sales Price, 2014



Source: MLS; Economic & Planning Systems

- **Average Home Price:** In 2014, the average home price in Longmont was $314,000. The average was the fourth highest among neighboring communities.
- **Median Home Price:** The median home price in 2013 in Longmont was $250,000. There are few homes valued at either end—less than $150,000 or greater than $500,000.
- **Rental Rates:** The vacancy rate in Longmont at the end of 2014 was 2.7 percent, well below the market equilibrium of 5%. The average rental rate in Longmont is $1,169 per month, an increase of $342 per month since 2006. The fastest growth has occurred in the past two years, with rents rising by over $200. The majority of renters in Longmont paid between $750 and $1,500 per month, with the highest percent of renters paying between $1,000 and $1,500.

HOUSING NEEDS

- **Household growth:** Longmont's forecasted growth by 2035 will generate demand for approximately 9,366 households—an annual increase of 446 households per year.
- **Homebuyers' Affordability Gap:** According to a 2012 analysis of the local housing market, perspective homeowners earning less than 80 percent of AMI will be unlikely to buy a home in Longmont without assistance. The rising prices for homes in the City will continue to make homeownership less attainable for residents earning less than 100 percent of AMI. Already, the analysis found that buyers who earn 80 percent or less of AMI in Longmont could not afford the median price of homes in the City.
- **Renter Affordability Gaps:** A housing market analysis completed in 2013 found that there was a large gap in the number of affordable units for renters in Longmont for all household income brackets. Updates to the analysis in 2013 found that the largest gap (2,500 units) affected households earning less than 30 percent of AMI. A gap of nearly 2,500 units for renter households earning above 80 percent of AMI was also found, highlighting the need for more market rate and affordable rental units within Longmont.

RELATED PLANS AND STUDIES

- 2015-2019 Consolidated Plan, City of Longmont
- Longmont Workforce Housing Task Force Report to City Council (2013)
- Longmont Rental Market Analysis Update (2013)
- Longmont Area Housing Market Analysis (2012)
- Boulder County 10-Year Plan to Address Homelessness
- Longmont Area Comprehensive Plan (2003)
- Point-In-Time Annual Assessment of Homelessness, City of Longmont (2014)

TRENDS AND KEY ISSUES

Shifting Preferences

Prior to the economic recession in 2008 and 2009, single-family detached homes represented the majority of units permitted (66 percent single-family, 34 percent multifamily). Since 2008, the majority of units have been multifamily units (33 percent single-family, 67 percent multifamily), specifically apartment units.

Homelessness

A Point-In-Time survey conducted by the Metro Denver Homeless Initiative over a one-week period in 2014 found that 266 persons in Longmont were homeless at that time. Of the 266, roughly 59% were families with children. 40% were headed by just a single parent. When asked the reason they were homeless, 41% of adults said it was due to losing a job, 35% said it was due to high housing costs, 26% cited a relationship or family break-up, 22% cited mental illness, and 15% said it was due to substance or alcohol abuse or addiction.

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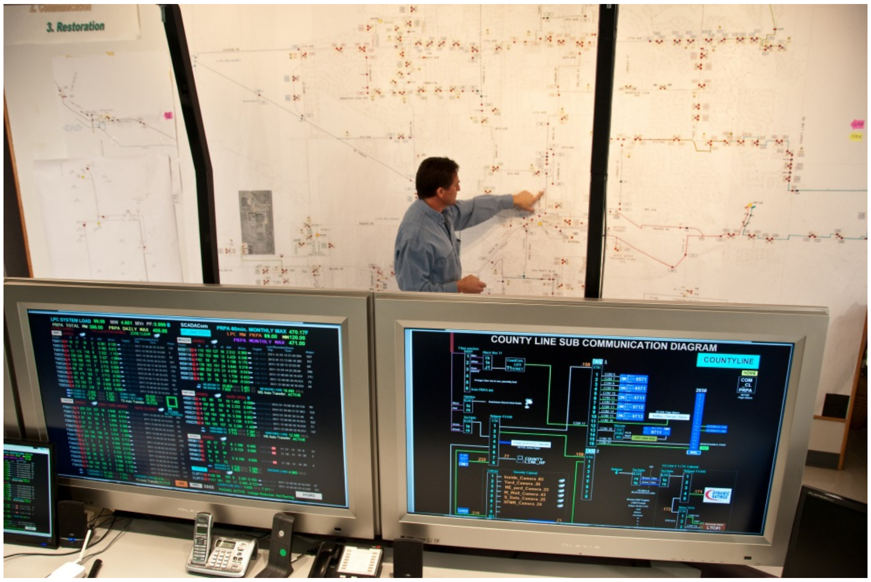
UTILITIES AND INFRASTRUCTURE

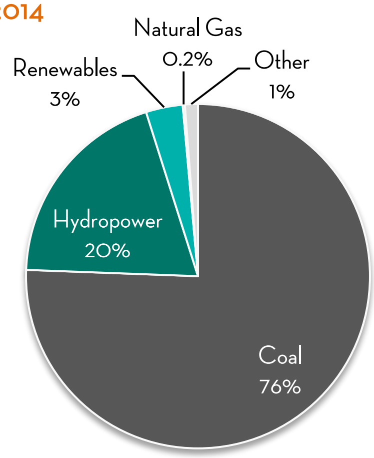


POWER

Electricity

- **Providers:** Electricity provided by Longmont Power and Communications (LPC) comes from the Platte River Power Authority, jointly owned by Longmont, Fort Collins, Estes Park and Loveland.
- **Rates:** In 2014, rates for all customers were approximately 26% lower than the average rate paid by customers nationally.

LPC Energy Mix, 2014



Source: Longmont Power & Communication, 2014

TRENDS AND KEY ISSUES

Renewable Energy

Longmont's City Council requires LPC to provide at least 3% of energy from renewable sources, a requirement the utility currently achieves.

Utility Rates

Unlike in many cities and towns in the region, the City of Longmont owns and operates its own municipal electricity utility, Longmont Power and Communications (LPC). As a result, Longmont is able to provide electricity to residents and businesses at much lower rates.

Gigabyte City

In 2013, voters in Longmont passed a $45.3 million bond initiative to fund the construction of a high-speed fiber optic broadband network, known as NextLight. When completed, NextLight will provide residents with internet speeds of 1 gigabyte per second. NextLight will be owned and managed by Longmont Power and Communications (LPC). The first phase of construction of the NextLight network finished in 2014. The remaining five phases will all be completed by early 2016, making Longmont the first "Gigabyte City" in Colorado. Going forward, this will be a tremendous asset for the City, especially as it seeks to attract more tech companies and startups.

Sources:

Longmont Power & Communications; City of Longmont

TRENDS AND KEY ISSUES

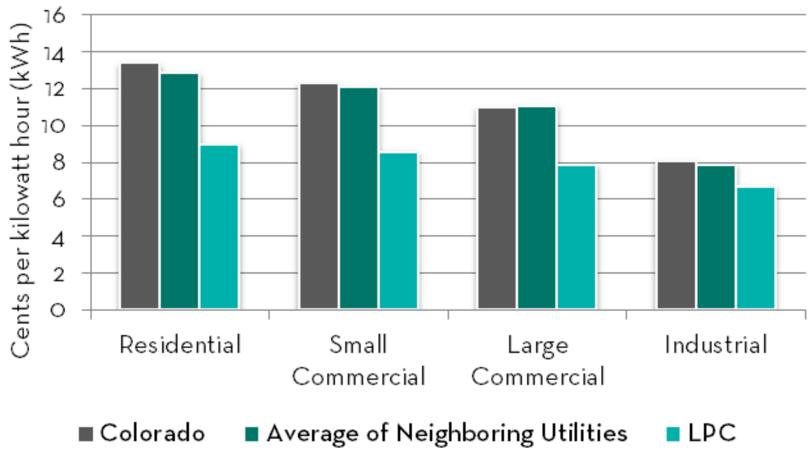
Flood Impacts and Recovery

Floodwaters deposited large amounts of sediments and debris into the reservoirs along the St. Vrain Creek that feed much of Longmont's water supply system. Longmont Reservoir has been repaired and re-filled, however debris in the Ralph Price Reservoir is still being cleared. In addition, pipelines carrying water from the St. Vrain Creek were also damaged; however, repairs to these have been completed or are underway.

Water Conservation

While Longmont does not face a pressing need to conserve water, conservation is still a goal for the City. In all, the City is looking to reduce customer and City raw water demands by 10% by buildout (projected to be 104,000 residents by 2048 in the 2003 Raw Water Master Plan Update). The 2008 Water Conservation Master Plan estimated that as a result of current conservation initiative, the City would reduce demand in 2017 by 7.7%.

Average Blended Electricity Rates, 2014



Source: Longmont Power & Communication, 2014

WATER

Sources and Delivery

- Water in Longmont comes from one of two sources: the St. Vrain Creek and the Colorado River Basin, delivered via the Colorado-Big Thompson (C-BT) project, operated by the Northern Colorado Water Conservancy District. In 2013, 43% of the City's water came from the St. Vrain Creek, with the other 57% coming from the C-BT project.
- **Storage Reservoirs:** Ralph Price Reservoir, Terry Lake, McCall Lake, Burch Lake, Clover Basin Reservoir, Union Reservoir, Independent Reservoir, McIntosh Reservoir and Golden Ponds are all maintained by the City.

Supply and Projected Demand

- Longmont has an adequate supply of raw water, and is able to meet the demands of all residents and businesses in the community. The 2013 projected demand for water was 18,498 acre feet, much less than the projected supply of 26,082 acre feet.
- Forecasts from the 2003 Raw Water Master Plan Update predict that demand for raw water will exceed 23,000 acre feet in 2015, and 32,730 acre feet by 2035. More recent forecasts from the 2008 Water Conservation Master Plan predict water demands in 2017 to be around 21,000 acre feet.

RELATED PLANS AND STUDIES

- Longmont Power and Communications Report to the Community (2014)
- Longmont 2013/2014 Water Supply and Drought Management Plan (2013)
- Longmont Water Conservation Master Plan (2008)
- Longmont Raw Water Master Plan Update (2003)

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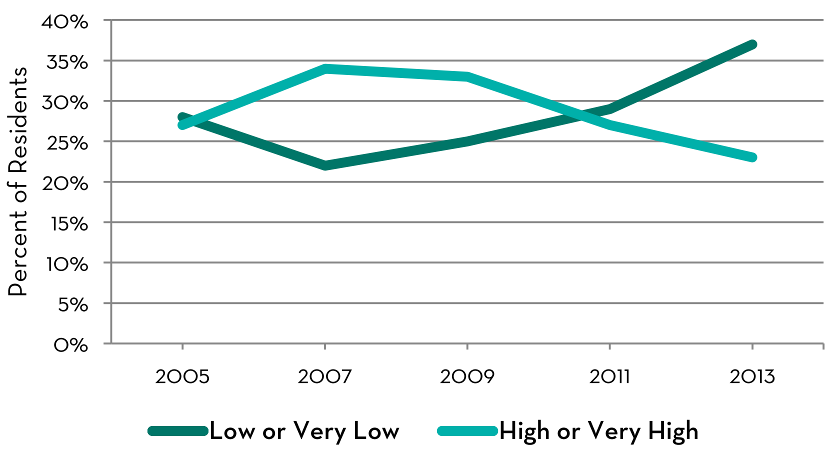
PUBLIC SAFETY

CRIME

Longmont Residents' Rating of Amount of Crime, 2005-2013



Source: Longmont Police Department, Community Survey of Residents, 2013

- **Growing Perception of Safety:** Overall, the community perceives Longmont to have less crime now than in past years. In 2007 and 2009, residents who felt Longmont had "High" or "Very High" amounts of crime outnumbered those who thought Longmont had "Low" or "Very Low" amounts of crime. The number of people who thought Longmont has a "Low" or "Very Low" amount of crime has risen since 2007, from 22% of the community to 37% of the community in 2013.

TRENDS AND KEY ISSUES

Safer Community

Perceptions of crime in the community are decreasing and more residents say they feel safe in Longmont. Nearly three fourths of the community are satisfied or very satisfied with police services.

Youth Safety

Overall, youth in Longmont feel safe in the community and in their schools. Local youth identified drugs and alcohol as one of the major issues facing them and their peers.

Safe Neighborhoods

Most residents feel safe living in Longmont's neighborhoods. Only 6% of respondents to a survey conducted by the Longmont Police Department believed that Serious Crime was a "Moderate" or "Major" problem in 2013. Most residents felt that many neighborhood issues were less of a problem in 2013 than they were in 2005.

Sources:

Longmont Police Department, Community Survey of Residents, 2013.

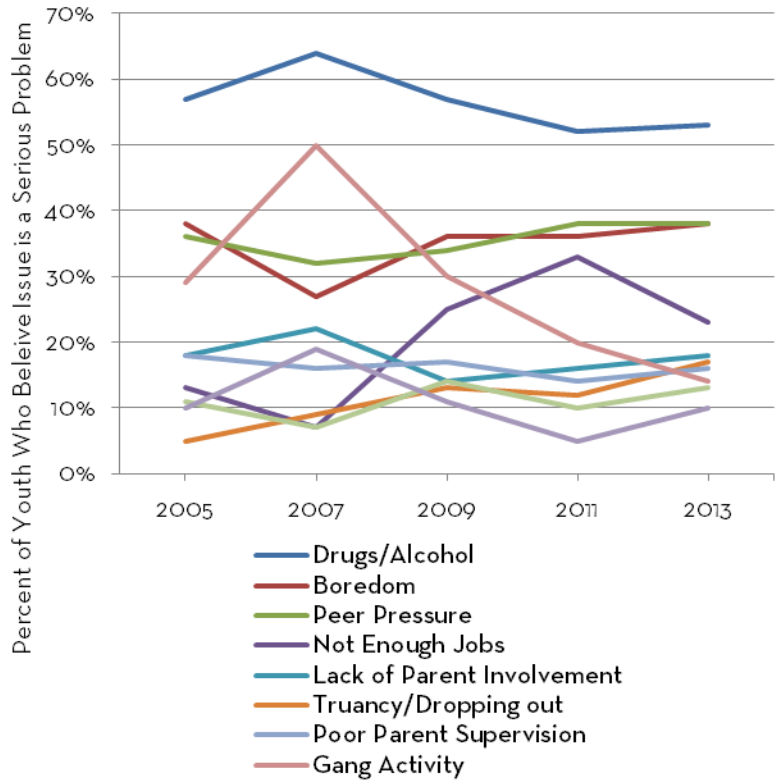
PUBLIC SAFETY PROGRAMS AND INITIATIVES

Longmont's Public Safety Department provides residents with police, fire, and emergency services and management. Specific public safety programs and initiatives include:

- Animal Control Unit
- Gang and Crime Suppression Unit
- School Resource Officer
- Special Weapons & Tactics (SWAT) Team and Bomb Squad
- Hazardous Materials Response Team
- Technical Rescue Team
- Wildland Firefighting
- Search and Rescue
- Canine (K-9) Program
- Bicycle Patrol Unit
- Student Police Academy
- Victim Services and Advocates
- Longmont Ending Violence Initiative
- Longmont Community Justice Partnership
- Be Ready Longmont
- Neighborhood Watch
- Neighborhood Night Out

YOUTH SAFETY

The Most Serious Problems Affecting Youth in Longmont, 2005-2013



Source: Longmont Police Department, Community Survey of Residents, 2013

- **Youth Safety:** In 2013, 85% of youth who responded to a Police Department Community Survey felt "Safe" or "Very Safe" in Longmont, up slightly from 2011.
- **Drugs and Alcohol:** In the same survey, 53% of youth identified drugs and alcohol as the most serious problem facing other youth in the community. The next most serious issues, as ranked by community youth, were boredom and peer pressure, with 38% of youth identifying these as serious issues in 2013. Other issues, like gang activity and a lack of jobs were identified as serious issues in past years, however both have improved since.

RELATED PLANS AND STUDIES

- Longmont Police Department, Community Survey of Residents (2013)

ARTS, CULTURE AND TOURISM

DOWNTOWN LONGMONT CREATIVE DISTRICT

- **What is it?:** Originally known as the Longmont Arts and Entertainment District, the Downtown Longmont Creative District is a joint effort by the City of Longmont and the Longmont Downtown Development Authority (LDDA) to revitalize Longmont's downtown area through supporting the arts, entertainment and other cultural activities in the district. Planning for the district began in 2010.
- **What is the LDDA?:** The Longmont Downtown Development Authority, a public agency, was founded by the City in 1982 in order to revitalize the City's downtown area. The agency's mission is to "develop, support and promote a vital and valuable Downtown Longmont. Through strategic development and programs, the LDDA makes downtown appealing to businesses, residents and visitors."
- **General Improvement District:** In addition to its role as an advocate and supporter of the downtown, the LDDA also manages funds raised through the General Improvement District (GID), a special tax district within Longmont used to make improvements and investments within the boundaries of the GID. To dates, the LDDA has made more than $45 million in investments to the downtown, leveraging both public and private funds.

TRENDS AND KEY ISSUES

Creative Industries

The number of businesses in arts, culture, and "creative" industries in Longmont has grown, aided by initiatives like the Downtown Longmont Creative District.

Historic and Cultural Resources

Longmont has made a concerted effort to protect and preserve the cultural and historic resources in the City. The City's historic preservation designation has helped protect numerous buildings and districts, while the Longmont Museum, run as a part of the City government, continues to grow and expand.

Community Events

Longmont offers residents a rich variety of community events, from small weekly events like concerts and sports games, to larger festivals and celebrations, like Cinco de Mayo, Chick Clark Fishing Education program, and Clean Up / Green Up.

Sources:

Longmont Downtown Development Authority; City of Longmont; Colorado Creative Industries.

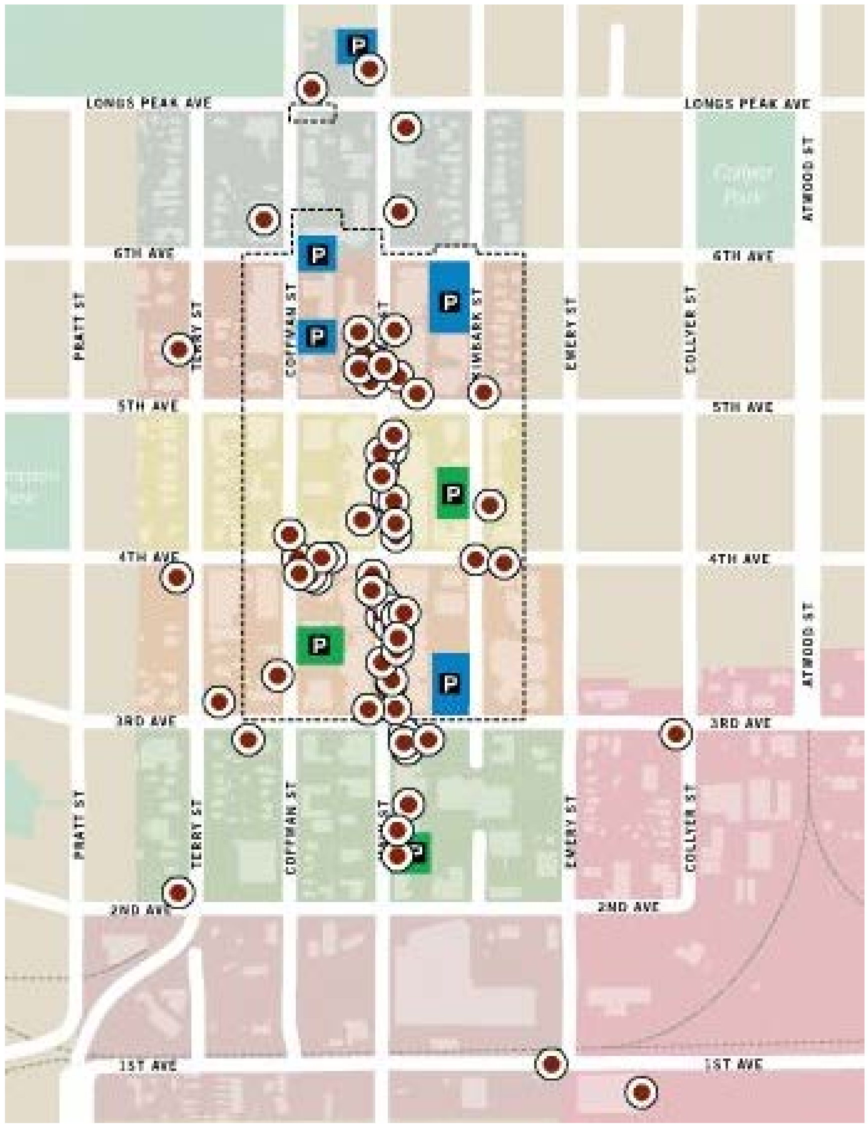
CREATIVE INDUSTRIES IN THE CREATIVE DISTRICT

As the map at right illustrates, there are a number of businesses and organizations dedicated to the arts and culture located in Downtown Longmont. These include:

- Architectural and engineering firms
- Over 15 art galleries
- Books and music stores
- Dance Dimensions dance studio
- The historic Callahan House and Garden
- Arts Longmont
- Longmont Theatre Company
- Jesters Dinner Theatre and Performing Arts
- KGUD 90.7 FM Longmont Community Radio
- The Longmont Channel
- The Longmont Times Call
- Live music venues
- Marketing, web & design firms

- **Colorado Creative Industries:** In 2011, Colorado Creative Industries, a division of the Colorado Office of Economic Development and International Trade (OEDIT), began a Creative Districts program, which officially recognizes and supports the efforts of creative districts throughout the state, including in Longmont. Benefits of the program include technical assistance, grants, economic impact data, and access to credit and loans from OEDIT.

"Creative" Industries and Businesses in the Downtown Creative District



Source: Longmont Downtown Development Authority, www.downtownlongmont.com

OTHER CULTURAL AMENITIES

- **Longmont Museum:** Although many of Longmont's arts and culture amenities are located in the Downtown Creative District, a number of cultural attractions and points of interest are not. One of these is the Longmont Museum & Cultural Center. Funded by the City, the Longmont Museum features exhibits and artifacts showing the history of Northern Colorado and the St Vrain Valley. In addition, the museum hosts special exhibitions, events, a summer concert series, and youth educational programs. The museum recently broke ground on an expansion project that will add auditorium as well as additional event and exhibition space.
- **Senior Center:** The Longmont Senior Center offers older residents of Longmont the opportunity to take part in a variety of classes, activities and events.
- **Public Library:** The Longmont Public Library provides access to information, materials, and resources for all members of the community.
- **Parks:** The parks in Longmont play an important role in hosting cultural and other community events throughout the year. For example, the City's Cinco de Mayo celebrations are held at Roosevelt Park.
- **Art in Public Places:** With over 50 installations around the City, Longmont's Art in Public Places program has become one of the most successful public arts programs in Colorado. Funded through a 1 percent levy on capital improvement projects of over $50,000, the program is administered by the Longmont Museum and the Art in Public Places Commission.
- **Historic Places:** Longmont is home to a number of historic sites and places. These include the Sandstone Ranch Visitors & Learning Center, the site of an historic homestead, and Callahan House, among others.

RELATED PLANS AND STUDIES

- Longmont Arts & Entertainment District Strategic Report and Action Program (2011)

COMMUNITY EVENTS

The City of Longmont is home to numerous community events during the year, including but not limited to:

- ArtWalk Longmont
- Bike to Work Day
- Boulder County Fair
- Cinco de Mayo
- Downtown Summer Concert Series
- Farmers Market: April - November
- Festival on Main
- G'Knight Ride
- Library Summer Kick Off
- Movies in the Park
- National Night Out
- Prospect Eats
- Rhythm on the River
- Sunrise Stampede
- Oktoberfest

APPENDIX: INVENTORY MAPS

This appendix includes the following inventory maps, which are referenced throughout the Community Profile and are organized by section:

- Functional Road Classification
- Existing Number of Lanes
- Existing Traffic Volumes
- Existing Traffic Congestion
- High Crash Intersections
- Bicycle Facilities
- Existing Transit Service
- Future Traffic Volumes (2035)
- Future Traffic Congestion (2035)
- Major Barriers to Connectivity
- Programmed Roadway Improvements
- Planned Transit Improvements
- Planned Bicycle Facility Improvements
- Pedestrian Activity Centers
- Health and Human Services
- Existing Parks, Recreation and Trails System
- Parks Gap Areas
- 2013 Floods
- Current Land Use
- Development Capacity